



PARKING STATEMENT

Land at former Tharsus Works,
Glen Street, Hebburn



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Land at former Tharsus Works,
Glen Street, Hebburn

homes by
gleeson
builders for generations

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Introduction

This Parking Statement has been produced by Gleeson Homes in relation to the planning application for development on land at the former Tharsus Works, Glen Street, Hebburn. This redevelopment of this site will result in the provision of around 31 new dwellings with associated infrastructure.

The purpose of this Parking Statement is to ensure the impact of car parking produced by the development proposals does not impact on the neighbouring streets and community, and disruption to local residents and the immediate highway network is kept to an absolute minimum. The Parking Statement will provide detail of car parking measures to be provided as well as provision for Cycle Parking and storage.

This document has been prepared with input from the project Architects, Engineers and Senior Construction Team to ensure that the Parking Statement can comprehensively address all issues that may arise during and after the development has completed.

Site Description

The site currently benefits from road access onto Glen Street, which is formal adopted highway. Access to the site can be achieved in line with national guidance.

It is therefore deemed that the existing highway network is more than capable of serving the proposed development.

Proposed Parking Provision

The submitted proposals show parking provision of at least two parking spaces per dwelling, including two bedroom properties.

The proposals have properties facing onto new estate roads, with driveway access from these roads and ample off street parking/garages to prevent residents from parking on these roads. A number of plots also incorporate integral or detached garages.

Despite the provision of two car park spaces per dwelling, Gleeson would also make the following valuable points:

- The site is in a sustainable location with access to local services and good quality public transport networks which reduce the reliance on car ownership to access goods and services.
- Properties proposed are predominantly low cost starter homes and are most likely to be occupied by low income families/single occupants where car ownership is typically lower than a high specification/larger dwelling.
- The development encourages sustainable transport means and the need to own and use a car.

Sustainable Location

Walker is recognised as a sustainable location in recognition of the good range of shops, services and facilities. The site has excellent access to services and employment opportunities across South Tyneside and beyond.

The site has good access to public transport. There are a number of bus stops located very close to the site. The bus stops are served by a significant number of regular bus services which provide access to all local centres and significant employment sites.

The site has good access to local shops and services, along with local schools a very short walk from the site. There is also a local convenience store and post office within walking distance, with the larger shops and services within easy commuting distance.

The above combined with access to local services within easy walking distances means the site is in a highly sustainable location and one which can support residential development with a low parking provision than would usually be required.

Housing mix and impact on car ownership

The site proposals show a range of house types, from 2 bedroom semi-detached units, 3 bedroom semi and detached units through to 4 bedroom detached units. The majority of dwellings proposed are two and three bedroomed starter homes aimed at low income families/first time buyers. As such

the occupants are likely to have low incomes and the level of disposable income will be low, thus car ownership is likely to be lower than usual.

Promotion of Sustainable Transport

This report previously discusses the site location within a highly sustainable location with excellent access to local services and public transport.

In addition the proposals promote further sustainable transport modes through the provision of cycle parking within each dwelling. This is by means of providing plots with either a garage facility, or a cycle rack facility to securely locking up a bicycle. This provides the facility to encourage increased cycle use in lieu of a car.

The site has good links to dedicated cycle ways which can provide both recreational and commuting route for cyclists. There is a number of local dedicated cycle ways in close proximity to the site and good and convenient connections to the existing cycle network further promotes the use of cycling for potential residents.

Conclusion

This Parking Statement highlights the amount of car parking provision proposed is more than adequate to serve the development, especially in terms of the type of end users proposed. Equally, it highlights the highly sustainable location which will lead to less car reliance, along with promotion of more sustainable transport modes such as cycling.

This statement also shows that the proposals comply with Council policy in that the proposals have been designed to ensure pedestrian, cycling and public transport access is safe, convenient and attractive, linked to existing networks and includes appropriate facilities for cyclists and public transport users.