



**Addendum to
Development Brief
Faith | Volunteer Land**

May 2024

BNE – Urban Design
Greater Cambridge Shared planning

This document has been produced by
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BNE – Urban Design
Greater Cambridge Shared Planning

For the Communities Team, South Cambridgeshire District Council
Version 1 – Addendum to Development Brief

May 2024

Introduction

This document is an addendum to the development brief produced by the BNE team for the Faith/Volunteer Land at Northstowe Phase 1. It has been produced following consultation with Planning GCSP and CCC Highways. This document refreshes the options produced in the Development brief Version 2 (date 13/03/2024) and includes a new option with an increased parking provision.

It is recommended that this document is read in conjunction with the Development Brief (Faith | Volunteer Land Northstowe Phase 1, Version 2).

This document includes:

- **Summary of Comments from Planning and Highway**
- **Option 01 (a&b)**
800 sq.m Building footprint, 13-15 car parking spaces and 300-500 sq.m open space.
- **Option 02 (a&b)**
800 sq.m Building footprint, 0-60 car parking spaces and 1300 sq.m open space.
- **Option 03 (a&b)**
600 sq.m Building footprint, 26-30 car parking spaces and 200 sq.m open space.
- **Appendices**
Detailed comments from GCSP planning and CCC highways.

Comments from planning and highways

Planning Comments

Overall brief

The comments are generally supportive of the brief with any of the three options refined, subject to transport justification and mitigation

Surface water drainage

It highlights surface water drainage pipe and easement that severely inhibits the building layout but is understood to be moved.

Car parking

Most challenging aspect of the scheme will be to address the provision of car parking spaces. This will be based on

- actual capacity,
- catchment,
- assessment of local need,
- realistic walking, cycling and public transport routes/infrastructure,
- option to provide additional spaces, and
- detailed arrangements of the use of nearby parking facilities.

Open spaces

The generous open space is welcome with detail on its function to be clarified but states the pressure it may face from any increase in parking.

Detail Matters

It sets out detail submission requirements that would be required for future pre-app advice as detail proposals come forward.

Highway Comments

Servicing

The site is not expected to accommodate a turning head with refuse vehicles requiring to reverse into the site to service the Faith building. This should be discussed with the refuse department, but the Local Highway Authority would have no, in-principle, objection to this arrangement.

Car Parking

The Local Highway Authority would seek that the site provides car parking commensurate to its proposed use but acknowledge that it would be difficult to achieve anywhere close to the LPAs parking standard.

A range of parking provision between 15-35 spaces was discussed. Any reduction to this level would need to be justified in the context of the site location, alternative parking opportunities and sustainable travel choices, and any plans to be proposed by an end user on how they will restrict parking at the site.

The Local Highway Authority would only be in a position to support such as reduction if it was satisfied that it would not result in inappropriate or unsafe car parking on surrounding streets, and particularly on Stirling Road itself which has cycle lanes.

Notwithstanding this, it is acknowledged, much like school sites, that it is not possible or desirable to provide a parking provision to meet infrequent occasions that result in very large, but short-lived peak parking demands.

It is therefore important that any future planning application is accompanied by a Transport Statement into the likely use of the site, the transport strategy for the likely use, and the resulting parking demand, along with measures as to how the impact of offsite parking will be controlled to a satisfactory degree.

Option 01

Site Area: 2500 sqm.

Cycle Spaces (Min) – 54 Spaces

Parking: 13-15 spaces

Open Space: 300 - 500 sqm.

Building Footprint: 800 sqm.

Height:

6 - 7.5m predominant eaves height

2-2.5 residential storeys.

Elements rising above subject to LVA

Separation from H13 – 18 mts

Buffer planting: 5 m



Option 1a: Parking/Landscape buffer separation to parcel H13



Option 1b: Green Open space separation to parcel H13

Option 02

Site Area: 2500 sqm.

Cycle Spaces (Min) – 54+ Spaces

Parking: 0-60 spaces (Ground /basement)

Open Space: 1300 sqm.

Building Footprint: 800 sqm.

