

Town & Country Planning Act 1990

Appeal against refusal by Stevenage Borough Council of application 19/00474/FPM for

Demolition of existing office building (Use Class B1) and structures, and construction of seven apartment buildings comprising 576 dwellings (Use Class C3) together with internal roads, parking, public open space, landscaping, drainage and associated infrastructure works

at

Land West of Lytton Way, Stevenage, SG1 1AG

Appellant

Hill Residential Ltd

SUPPLEMENTARY NOTE ON CYCLE PARKING

MARCH 2021

APPEAL REFERENCE APP/K1935/W/20/3255692

Cycle parking

1. Since the submission of the appeal the council (SBC) adopted new cycle parking standards via a Parking Provision and Sustainable Transport SPD, adopted October 2020. In its Statement of Case (SoC) states that the development when assessed against the revised standards would fail to provide sufficient parking for the range of cycle needs (para. 5.2 of SBC's SoC).
2. The Appeal as submitted provided 576 spaces. 928 spaces are required to meet the new standards, an additional 352.
3. Paragraph 105 of the NPPF is clear and requires that parking policies be set out in the development plan. It is not appropriate to use SPD to set standards and accordingly they should be seen as guidance and not policy. Notwithstanding that, we attach plan 16-019 - D 051 - Proposed Site Plan - Ground Floor which demonstrates how the additional requirements can be achieved by re-allocating car parking spaces to cycle parking. For blocks 1 to 3 and 5 to 7 that is achieved in the undercroft. For Block 4 that is achieved with an external store.

Block	Additional cycle spaces required	Car Parking spaces reallocated
1	70	6
2	43	4
3	45	4
4	44	4 (on street)
5	49	4
6	70	6
7	36	2
	357	30

4. The approach to car parking in the SPD remains unchanged, with the site being required to achieve between 25 and 50% of the maximum standard. The Appeal as submitted provided 274 car spaces, 36% of the maximum standard. Accommodating the additional cycle parking would result in a reduction to 244 car spaces on site, 32% of the maximum standard, and still in compliance with the standards.
5. Proposed condition 21 in the Statement of Common Ground deals with cycle parking and reads

Prior to first occupation of the development hereby approved the details of the type and design of at least 576 cycle parking spaces (at least one per property) should be submitted to and approved in writing by the Local Planning Authority. Residents cycle parking should be in the form of lit, lockable and weather resistant cycle lockers or stores and be installed in accordance with the

approved details. Cycle parking shall be fully completed for each block or phase and in accordance with the approved details before first occupation of that particular block or phase in the development.

6. It is proposed that the wording could be amended to read:

Prior to first occupation of the development hereby approved the details of the type and design of at least ~~576~~ 928 cycle parking spaces (~~at least one per property~~) should be submitted to and approved in writing by the Local Planning Authority. ~~Residents cycle parking should be in the form of lit, lockable and weather resistant cycle lockers or stores and be installed in accordance with the approved details.~~ Cycle parking shall be fully completed for each block or phase and in accordance with the approved details before first occupation of that particular block or phase in the development.

7. The second sentence as currently drafted is considered unnecessary as the Council will seek accordance with its SPD in any event in discharging the condition.