

CHAPTER 7: MOVEMENT AND TRANSPORTATION

7.1 Context: Aims, Objectives, Responsibilities and Resources

- 7.1.1 Transportation and movement is necessary for employment, shopping, leisure activities and many other purposes and therefore interacts closely with all matters covered by the Local Plan. Transportation and movement problems can restrict economic growth, affect shopping centre viability, cause deterioration of the environment and reduce the Borough's attractiveness and the quality of life of its residents. Continuing growth in road transport and consequent environmental impacts present a major challenge to national and international objectives for sustainable development. The scale of this growth may prevent the achievement of Government objectives for greenhouse gas emissions, air quality and the protection of landscape and habitats. These issues are no less apparent in the Stafford Borough area.
- 7.1.2 Many of the current problems of congestion in Stafford Borough occur at peak times in the Stafford and Stone town areas and (to a lesser extent) village centres with increasing problem of congestion on 'radial' roads into and out of centres.
- 7.1.3 The concentration of main accident problem sites in the Stafford Urban Area demonstrates the need for action to provide improvements where there are accident and congestion problems. In addition, while the Borough derives a number of benefits from proximity to the motorway network, disadvantages are apparent particularly when problems occur on the M6 motorway and traffic diverts through Stafford Town causing severe congestion.
- 7.1.4 Between 1976 and 1990 traffic growth in Staffordshire exceeded 50%. The National Road Traffic forecasts (1989) give a range of growth between 29% and 49% for the period 1988 to 2001. Private car ownership is also expected to rise by up to 36% in the same period.
- 7.1.5 The County Council has forecast that in Stafford given no new development or road improvements by 2001 all but two (Eccleshall Road and Tixall Road) of the radial routes will be operating in excess of the theoretical capacity at peak times, other roads are also likely to experience severe congestion particularly in and around the centre of Stafford.
- 7.1.6 These trends point to an inevitable worsening of road and traffic conditions as the Plan period progresses.
- 7.1.7 Attempts to resolve these issues by new road construction or major road improvements would have a substantial impact involving extensive demolition of property and a major impact on the urban environment which

are likely to be unacceptable. Incremental or small scale improvements, at junctions for example, together with traffic calming and management measures, can reduce accidents and ease problems of congestion and will be beneficial in the short term but it must be anticipated that congestion will increase.

7.1.8 It is Government policy that Local Plans should plan for less travel and in particular aim to reduce the need to travel, especially by car. This Plan contains policies and proposals which will assist in this. This is done by underlining the importance of existing local and town centres for shopping and by concentrating the majority of new residential, employment and other development allocations, in locations where there are existing services or facilities and where such development is or has the potential to be accessible by public transport, cycling or on foot.

7.1.9 Land use policies and proposals can only assist in reducing growth in travel, congestion or environmental and economic problems arising from transport and movement demands and needs. Other measures are required to address the transport system itself.

Aims and Policy Objectives

7.1.10 A balanced response is needed to the transportation and movement challenges to be faced in the area during the Plan period. This needs to promote all modes of movement particularly by public transport, cycling and walking as well as securing appropriate highway schemes to deal with existing and future car and other vehicular movements. In order to achieve this aim the Local Plan's policy objectives are to:-

- (a) Support the maintenance and expansion of means of travel which are more energy efficient, minimise pollution, make more effective use of road space, reduce congestion and cause less environmental damage than the private car through the promotion of public transport, cycling and walking.
- (b) Seek to create local safe route networks for the movement of pedestrians, cyclists and people with mobility difficulties such as the frail elderly, the disabled, people with pre and school age children, for journeys within and to and from places of work, leisure, recreation, education, shopping, residential and any other areas subject to significant travel demand or generation.
- (c) Manage traffic demand and congestion on the main road network, particularly during peak times and especially in Stafford in order to reduce the need to travel by private car.
- (d) Improve road safety and reduce traffic accidents generally

- (e) Promote “accessibility” in new development wherever possible and encourage new development to be more “accessible” by walking, cycling or public transport than it is by private car.
- (f) Ensure that where new road construction or major improvements are proposed that they are implemented in an environmentally acceptable way.
- (g) Make the best use of the Borough’s communications advantages including the trunk road network and in particular the potential for international European rail connections.

Responsibilities and Resources

7.1.11 Responsibility for highway matters is shared between:

- The Highways Agency responsible for trunk roads and funding support for other accepted major schemes.
- Staffordshire County Council: The Highway Authority
- The Borough Council as agent to the County Council and with additional responsibilities of its own, for example car parks, taxis and concessionary fares.

7.1.12 The Local Plan contains details of the relevant highway policies and proposals contained in The County Structure Plan and the County Transport Policies and Programme (TPP) for the Borough. The TPP is reviewed and submitted annually to the Department of the Environment, Transport and the Regions (DETR) and contains a 5 year programme of “major schemes” a 3 year programme of “non-major” schemes and a list of other schemes for consideration in future programmes. The schemes include road construction and improvements, car-parking, public transport, cycling, safety issues and a wide range of other measures.

7.1.13 The purpose of the TPP submission is to enable the Government to assess the proposed schemes and allocate the necessary finance to them. It is both a bidding document and a programming tool. The amount of money given by the Government determines when the schemes will be carried out. The highway schemes and proposals are dealt with later in this chapter.