Height:

6 - 7.5m predominant eaves height
2-2.5 residential storeys.
Elements rising above subject to LVA

Separation from H13 – 18 mts

Buffer planting: 5 m



Option 2a: Zero Parking on site



Option 2b: 60 Car Parking Spaces – Part basement

Option 03

Site Area: 2500 sqm.

Cycle Spaces (Min) – 40 Spaces

Parking: 26-30 spaces

Open Space: 200 sqm.

Building Footprint: 600 sqm.

Height:

6 - 7.5m predominant eaves height

2-2.5 residential storeys.

Elements rising above subject to LVA

Separation from H13 – 24 mts

Buffer planting: 5 m



Option 3a: 30 spaces Parking/Landscape buffer separation to parcel H13



Option 3b: 26 spaces, Parking/Landscape buffer separation to parcel H13 & frontage

Appendices

Planning GCSP and CCC Highways Comments

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Principal Planner (Strategic Sites)

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GREATER CAMBRIDGE
SHARED PLANNING

Clare Gibbons
South Cambridgeshire District Council
By email only to clare.gibbons@scambs.gov.uk

01 May 2024

Dear Clare

Pre-application advice: Northstowe Phase 1 Faith Building (Ref: 24/50167/PRELV1)

This letter summarises the key issues associated with the above proposed development, in relation to your request for planning advice dated 26 March 2024.

The proposal

The proposal comprises a faith building and associated access, parking and landscaping, on the site identified as 'Land for Faith/Voluntary Groups' through the Northstowe Phase 1 Section 106 Agreement.

Relevant site history includes:

- S/0388/12/OL – Outline planning permission for Northstowe Phase 1
- S/0065/20/RM – Reserved matters approval for Parcel H13
- S/3017/15/RM – Reserved matters approval for the Waterpark

Please note that the following constraints apply to the site:

- Flood Zone 3
- Risk of Flooding from Surface Water (part)
- Cambridge Airport Safeguarding Zone (90 metres)
- Waste Consultation Area
- Special Control of Advertisements

Documents submitted

The following documents were submitted in support of this request for pre-application advice:

- Faith/Volunteer Land Development Brief
- Meeting Minutes: Faith Discussion with Urban Designers Wednesday 17 January and Thursday 25 January
- Meeting Minutes: Meeting with Highways Cambridgeshire County Council (draft)
- Faith/Voluntary Groups Service Plan (Ref: 8451-691)

Key issues

The key issues for this project are set out in an Issues Log in the appended **Table 2** and summarised below.

- Design and Layout – Provided that the existing surface water drainage pipe is relocated as expected, any one of the three submitted options could be refined into a high-quality development.
- Transport – The most significant challenge is likely to be the provision of an appropriate level of car parking. Detailed proposals will need to include sound justification.

Indicative lists of application documents, planning policies and material considerations are provided in the appended **Table 3** and **Table 4**.

Programme

It is understood that the next phase of work will be led by individual faith groups, which will submit separate requests for pre-application advice on their detailed proposals. Indicative next steps are summarised in **Table 1** below.

Table 1: Actions and next steps

Action	Date	Owner
Refine brief based on pre-application advice	TBC	SCDC
Request pre-application advice on detailed proposals	TBC	Faith group(s)

Conclusion

This letter highlights the key issues for the project, based on the information considered to date. In summary, further information is required regarding various issues, of which the most challenging is likely to be the provision of an appropriate level of car parking.

All planning advice is provided at officer-level only and without prejudice to the Council's determination of a formal application.

Should you have any queries regarding any of the above, please do not hesitate to contact me directly.

Yours sincerely

Luke Mills MRTPI
Principal Planner (Strategic Sites)

Enclosures

Table 2: Issues Log 01/05/2024

Table 3: Application Documents

Table 4: Planning Policies and Material Considerations

Table 2: Issues Log 01/05/2024*Referenced policies are listed in Table 4**Subject to change following scheme development*

This document contains a live issues log for the above proposed development, ensuring that up-to-date planning advice is provided as the scheme evolves. A traffic light system is used to confirm the current status of an issue – Red means an in-principle issue remains unresolved, Amber means another type of issue remains unresolved and Green means the issue is resolved.

