

Strategic Transport, C/O Strategic Growth
Central Bedfordshire Council
Priory House, Monks Walk
Shefford
Bedfordshire
SG17 5TQ

5 January 2023

Dear Sir/Madam,

Representations to the Central Bedfordshire Draft Parking Standards for New Developments SPD

London and Quadrant (L&Q) welcomes the opportunity to submit representations on the Central Bedfordshire draft Parking Standards for New Developments Supplementary Planning Document ('SPD').

London and Quadrant Housing Trust (L&Q)

L&Q is one of the UK's leading housing associations and one of the nation's largest residential developers. We own or manage over 100,000 homes across London and the South East across a range of tenures including market sale, private rent and affordable housing

L&Q is investing in new homes in Central Bedfordshire Borough, with an existing commitment to providing c. 400 new affordable homes at Wixams. We are also seeking to secure detailed planning permission for c. 300 dwellings elsewhere in Wixams, to be developed by our in-house construction team. Therefore, we have a long-term interest in ensuring that the design and quality of new residential developments in the Borough is successful.

It is on this basis that we welcome the opportunity to submit representations.

Minimum Car Parking Requirements

Generally speaking, the proposed new minimum parking standards set out within the SPD are slightly lower than those set out within the adopted Local Transport Plan: Appendix F Parking Strategy.

L&Q supports the Council's intention to reduce minimum car parking requirements. This is an appropriate approach noting the Council's aim of achieving carbon neutrality by the end of 2030 as set out in the Sustainability Plan (2020), and the growing sustainability of locations such as Wixams as infrastructure is delivered. Clearly the reduction in parking requirements overall will result in a reduction of carbon emissions within the operational phase of new development.

L&Q itself endeavours to reduce carbon emissions of our developments wherever possible and we are in the process of developing our plan to become a net zero carbon business by 2050.

The imposition of excessive minimum parking standards can adversely affect overall scheme design quality and viability, due to the land-take of parking spaces and saleability of dwellings. As these would be minimum parking requirements, there would also be scope for a higher level of car parking provision within a development in less sustainable locations and where necessary for scheme viability, where that can be justified through the development management process.

Minimum Cycle Parking Requirements

The draft Parking Standards SPD sets out minimum cycle parking standards for new development. L&Q support the provision of cycle parking within new homes as an important factor in achieving new sustainable communities, and therefore we support the approach set out within the draft SPD.

Car and Cycle Parking Design

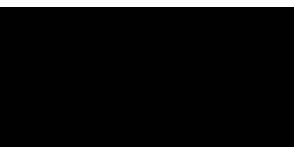
The draft SPD sets out various guidance for the design of car and cycle parking within new developments. We do not have any specific comments to make other than the design guidance should be applied flexibly where necessary, so as not to be overly prescriptive, or stifle innovative design. This will ensure that a variety of appropriate parking solutions can be brought forward, thereby providing a richness of design.

Closing Remarks

We trust that these representations are helpful.

Please can my contact details be added to your mailing list so I can be informed of opportunities to participate in future consultations. If you would like to discuss any aspect of these representations in further detail, please contact me on the details below.

Yours faithfully,



Design and Planning Manager

DDI: [REDACTED]

Email: [REDACTED]