7.1.14 The resources required to implement the policies and proposals set out here are limited and the Borough Council is particularly concerned about the declining level of resources for highway schemes and the inability of the County Council as Local Highway Authority to fund existing schemes within the County Council’s Transport Policies and Programme and the Structure Plan. Schemes which the Borough Council additionally considers to be desirable have very low chances of being implemented.

7.1.15 The Borough Council has for this reason made available resources for capital schemes including bus shelters, street lighting, access improvements, footway improvements and car parking. Developers will also be called upon to make appropriate contributions to the improvement or construction of highway capacity necessitated by new development or redevelopment.

7.2 **Public Transport**

7.2.1 Past road construction and improvements have not kept pace with increases in traffic growth and this will continue to result in ever increasing congestion, demand for parking and damage to the environment. Moving to other forms of travel such as bus, rail, cycle and walking provides one means of addressing the problems of ever increasing private car usage.

7.2.2 Increasing car ownership has however led to a gradual reduction in overall demand for public transport, the 1991 census shows 77% of households have access to a car Boroughwide (68% in Stafford and 76% in Stone). Car usage dominates in rural areas, trip frequency is high and Stafford town is the main destination. All these factors contribute to peak hour congestion on radial routes. Many people, however continue to rely on public transport, often these are elderly, disabled, the young or other groups such as families where the wage earner uses the car for travel to work (only 32% of households have access to 2 or more cars). As car usage and congestion increase the viability and as a result the provision of public transport tends to decrease, journey times and convenience are also impaired.

7.2.3 Public Transport is less damaging to the environment and represents much more effective use of road space than private motor vehicles. The Borough Council therefore aims to encourage the greater use and improvement of public transport. It is important to identify the needs for public transport as well as measure the benefits in terms of reducing congestion and causing less environmental damage.

7.2.4 The Borough Council would like to see the provision of services which encourage people to choose to use public rather than private transport, so reducing congestion, environmental damage, pollution and pressure on limited car parking.

7.2.5 Most public transport decisions however are made by the County Council and private operators and are therefore beyond the scope of this Plan. However, the Borough council will seek to ensure that new development or redevelopment proposals are well related to and provide opportunities for public transport services.

7.2.6 It is likely that reductions in service levels, particularly to rural areas, in evenings and on Sundays, will continue. In rural areas low population levels and as a consequence bus patronage, threatens services even though many are

unable to travel if the family car is used for the journey to work. Mini and midi bus services linking several villages with nearby towns currently being provided may benefit from being promoted and encouraged more effectively so that they can offer regular convenient travel opportunities and help to maintain balanced communities in rural areas. Rural public transport services can also play a role in tourism and leisure and recreation strategies and opportunities could exist for integrating these aims.

- 7.2.7 Public transport services which serve main trip destinations such as town centres and residential areas invariably use key radial routes upon which peak hour traffic congestion occurs. If greater public transport usage can be achieved by diverting commuters or shoppers to buses this will achieve benefits in terms of reducing road space pressure and environmental damage. Changing the travel habits of those who have the ability to make choices depends on making alternatives more attractive.
- 7.2.8 Measures to improve bus services and their attractiveness, which the Borough Council can take include priority lanes on some routes, action to favour public transport users in terms of accessibility, with improved waiting facilities (shelters etc). In new developments the road network design should make provision for public transport. The use of the private car could also be made less attractive through the control of parking provision and the charges levied.
- 7.2.9 Many of these measures however do have disadvantages, they can reduce road capacity and may make town centres less attractive. The direct subsidy of public transport to make it cheaper for the consumer is not an option available to the Borough Council although the Borough Council provides a concessionary fare scheme for the elderly.
- 7.2.10 It is important that existing services be subject to monitoring and areas where unmet needs and new opportunities exist identified. The Borough Council can encourage the provision of services which it considers desirable although public transport co-ordination is primarily a County Council function, as is the provision of 'socially necessary transport'.
- 7.2.11 It is the Borough Council's objective to support the maintenance and expansion of public transport facilities and services which:-
- (a) minimise disruption to the environment;
 - (b) are fully accessible to people with mobility problems;
 - (c) are affordable, reliable and convenient;
 - (d) cater in particular for unmet needs especially in rural areas;
 - (e) serve new housing and employment developments as they proceed;
 - (f) are integrated to make the whole more effective.

- 7.2.12 The Borough Council will encourage greater public transport usage by:-
- (a) allowing greater access to town centre facilities by bus and taxi than that enjoyed by private car wherever possible;
 - (b) introducing where possible bus help measures such as bus lanes and bus only facilities;
 - (c) improving conditions and safety for waiting passengers;
 - (d) ensuring that distributor roads on new housing estates and employment areas can accommodate bus services;
 - (e) locating development so that it is closely related to public transport networks.

Taxis and private hire vehicles

- 7.2.13 Taxis and private hire vehicles have increased in numbers in recent years and are concentrated in the Stafford town area. Taxis and private hire vehicles are an important part of the public transport system, supplementing bus services as well as providing a service in their own right. The Borough Council can support this service by the provision of appropriately located taxi rank facilities not otherwise available to private car users. Taxi and private hire vehicle offices while providing useful facilities can give rise to serious problems of noise and parking especially if the service provided is a 24 hour one. These offices therefore need to be located in premises where disturbance to local residents and traffic congestion is kept to a minimum.