Issue	Comments	Status
Principle of development	<p>Relevant policies for the principle of development include SCLP policy SC/4 and NAAP policy NS/9.</p> <p>The faith building will be a standalone development, applied for through a full planning application. However, the need and land for the building were established through the Northstowe Phase 1 planning permission and associated Section 106 Agreement (Ref: S/0388/12/OL). Therefore, the principle of development is acceptable.</p>	Green
Environmental Impact Assessment	<p>It is considered that the proposal would not constitute 'EIA development' for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The development is categorised as 10(b) within Schedule 2 and, with a site area of less than 1 hectare, it is considered unlikely that there would be significant effects on the environment.</p>	Green
Climate and resources	<p>Relevant policies for climate and resources include SCLP policies CC/1, CC/4 and HQ/1, NAAP policies NS/2, NS/21 and NS/23 and NPPF paragraphs 159 and 162. Also relevant are the Sustainable Design and Construction SPD, the RECAP Waste Management Design Guide and SPD and the NPPG categories 'Climate change' and 'Water supply, wastewater and water quality'.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Sustainability statement and checklist • Waste design guide toolkit <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Sustainability Officer <p>It is recommended that draft versions of the above information are submitted with each faith group's request for pre-application advice. The Sustainability Officer's advice can be included for Level 2 and Level 3 requests.</p>	Amber
Flooding and water	<p>Relevant policies for flooding and water include SCLP policies CC/7, CC/8 and CC/9, NAAP policies NS/2 and NS/21 and NPPF paragraphs 168 to 173. Also relevant are the Sustainable Design and Construction SPD, the</p>	Amber

	<p>Cambridgeshire Flood and Water SPD and NPPG categories 'Flood risk and coastal change' and 'Water supply, wastewater and water quality'.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Flood risk assessment • Surface water drainage strategy • Foul sewage and utilities assessment (Foul sewage) <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Sustainable Drainage Officer • Lead Local Flood Authority (Cambridgeshire County Council) <p>The site is located within Flood Zone 3 and partly within an area of surface water flood risk. Nevertheless, flooding and drainage issues have generally been addressed for the whole of Phase 1 through its outline permission and the details approved under Conditions 23 and 24 (Ref: S/1116/14/DC). Therefore, the above information may be relatively succinct but will need to demonstrate how the proposal fits within the context of the wider infrastructure.</p> <p>It is recommended that a draft version of the above information is submitted with each faith group's request for pre-application advice. The Sustainable Drainage Officer's advice can be included for Level 2 and Level 3 requests, although the Lead Local Flood Authority's advice will need to be sought via its separate pre-application advice service.</p>	
Construction impacts	<p>Relevant policies for construction impacts include SCLP policy CC/6 and NAAP policy NS/24. Also relevant is the Sustainable Design and Construction SPD.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Construction management plan <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Environmental Health Officer <p>It is recommended that a draft version of the above information is submitted with each faith group's request for pre-application advice. The Environmental Health Officer's advice can be included for Level 2 and Level 3 requests.</p>	Amber
Design and Layout	<p>Relevant policies for design and layout include SCLP policies HQ/1 and NH/2, NAAP policies NS/2 and NS/14 and NPPF paragraphs 135 to 140. Also relevant are the Sustainable Design and Construction SPD, the District Design Guide SPD and the Landscape in New Developments SPD.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p>	Amber

