

Date: 23 April 2015

Your ref: PINS/F2360/429/2 Our ref: HH

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FAO Susan Heywood  
Senior Housing and Planning Inspector

Dear Ms Heywood

### South Ribble Site Allocations and Development Management Policies DPD

Please see the information below in response to your letter of 13 April 2015 concerning the above, and subsequent email requesting further information.

- From the table included in the housing land information, my calculations indicate that there is a total supply of 6,142 dwellings for the period 2015/16 to 2025/26. Is that correct?

This is correct. The total housing land supply for the period 2015/16 to 2025/26 is estimated as supporting 6,142 dwellings.

- Parking standards: I would request further information which would show that there is a "clear and compelling justification" that such standards are necessary. You should consider what would be the consequences to the local road network if this policy were to be deleted?

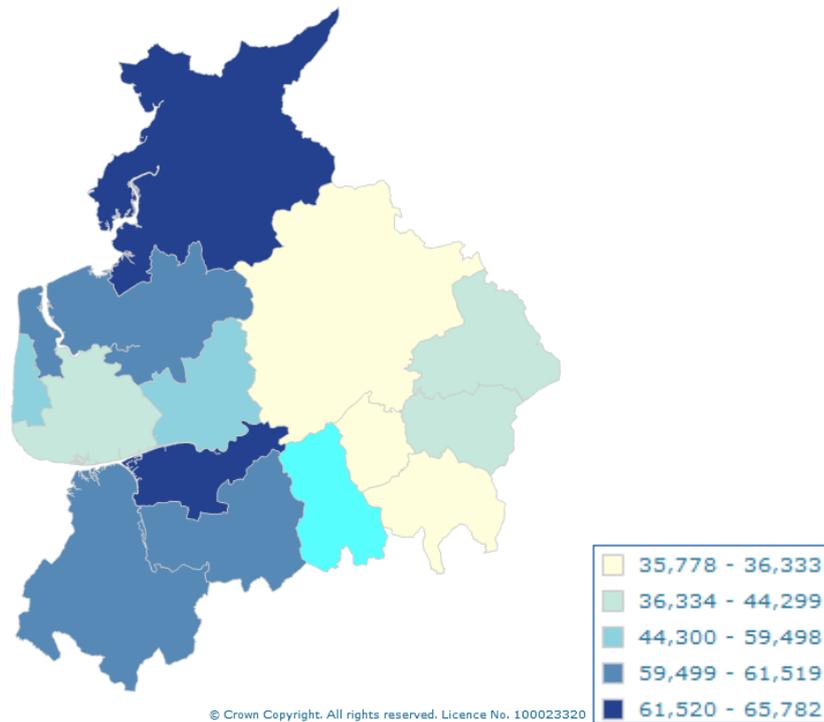
There are a number of local issues which have influenced the council's view that it is appropriate to include Policy F1 and the parking standards within the Site Allocations DPD. These issues provide compelling reasons for their inclusion.

Notwithstanding this, the policy is very flexible enabling the council to consider each development in light of its individual circumstances.

The borough of South Ribble has higher than average levels of travel to work by car (49.7%) than either the North West (36%) or England (37%). (Source: 2011 Census)



Car ownership levels in the borough (1.4/household) are also higher than in the North West (1.1/household) or England (1.2/household). (Source: 2011 Census)



This high level of car use has been reflected in a number of new developments in the borough which have retrospectively required the addition of double yellow lines following completion to resolve congestion and on-street parking issues. For example:

- Buckshaw Village/Matrix Park/Sceptre Point – industrial employment areas.
- Affordable housing schemes have been permitted reduced numbers of parking spaces and this has caused issues when occupied, with occurrences of on-street parking causing obstruction of driveways, pavements and turning heads.

The council feels the above statistics and examples demonstrate a compelling justification for inclusion of standards supported by Policy F1.

Without those standards and supporting Policy, the council considers it would be more difficult to manage parking provision in areas where high demand and potential conflict is anticipated. This is important to ensure a high quality, safe environment with adequate circulation for all road users/pedestrians/cyclists.

Please do not hesitate to contact me if you require any further information.

Yours sincerely

Helen Hockenull  
Planning Manager