POLICY MV1 - TAXIS AND PRIVATE HIRE VEHICLES

Applications for taxi and private hire offices will normally be permitted provided that:-

- (a) there will be no disturbance to residential premises;*
- (b) there are adequate parking spaces for the private hire vehicles;*
- (c) there will be no significant disruption to traffic flows;*
- (d) other relevant planning requirements are satisfied.*

Social Transport Schemes

- 7.2.14 Limited social transport schemes are operated in the Borough. There is a need to continue to investigate and encourage unconventional types of public

transport such as minibuses, postal buses and car-sharing schemes which complement existing services in meeting the needs of the Borough.

Rail Transport

- 7.2.15 Travel by rail can, particularly when integrated with other forms of transport, provide a means of tackling congestion in environmentally acceptable ways. The Borough currently has railway stations at Stafford (Inter-City), Stone, Norton Bridge, Barlaston and Wedgwood. Frequent stopping services operate northbound to Stoke on Trent and southbound to Wolverhampton and Birmingham. Rail usage is not currently significant in terms of movement within the Borough although it is of greater importance in movement to work outside the Borough, particularly to and from the West Midlands.
- 7.2.16 It is expected that rail commuting will increase , particularly if major centres in the conurbation such as Birmingham seek to limit car usage in the city centre. There is mainly some element of long distance (mainly to London) commuting but this is unlikely to form a significant element in the future.
- 7.2.17 The County Council is considering the extension of the recently reintroduced and subsidised Walsall-Hednesford passenger service to Stafford via Rugeley and Colwich The Borough Council supports the first proposal, although is unable to provide substantial financial assistance. The County Council has not appraised any physical problems involved in re-opening a station at Colwich. Provision of stations just outside the Borough boundary are also being considered.
- 7.2.18 The Borough Council will support the improvement of facilities for interchange between different types of transport and the re-opening or opening of new railway stations where appropriate. There are, however, no current proposals for new stations or interchange facilities.
- 7.2.19 It is likely that reductions in services and station closures or de-staffing will continue to characterise the future rail services of the Borough. The closure and reduction of rail services will be strongly opposed by the Borough Council unless more suitable alternatives for existing and potential users are to be put in place instead.
- 7.2.20 Apart from encouraging the greater use of the rail network for local travel it is intended that Stafford will enjoy the status of being a stopping point for Channel Tunnel services. This will have the potential of increasing Stafford's strategic importance and attraction and potential for attracting new employment and other economic benefits. It is likely that additional car parking and interchange facilities will be required within the plan period. The potential for these will be further investigated in conjunction with Railtrack, British Rail Property Board and the appropriate train operating companies and opportunities within adjacent areas will be dealt with in supplementary planning briefs for surrounding areas.

7.3 Pedestrians, the Pedestrian Environment and Traffic Calming

- 7.3.1 The Borough Council recognises the need to encourage people to make journeys on foot and while many people rely on walking to make short journeys there are many reasons why walking can be an unpleasant or difficult experience. These include noise and fumes from traffic and the threat of accidents. Conditions tend to be worse on main radial roads but they also require improvement in some residential areas and shopping centres.
- 7.3.2 Safety of pedestrians is a prime concern of the Local Plan and in particular in the provision of safe secure routes between and at residential areas, places of work and education, shopping centres and leisure and recreation. Routes free of vehicular traffic would in many cases be desirable, but in existing areas are often difficult or impossible to provide.
- 7.3.3 The Borough Council will seek to establish a comprehensive defined network of principal pedestrian routes linking major residential, employment and shopping areas, schools and other land uses attracting large numbers of people. It will be important to make pedestrian routes safe, accessible and attractive to the pedestrian user. This could be done for example by routing them through areas of open space. Proposals for development or redevelopment may provide opportunities for achieving this objective.
- 7.3.4 Recently conditions for pedestrians have been improved by central areas pedestrianisation and environmental enhancement at Stafford and the High Street, Stone, following construction of the Stone Town Centre Bypass.
- 7.3.5 All vehicles are normally excluded from pedestrianised areas during specific periods. This exclusion policy complements the physical improvements made to the town centres and helps to achieve a safer pedestrian environment.
- 7.3.6 Traffic calming measures are also important in central areas and in residential areas to improve conditions for walking particularly where it is difficult to segregate pedestrians and vehicles effectively and therefore where conflicts and road safety difficulties would be greatest.
- 7.3.7 Traffic calming measures involve action at the local level to reduce the amount and speed of traffic in sensitive areas where the balance needs to be shifted more in the favour of pedestrians. In addition, there is a particular need to incorporate adequate provision for cyclists in traffic calming measures. It can also as part of comprehensive traffic management be used to help public transport and improve environmental conditions through the reduction of noise, vibration and air pollution.