	<ul style="list-style-type: none"> • Landscape and Visual Impact Assessment (LVIA) <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Urban Design Officer • Landscape Officer <p>The most significant factor for the layout is the surface water drainage pipe that has been installed west to east across the middle of the site, which is accompanied by an easement that severely inhibits the building layout options. However, it is understood that L&Q Estates will resolve the issue by moving the pipe to the western and northern fringes of the site, in accordance with the requirements of the Phase 1 Section 106 Agreement. As in the draft brief, it is therefore assumed that this will not represent a significant constraint.</p> <p>Taking into account the anticipated stature of the building, it is considered that any one of the three options could be refined into a development with significant street presence and a strong relationship with the adjacent waterpark. The draft brief conveys a clear understanding of the site’s context and the opportunities for its development, and the indicative building envelope described in Figure 21 helps provide some useful initial parameters.</p> <p>It is encouraging to see the provision of generous open space, although further information on its function is required to optimise the size and position. This will be increasingly important if, as highlighted in the ‘Transport’ section, this space comes under pressure for additional car parking spaces. In such a scenario, particularly careful consideration would need to be given to high quality soft landscaping around edges and perhaps mitigation through the provision of courtyards, terraces or similar within the building envelope.</p> <p>In response to the query at paragraph 1.22 of the draft brief, no updates to the parameter plans or other Phase 1 documentation are required because the faith building will be subject to its own full planning application. Nevertheless, the Phase 1 context will be very relevant in the consideration of the application.</p> <p>It is recommended that a draft LVIA is submitted with each faith group’s request for pre-application advice. The Urban Design and Landscape Officers’ advice can be included for Level 2 and Level 3 requests.</p>	
Transport	<p>Relevant policies for transport include SCLP policies HQ/1, TI/2 and TI/3 and NPPF paragraphs 114 to 116. Also relevant is the Sustainable Design and Construction SPD.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Parking provision (car & cycle) statement <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Highway Authority (Cambridgeshire County Council) 	Red

	<p>The most challenging transport-related issue for the proposed development to address will be the provision of an appropriate number of car parking spaces. As a starting point, SCLP policy T1/3 indicates that a building of 800 square metres in Use Class D1 or D2 * would typically generate a need for 100 car parking spaces. Therefore, a significant discrepancy arises between the car parking requirement and the submitted proposal of zero to 15 spaces.</p> <p>To refine the indicative requirement into a more accurate one and align the proposed parking provision, the above statement and the application drawings will need to include the following as a minimum:</p> <ul style="list-style-type: none"> • Clarification of the building’s floor space and capacity, including the number of seats • Confirmation of the anticipated catchment area, based on an assessment of local need and reference to similar examples in the area • Details of realistic walking, cycling and public transport routes connecting the building to its defined catchment • Additional parking provision, instead of open space, surrounding the building – most likely based on the Option 2 building position • Details of arrangements to use other car parks nearby <p>A solution will be easier to find for buildings at the smaller end of the scale, with a demonstrably local need centred on Northstowe. It will be much more difficult for larger buildings with wider catchments.</p> <p>As for cycle parking provision, the minimum standard varies depending on the use of the building (53 spaces for Use Class D1; 133 for D2) and will ultimately be refined in line with the abovementioned car parking standard. This is considered less of a challenge than the car parking requirement due to the relatively small size of cycle spaces and the wide range of potential design solutions.</p> <p>As the Highway Authority will be consulted on the planning application, it is recommended that each faith group seeks its advice on their detailed proposals. Requests can be made via the highways development pre-application advice website.</p> <p>It is noted that the Highway Authority provided some initial advice on the draft brief, as demonstrated in the submitted meeting minutes. However, further work will be required to confirm the access design/position and servicing arrangements.</p> <p>* Note: An amendment to the Use Classes Order means the proposal would now fit within Use Class F1 or F2.</p>	
Accessibility	<p>Relevant policies for accessibility include SCLP policy HQ/1. Also relevant is the Sustainable Design and Construction SPD.</p> <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Access Officer 	Amber

	<p>It is recommended that detailed drawings are submitted with each faith group's request for pre-application advice, to enable an assessment of accessible design. The Access Officer's advice can be included for Level 2 and Level 3 requests.</p>	
Amenity	<p>Relevant policies for amenity include SCLP policy HQ/1. Also relevant is the Sustainable Design and Construction SPD and the District Design Guide SPD.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Daylight/sunlight assessment <p>It is recommended that a draft version of the above information is submitted with each faith group's request for pre-application advice. There is no need to set a specific separation distance between the proposed building and adjacent residential properties because overlooking, overshadowing and overbearing impacts will be significantly influenced by the detailed design – for example, building height and window positions. Nevertheless, the principle of positioning the building nearer the southern boundary will offer the greatest flexibility at this stage.</p>	Amber
Biodiversity and green infrastructure	<p>Relevant policies for biodiversity and green infrastructure include SCLP policies NH/4 and NH/6, NAAP policy NS/17 and NPPF paragraphs 180 and 186. Also relevant are the Biodiversity SPD, the Sustainable Design and Construction SPD and NPPG categories 'Biodiversity net gain' and 'Natural environment'.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Biodiversity Net Gain assessment <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Ecology Officer <p>It is recommended that a draft version of the above information is submitted with each faith group's request for pre-application advice. The Ecology Officer's advice can be included for Level 2 and Level 3 requests.</p>	Amber
Safety and health	<p>Relevant policies for safety and health include SCLP policies HQ/1, SC/9, SC/10, SC/11, SC/12, SC/14 and TI/6, NAAP policy NS/2 and NPPF paragraphs, 96 to 97, 101, 180, 189 and 191. Also relevant are the Sustainable Design and Construction SPD and NPPG categories 'Healthy and safe communities', 'Light pollution' and 'Noise'.</p> <p>Consultations on the planning application will include:</p> <ul style="list-style-type: none"> • Environmental Health Officer • Designing Out Crime Officer (Cambridgeshire Constabulary) <p>Information requirements for the planning application, as set out in Table 3, include:</p>	Amber

	<ul style="list-style-type: none"> • Contaminated land assessment • Lighting (artificial) assessment • Noise assessment <p>Depending on the detailed design and layout, the faith building has the potential for adverse effects in relation to the following:</p> <ul style="list-style-type: none"> • Light pollution – from new artificial lighting on the building and in the surrounding car park and open space • Noise – for example, music, outdoor activities and vehicle movements, continuing at evenings and weekends • Contaminated land – largely dealt with by the Phase 1 permission and the details approved under Condition 9 (Ref: S/1328/14/DC, S/1958/14/DC, S/0183/15/DC & S/1074/16/DC), although an understanding of the context must be demonstrated • Air quality – electric vehicle charging points should be included to support the use of low emission vehicles • Odour – for example, food and drink preparation <p>It is recommended that further information on the nature of the proposed use is submitted with each faith group’s request for pre-application advice. The Environmental Health Officer’s advice, which will also cover confirmation of the information requirements, can be included for Level 2 and Level 3 requests.</p> <p>As large numbers of people will be expected to congregate at the faith building, the Designing Out Crime Officer will be consulted on the planning application to ensure that public safety and security issues are properly considered. It is recommended that each faith group seeks advice on their detailed proposals – contact details available via the National Network of Designing Out Crime Officers.</p> <p>It is noted that the site is located within the Cambridge Airport Safeguarding Zone (90 metres). As it is unlikely that the proposed development would include a structure approaching a height of 90 metres, it is considered that this does not represent a constraint.</p>	
Utilities	<p>Relevant policies for utilities include SCLP policy TI/10, NAAP policy NS/22 and NPPF paragraph 118.</p> <p>Information requirements for the planning application, as set out in Table 3, include:</p> <ul style="list-style-type: none"> • Foul sewage and utilities assessment (Utilities assessment) • Broadband information <p>It is recommended that draft versions of the above information are submitted with each faith group’s request for pre-application advice.</p>	Amber

Table 3: Application Documents

Based on the Council's [planning application validation checklists](#)

Subject to change following scheme development

Plans

- Location plan
- Site plan – existing
- Site plan – proposed
- Cross-section and site levels - proposed
- Floor plans – proposed
- Elevations – proposed
- Roof plans – proposed

Documentation

- Planning Application Forms and Ownership Certificates
- Construction management plan
- Contaminated land assessment
- Daylight/sunlight assessment
- Flood risk assessment
- Foul sewage and utilities assessment
- Landscape and visual impact assessment
- Lighting (artificial) assessment
- Noise assessment
- Planning statement
- Parking provision (car & cycle) statement
- Surface water drainage strategy
- Sustainability statement and checklist
- Broadband information
- Waste design guide toolkit
- Biodiversity Net Gain assessment

Table 4: Planning Policies and Material Considerations*Subject to change following scheme development*