POLICY MV2 - THE INTRODUCTION OF TRAFFIC CALMING MEASURES

Traffic calming measures will be introduced where appropriate in order to reduce accidents on the highway, improve environmental quality and improve conditions for cyclists, pedestrians and people with mobility difficulties. Particular attention will be given to:-

- (a) areas suffering unacceptable levels of through traffic which should be encouraged to divert to more appropriate routes;*
- (b) where there are significant road safety problems and potential problems affecting pedestrians and cyclists;*
- (c) areas where comprehensive environmental improvement or redevelopment is proposed in which traffic calming measures can play an important part and could link in with the Green Network, footpath networks or cycleways;*
- (d) the incorporation of traffic calming measures as appropriate in the design of new highway infrastructure, especially that relating to residential development.*

7.3.8 Traffic calming measures should ideally not interfere with the safe and efficient operation of public transport or emergency services and should integrate where possible with them to assist in their operation. The types of measures to be used will be related to local circumstances and could include road closures and one way streets to deter through traffic, total street redesign where the pedestrian has priority, incorporating surface treatment, planting or landscaping and other environmental works and lower speed limits (subject to legislative requirements).

7.3.9 It is likely that the greatest need and scope for traffic calming will be in or near housing areas, where traffic volumes and speeds are often in conflict with the quality and safety of the residential environment. Although at the lowest level of roads in the traffic hierarchy such as very minor residential streets and cul de sacs traffic volumes are likely to be slow and problems few, traffic calming principles should be incorporated into the design of these areas in all future developments.

7.3.10 The Borough Council will produce as Supplementary Planning Guidance guidelines for the promotion, design and implementation of:-

- (a) traffic calming schemes;
- (b) pedestrian and cycle networks and access for people with mobility difficulties.

- 7.3.11 Traffic calming measures are not the sole means by which the experience of pedestrians can be made safer and more pleasant and town centres, residential areas and public places in general more attractive.

POLICY MV3: SITE SPECIFIC PROPOSALS

Site specific or area based proposals for development, redevelopment or improvement should take into account the safety and ease of movement of pedestrians, people with mobility difficulties (the disabled and others with special needs) and cyclists by incorporating where appropriate:

- (a) the segregation of vehicles and pedestrians;*
- (b) greater than minimum standard widths for pedestrian footways;*
- (c) dropped kerbs at crossings;*
- (d) alignment of street furniture to take into account the needs of the blind and partially sighted, wheelchair users and those with children and pushchairs;*
- (e) reduction of street furniture "clutter", for example by re-locating signs and street lights on buildings;*
- (f) improved access to buildings particularly by users of public transport, pedestrians and cyclists;*
- (g) safe, convenient and secure facilities for cyclists including parking of cycles;*
- (h) adequate lighting;*
- (i) the provision of safer pedestrian crossing facilities;*
- (j) bus and cycle lane provision on new and improved highways in particular on radial routes.*

- 7.3.12 The removal or diversion of non-essential traffic from main shopping streets, residential and other environmentally significant areas can bring substantial benefits to pedestrians, cyclists, people with small children and mobility difficulties. The Borough Council will seek to achieve this where such traffic can be adequately accommodated on alternative routes. Highway and access arrangements for new development and redevelopment proposals should also be designed to achieve this where possible.

7.4 **Cycling**

- 7.4.1 Cycling is an inexpensive, healthy, non-polluting resource conscious method of transport which the Borough Council wishes to encourage. Demand for cycling may well be suppressed particularly due to risk of accidents and the absence of secure facilities for cycle parking.
- 7.4.2 In the main, cyclists share road space with vehicles and in many cases are vulnerable to personal injury. Ideally it would be desirable to provide cycleways and segregated routes which would encourage an increased use of cycles and the safety of users and this is a potential long term aim. This would, however, mean a significant change in priorities by the Highway Authorities, which seems unlikely at present but may be more sympathetically received in the future.
- 7.4.3 The extensive Green Network comprising river washlands and other areas which are capable of being linked in Stafford and Stone may provide opportunities for the creation of a system of segregated footpaths and cycleways which could perform a transportation as well as recreational function, linking town centres, residential employment and recreational areas and the open country. Links to other safe routes (e.g. the Stafford-Newport Greenway) and routes which could avoid heavy traffic by using more minor residential roads may provide potential for further investigation by the Borough Council.
- 7.4.4 There is potential for the creation of a link between the Town Centre and Baswich in the Sow Valley, largely on land currently in the Borough Council's ownership. This would go some way towards achieving the objective of safe and convenient cycle routes. More facilities for cyclists could be provided at public buildings and the Borough Council could assist in the provision of more and safer routes through traffic calming and management schemes.
- 7.4.5 Proposals for new development or redevelopment could provide opportunities for increasing the facilities available for cycling. This could be particularly appropriate in areas which suffer from or where that development would contribute to congestion where the local road system does not already provide safe and convenient facilities or where the environmental benefits of encouraging alternative means of travel are especially desirable.
- 7.4.6 The Borough Council will seek to improve the safety and ease of movement of cyclists by developing a cycle network and safeguarding, expanding and improving existing cycle routes and facilities. It is also considered desirable to seek to achieve safer road conditions for cyclists in general.
- 7.4.7 It is not the intention of the Borough Council to seek to use new development proposals as a convenient means of providing a cycle network throughout the Borough. It is not considered unreasonable however that if there is an existing or potential cycle route within or adjoining a development site that

this should be taken into account within the development proposal either by designing new provision relative to existing facilities or network elements or by safeguarding land within the proposal site for cycle routes and/or related facilities. Where it is reasonable and appropriate to provide for cycling within a development then this should preferably link up with a cycle network where such a network exists, rather than be disjointed from other facilities or networks. The Borough Council would wish to work with and to encourage as many developers as possible to make provision for safe access to development proposals given the importance of cycling as a means of helping to reduce the need to travel particularly by private car.