South Cambridgeshire Local Plan 2018 (SCLP)
S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
CC/1 Mitigation and Adaptation to Climate Change
CC/4 Water Efficiency
CC/6 Construction Methods
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/6 Green Infrastructure
SC/4 Meeting Community Needs
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
SC/12 Air Quality
SC/14 Odour and Other Fugitive Emissions to Air
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/6 Cambridge Airport Public Safety Zone
TI/10 Broadband
Northstowe Area Action Plan 2007 (NAAP)
NS/1 The Vision for Northstowe
NS/2 Development Principles
NS/3 The Site for Northstowe
NS/9 Community Services, Facilities, Leisure, Arts and Culture
NS/14 Landscaping Within Northstowe
NS/17 New Biodiversity Features
NS/21 Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal
NS/22 Telecommunications Infrastructure
NS/23 An Exemplar in Sustainability
NS/24 Construction Strategy
South Cambridgeshire Supplementary Planning Documents (SPD)
Sustainable Design and Construction SPD – Adopted January 2020
Biodiversity SPD – Adopted February 2022
Cambridgeshire Flood and Water SPD – Adopted November 2018
RECAP Waste Management Design Guide and SPD – Adopted February 2012
District Design Guide SPD – Adopted March 2010
Landscape in New Developments SPD – Adopted March 2010
National Planning Policy Framework 2023 (NPPF)

2. Achieving sustainable development: 11
8. Promoting healthy and safe communities: 96, 97 & 101
9. Promoting sustainable transport: 114-116
10. Supporting high quality communications: 118
12. Achieving well-designed places: 135-140
14. Meeting the challenge of climate change, flooding and coastal change: 159, 162 & 168-173
15. Conserving and enhancing the natural environment: 180, 186, 189 & 191
17. Facilitating the sustainable use of minerals: 218
National Planning Practice Guidance (NPPG)
Biodiversity net gain
Climate change
Flood risk and coastal change
Healthy and safe communities
Light pollution
Natural environment
Noise
Water supply, wastewater and water quality
National Design Guide (NDG)
Appendix A of Circular 11/95: Use of conditions in planning permission

Cambridgeshire County Council Highway Comments

Comment via email by Highway Development Management team (27/03/2024)

Interaction of site with the public highway

The frontage of the site should support the continuation of the street scene agreed through the Northstowe Phase 1 permission. Any new motor vehicle access should replicate the agreed design standard deployed across Northstowe Phase 1, and in particular the reserved matters for the highways – planning reference S/1131/14. The applicant should discuss any access points with the master developer L and Q at the earliest opportunity. As a result, the Local Highway Authority is unlikely to support a layby within the extent of the highway and any provision for servicing by hearse or similar will need to be accommodated on site.

Servicing

The site is not expected to accommodate a turning head within the parking area to allow refuse and other servicing vehicles to enter and exit in a forward gear. It would therefore be expected that such vehicles would be required to reverse into the site to service the Faith building. This should be discussed with the refuse department at SCDC refuse team to confirm acceptability, but the Local Highway Authority would have no, in-principle, objection to this arrangement.

Car Parking

The Local Highway Authority would seek that the site provides car parking commensurate to its proposed use. The Local Parking Authority (South Cambridgeshire District Council) has a parking standard of 1 space per 4 seats/8sq.m as set out in the Local Plan. It is acknowledged that it may be difficult to achieve a parking solution anywhere close to the LPA's standards and therefore the Local Highway Authority would encourage early discussions with the LPA on any potential reduction from the Local Plan standard. A range of parking provision

between 15-35 spaces was discussed. Any reduction to this level would need to be justified in the context of the site location, alternative parking opportunities and sustainable travel choices, and any plans to be proposed by an end user on how they will restrict parking at the site. The Local Highway Authority would only be in a position to support such as reduction if it was satisfied that it would not result in inappropriate or unsafe car parking on surrounding streets, and particularly on Stirling Road itself which has cycle lanes. Notwithstanding this, it is acknowledged, much like school sites, that it is not possible or desirable to provide a parking provision to meet infrequent occasions that result in very large, but short-lived peak parking demands. It is therefore important that any future planning application is accompanied by a Transport Statement into the likely use of the site, the transport strategy for the likely use, and the resulting parking demand, along with measures as to how the impact of any offsite parking will be controlled to a satisfactory degree.

Note: These are officer comments only giving an informal opinion about the principle of the proposal and the main issues involved from the perspective of the Local Highway Authority. The views expressed will not bind the decision of Members of the Local Planning Authority should a planning application be submitted, nor prejudice the formal decision making process of the Local Planning Authority.