POLICY MV4

Proposals for development or redevelopment should:-

- (a) *not normally disrupt cycle routes or networks unless alternative provision is made which is at least as safe, convenient and accessible as that previously provided;*
- (b) *where appropriate to provide for secure cycle parking facilities.*

7.5 Provision for People with Special Movement and Travel Needs

7.5.1 Some people face extra difficulties when travelling. They include not only people with disabilities, but also people with young children, and frail elderly people. These groups have lower than average access to private cars and consequently they need to rely more on public transport. Very often those public facilities are only designed for the fit/agile and may be difficult if not impossible for the less able to use. The Borough Council therefore needs to press for greater awareness of and provision to meet the needs of those with special transport needs within the public transport system.

POLICY MV5 PUBLIC TRANSPORT: ACCESS FOR THE DISABLED

The provision of public transport facilities requiring planning permission will be required to provide suitable access and facilities for disabled people and any reconstruction or refurbishment of older transport facilities should, so far as is practicable, incorporate improved access for disabled people.

POLICY MV6: TRAFFIC MANAGEMENT AND THE DISABLED

Development proposals incorporating traffic management schemes shall include suitable provision for people with disabilities. Consideration must be given to access routes for the vehicles of orange badge holders as well as for Dial-a-Ride type services and buses. In addition, consideration needs to be given to parking for orange badge holders' vehicles, and to the location and number of parking and setting down points.

- 7.5.2 The Borough Council will produce additional supplementary guidance concerning access for people with mobility difficulties.
- 7.5.3 The types of action and the facilities that can be provided to assist those with mobility difficulties include:-
- providing suitably located parking;
 - dropped kerbs at road crossings with distinctive paving for the partially sighted and blind;
 - adequate, well sited, seating, preferably sheltered;
 - ramps and wide doors for access to buildings;
 - toilets designed for those with mobility problems;
 - well designed, clearly visible, handrails and marked steps;
 - warning signals using lights and sound;
 - lifts with embossed buttons giving audible signals;
 - street furniture obstructions removed;
 - improving the quality of footpath lighting;
 - Reserved parking spaces for orange badge holders within any publicly accessible parking scheme.
- 7.5.4 Further details will be available in supplementary guidance and advice and from the Borough Council's Access Officer who will in particular be able to explain the requirements of Part M of the building regulations.
- 7.6 **Roads and Road Proposals**
- Proposed Schemes and Route Safeguarding**
- 7.6.1 The following major unimplemented road proposals falling within the Plan area are listed in the approved Staffordshire Structure Plan for the period 1990-2001:-
- A513 Stafford Eastern Bypass
 - A34 Lichfield Road Improvement
 - A518 Weston Road Improvement

- A518 Gnosall Bypass
- A518 Haughton Bypass
- A51 Stone-Rugeley Road-Weston Road to Pasturefields
- Rugeley Eastern Bypass

7.6.2 Of the above schemes the 1997 TPP document includes only the Rugeley Eastern Bypass in the "Outline Five Year Programme of Major Schemes 1998/99 to 2002/03.

7.6.3 The emphasis of the TPP is upon a 'Package' approach which emphasises walking, cycling, public transport, parking and air quality objectives. The Stafford Eastern Bypass is included as an element of the 'Package Bid Strategy' as a route which should continue to be protected. The Rugeley Eastern Bypass is a committed scheme in the TPP 1997 submission.

7.6.4 The 'Package Bid Strategy' also includes the Town Centre Western Bypass comprising three linked schemes which were included in the 1993 deposit version of the Plan. These schemes were the subject of objections which were upheld by the Inspector and consequently are not included in this Plan.

7.6.5 The Borough Council is required under the Highways Agency Agreement to submit to the County Council annually a list of non-major schemes it wishes to include in future TPP bid submissions. These schemes are subject to a "needs" and "priority" assessment undertaken by the County Council to provide the basis for programming. The details of schemes contained in the proposed programme and previous settlements can be obtained from the County Surveyor.

7.6.6 The following road schemes which were previously proposed for safeguarding from development have now been abandoned.

Rickerscote Bypass (Staffordshire County Council Scheme)

M6 - A34 link road (Department Of The Environment, Transport And The Regions scheme)

Highway Proposals included in the Local Plan

POLICY MV7 - PROPOSED NEW ROADS

Stafford Eastern Bypass

The Borough Council will safeguard from development land required for the Stafford Eastern By-pass as shown on the Proposals Map.

POLICY MV8 - PROTECTED ROUTES

Rugeley Eastern Bypass

The Borough Council will safeguard from development land required for the Rugeley Eastern By-pass as shown on the Proposals Map.

- 7.6.7 The protected route of the Stafford Eastern Bypass comprises phases 1 and 2 of the County Council's full scheme for that road. The Deposit Draft Plan (1993) showed all three phases. The County Council has also promoted a second route, route C, (this Plan shows part of route G) and has stated that all major schemes are being assessed in the Structure Plan Review and that in the meantime they have not taken any decision to abandon phase 3 of route G or phases 2 and 3 of route C and accordingly will need to protect them for the time being.
- 7.6.8 "Safeguarding" involves protecting the land in question from other forms of development both through the development control process and through acquisition by the implementing authority.
- 7.6.9 Implementation will however depend on the priorities and resources of the implementing authorities and may not be achieved during the Plan period.
- 7.6.10 The County Council has designated a large number of "new street lines" under public health legislation and "improvement lines" under highway legislation, for the purpose of facilitating road improvements at a future date. The Borough Council will consider any objections made by the County Council in determining planning applications for development.

Other Proposals

- 7.6.11 The Highway Authority has a number of schemes for improvement of highways or other minor works. The Borough Council does not maintain copies of plans for the schemes and further enquiries should be made to the County Surveyor, Highways House, Riverway, Stafford.

Motorway Widening

- 7.6.12 In addition to the above Borough and County Council Schemes, the then Department of Transport proposed in 1992 the widening of the M6 Motorway throughout the Borough as part of a comprehensive widening programme between junctions 11 and 16. Following the withdrawal of the original parallel widening scheme in 1994, the Department of Transport published new draft proposals in January 1997 for the widening of the motorway to dual four lanes by adding one lane to each side. These proposals have now been placed on "hold" by the Government. The Department of the Environment, Transport and the Regions (DETR) which has replaced the Department of Transport is expected to review the situation in 1998.
- 7.6.13 The Borough Council will continue to reserve the 67 metre corridor either side of the central reservation which includes areas of existing and committed housing open space and screening.

Highway Design

- 7.6.14 New roads, and depending on scale, highway improvement schemes can dramatically change the landscape, long established views and the entire setting and approach to settlements. It is important that such effects on the environment should be minimised by adopting the best possible design practices.

POLICY MV9 - NEW AND IMPROVED HIGHWAY SCHEMES

New and improved Highway schemes will normally be expected to harmonise with and respect their surroundings by:-

- (a) minimising demolition of property;*
- (b) minimising disturbance of existing natural features, intrusion into prominent views or the creation of new land forms;*
- (c) minimising loss of or damage to sites of nature conservation importance, landscape value and archaeological interest;*
- (d) the provision of treatment to protect nearby property;*
- (e) the provision of planting and hard and soft surface treatment along the entire length of any road scheme;*
- (f) the avoidance of encroachment upon the best and most versatile agricultural land;*
- (g) the incorporation of measures for the control or abatement of pollution arising from the construction and operation of highways;*
- (h) incorporating, where appropriate, traffic calming design principals within residential development shopping town and other centres and areas of road safety concern;*
- (i) incorporating where appropriate features to meet the needs of cyclists, pedestrians and people with mobility difficulties;*
- (j) the avoidance of disruption to a neighbourhood community.*

Traffic in Rural Areas

- 7.6.15 In rural areas it is desirable that the road network should be safe efficient and sensitive to environmental considerations. Traffic calming measures may be a possible solution in rural locations depending on the specific circumstances to be addressed.

Development of Land: Highway Considerations and Developer Contributions

- 7.6.16 Through the Local Plan the Borough Council's aims of maintaining and if possible improving the operational standards of the road network will be pursued. New development proposals invariably have an impact on the highway network and it is important that this impact is mitigated where necessary. If acceptable means of absorbing or catering for additional

vehicular traffic cannot be found this would normally prevent a proposal from being implemented.

- 7.6.17 Therefore wherever new development proposals either on sites allocated in this Plan or which otherwise come forward, require the construction, or improvement of highway capacity the Borough Council will require contributions from developers to meet the infrastructure needs attributable to the development. It is considered unreasonable to expect the public funding of infrastructure to enable a private development to take place.

POLICY MV10 - LAND DEVELOPMENT REQUIREMENTS

Subject to other policy considerations proposals for the development of land will normally be acceptable provided that:-

- (a) the development would cause no demonstrable harm to the function of adjoining roads and safeguarded or other protected routes;*
- (b) the development would not lead to an unacceptable level of additional traffic movements through unsuitable areas such as settlement centres, residential streets and areas of nature conservation and landscape importance;*
- (c) the Borough Council will normally seek to enter into a planning obligation agreed with developers of land in order to secure the provision of, or appropriate contribution to, necessary and adequate off-site highway improvements or additional road capacity, if the need for which arises from the development. The Borough Council will have regard to current Government advice in negotiating such obligations.*
- (d) the provision of sufficient car parking to the Borough Council's Standards as required by the development;*
- (e) provision is made where appropriate for access by public transport.*

7.7 Parking and Servicing

- 7.7.1 Adequate and well located car parking is needed to provide safer access to shops, houses, employment and social facilities. In town centres there is often a desire for new development on existing parking areas which would add to the range of facilities and attraction of the town. This needs to be balanced against the impact of the loss of existing parking and the provision of additional parking to meet the needs of the new development.

- 7.7.2 Whilst the availability of car parking is important to some users, particularly in town centres, it can add to traffic generation and congestion and affect the relative attractiveness of bus usage. Research has also shown congestion and

traffic problems can also inhibit economic development and affect the economic viability of town centres.

- 7.7.3 A balance therefore needs to be achieved between the needs and demands of motorists and those using public transport, cycling or walking as well as the environmental and other consequences of facilitating private car usage rather than other modes of transport.
- 7.7.4 In considering requirements for parking provision , it is important to distinguish between parking provision in town, shopping and settlement centres and that required by new development proposals in other locations.
- 7.7.5 The Borough Council also recognises the need to:-
- (a) restrict car parking in order to discourage congestion, and encourage car use to remain within the capacity of the road infrastructure;
 - (b) discourage car use and encourage other means of satisfying needs which use less energy, are less polluting and less damaging to the environment.
- 7.7.6 The Borough Council particularly wish to see development proposals which reflect these objectives.
- 7.7.7 The following policies MV11 and MV12 and the Parking Standards and Guidance set out at the end of this chapter will be used in determining any planning applications where car parking is required, or existing car parking would be affected by the proposal. These standards will be kept under review together with other policies and proposals in the Plan.

POLICY MV11 - PARKING REQUIREMENTS FOR TOWN AND SETTLEMENT CENTRES

In shopping, town and settlement centres adequate parking and servicing arrangements will be sought by:-

- (a) *provision of facilities by the Borough Council as opportunities arise and resources permit;*
- (b) *wherever it would be inappropriate or impractical to provide car parking in accordance with the Council's Parking Standards and Guidance at the development site then the provision of commuted sums or planning agreements to provide contributions to measures to assist public transport or walking and cycling or additions to public parking elsewhere, as appropriate.*
- (c) *the provision of rear servicing arrangements in new development proposals wherever practical in accordance with the Council's Parking Standards and Guidance.*

POLICY MV12 - PARKING REQUIREMENTS IN OTHER LOCATIONS

Proposals for development in other locations will normally be acceptable provided that:-

- (a) provision is made for parking and servicing arrangements in accordance with the Borough Council's Parking Standards and Guidance either at the proposals site or a convenient location nearby, or by the use of commuted payments or agreements;-*
- (b) at industrial and commercial sites the provision of adequate off-street loading and unloading facilities with suitable access from adjoining highways;*
- (c) where the development involves the operation of heavy commercial vehicles the provision of adequate garaging and servicing facilities off the highway to deal with the number of vehicles operating from that site;
and*
- (d) the design of parking areas maximises the personal security of users and allows parking to make a positive contribution to the attractiveness of the locality by landscaping and planting of surface level car parks and the appropriate use of materials in the construction of other parking facilities.*

7.7.8 To date, in the Stafford town area it has been possible to provide additional car parking on the periphery of the town centre, but this has tended to lead to an increase in walking distance between parking and the main shopping area. In the case of Bridge Street and Guildhall Redevelopments, multi-storey parking has been provided and additional development of this nature may be required in the future.

7.7.9 The council currently pursues a policy of providing short stay car parking close to the shopping area with long stay facilities further away. It is envisaged that this approach will continue although it is questionable whether it is financially possible for the Borough Council to meet any increase in demand for car parking. The Borough Council will expect in appropriate cases that funding will be provided for parking facilities as part of any development proposal.

7.7.10 In Stone town centre, the Borough Council currently provides off-street car parking. A balance needs to be struck between the obvious advantage of free parking to the town centre (and the viability of the centre as a whole) and the possible need to improve facilities in the future without increasing costs to the Borough Council. It is possible that increased usage may cause difficulties in the future and pressures for development for other uses may also increase. Where there are opportunities for the creation of additional

parking in conjunction with development/redevelopment, these will be pursued with prospective developers.

- 7.7.11 There is a significant reliance upon on-street parking and servicing in larger villages. The problems caused by this are also being exacerbated as car usage increases. New development proposals will require off-street car parking and servicing provision in accordance with the Borough Council's standards. The Council will however wish to be flexible in areas where other matters such as Conservation Area status, Listed Building considerations, landscape value or other special designations would merit a more sensitive approach.
- 7.7.12 The Borough Council is not proposing to allocate land for off-street parking, however, it will encourage local traders in rural areas to co-operate in the joint provision of such facilities, where there is demonstrable evidence of need, in suitable locations.
- 7.7.13 In some older residential areas there are already problems in providing adequate parking to meet increasing demands. It is unlikely that the Borough Council will be able to provide new parking areas, and existing problems are therefore likely to increase. Where difficulties could be eased e.g. by traffic management measures, these will be considered as would the potential for co-operation between residents to provide 'self help'. Some areas on the edge of the centres experience car parking by users of the centre either to avoid charges or because no parking is available, so creating problems for residents in finding spaces. Consideration is being given to residents' parking schemes to ease the problem, but such schemes would have to be self-financing, such schemes would require substantial charges to be made to residents.

7.8 **Commercial and Heavy Goods Vehicles**

- 7.8.1 Stafford Borough's strategic position in the national trunk road network has led to particular pressure for development involving heavy road haulage. In particular its location on the M6, with the closely linked and parallel A34(T) between Stafford and Newcastle under Lyme, makes it particularly attractive as an operating base and for a variety of servicing functions. It is additionally in a key position on the national network of routes suitable for outsize loads.
- 7.8.2 The Borough Council supports the County Council and Department of Transport in encouraging large and heavy vehicles to use the major trunk and classified routes by means of signposting and other traffic management measures. The borough Council will additionally use its planning powers to discourage development which would involve increased use of unsuitable local and particularly residential roads.
- 7.8.3 Developments involving large and heavy vehicles in addition to creating traffic management problems can have environmental impact, particularly in respect of noise, smell and visual amenity. The Borough

Council will pay particular regard to these considerations in determining planning applications. The use or increased use of a site by large and heavy vehicles does not necessarily require planning permission, although there are controls under other legislation, particularly with regard to operating licences. The Borough Council will have regard to the policies in this plan in making any representations to the appropriate authorities in this context.

- 7.8.4 It is the responsibility of local transport operators to provide adequate parking facilities for the vehicles operating from the site without the use of on-street parking.
- 7.8.5 Overnight transit parking has been a problem for a considerable period. Purpose designed facilities are provided adjacent to Stafford Town Centre. There is still considerable use of 'informal' sites, for example, lay-bys and industrial and retail service areas which may require controls. Such alternatives away from residential areas are limited in the Stone area where there has long been a particular problem.
- 7.8.6 Where there is evidence of additional demand, consideration will be given to providing or encouraging the private sector to provide an additional site. Proposals would be considered on their merits bearing in mind the need to avoid undue disturbance to residents, provide good access and a location which does not conflict with other planning policies.
- 7.8.7 The Borough Council sees potential for making provision at Stafford as part of the employment allocation, at Beaconside and at Stone in conjunction with development of Stone Business Park. In locating access provision for lorry parks, transport cafes and similar services for drivers of heavy commercial vehicles, operators will be required to provide for very high standards of safety for other road users in accordance with national guidance.
- 7.8.8 The consideration which the Borough Council will have regard to in determining applications which will generate heavy goods or commercial vehicles, including overnight transit parking, are indicated above. These matters are included in policies elsewhere in this Plan particularly in the Environment and Development and Employment Chapters, and it is those policies which will be used in appraising applications.

7.9 Motorway Service Areas

- 7.9.1 Following changes in Government policy with regard to the deregulation of the provision of Motorway Service Areas (MSA's) the Borough Council has already given consent to one MSA and may be faced with further proposals for the development of such facilities.
- 7.9.2 New facilities are to be provided by private sector operators in identifying and acquiring sites and obtaining planning consents from local planning authorities. The DEPARTMENT OF THE ENVIRONMENT, TRANSPORT

AND THE REGIONS will need to satisfy itself that the balance between current and future needs of motorists and road safety and traffic management are met. New MSA's could be smaller and offer correspondingly fewer facilities than existing ones where appropriate.

- 7.9.3 Government policy has been based on the principle of services at 48km (30 miles) intervals. There are no MSA's on the southbound 25km (16 miles) of the M6 in the Borough and some 47km (29 miles) between Hilton Park and Keele Service. An MSA was opened in 1996 on the northbound side near Stone. The mid point (21km/13 miles) between these services is located between Doxey and J14 at Stafford at Stafford Town. The Government's Planning Advice concerning MSA's should normally be 24km(15 miles). It is clear that this minimum could not be achieved even if a new MSA were exactly equidistant between the existing ones.
- 7.9.4 Sites in the Green Belt would not be acceptable and given the proximity of Green Belt locations to the services at Keele are considered unnecessary. Proposals for new MSA's will be considered on their merits according to Government advice and in particular the following policy.

POLICY MV13 - MOTORWAY SERVICE AREAS

Planning applications for Motorway Service Areas (MSA's) will be considered in relation to the following factors:-

- (a) the need to satisfy the minimum standards of the DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS with regard to facility provision, hours of operation and road safety requirements;*
- (b) the distance between the proposals and existing MSA's and Motorway junctions;*
- (c) that there should be no access to the local road system other than for emergency services, MSA personnel and deliveries;*
- (d) the site should be closely related to the local road system in order to minimise the amount of access road construction;*
- (e) the MSA should only provide services for the needs of motorway users and must not include features which cause the MSA to become a destination in its own right;*
- (f) the proposals should not cause damage to sites of biological, built or nature conservation value, historic, archaeological or landscape value or having other special designations;*
- (g) where possible proposals should avoid sites in the open countryside which are away from existing settlements or away from areas allocated for development in the plan;*
- (h) an MSA would not be acceptable in the North Staffordshire Green Belt;*
- (i) the scale and massing of the proposal within its setting;*
- (j) the provision of adequate drainage, including surface water balancing if necessary, and connection to the public sewerage system for contaminated drainage including sewage disposal;*

and the measures taken in the design to minimise impact on surrounding areas in terms of visual intrusion, noise and vehicle emissions.

7.10 **Parking Standards and Guidance**

Introduction

- 7.10.1 It is an essential duty of a planning authority to see that new developments are properly served with parking space. If not, parked vehicles may become a nuisance, an obstruction or a danger to other road users.
- 7.10.2 The approved Staffordshire Structure Plan, recognises that off-street parking is essential to stimulate investment and employment by reducing congestion. It places upon developers a duty to make sure that new developments are provided with adequate car parking space and space for off-street loading and unloading.
- 7.10.3 This section sets out requirements and standards for the parking and servicing required in any new development which the Borough Council considers necessary to avoid traffic or environmental problems. All planning applications for new development will be considered in relation to policies MV11 and/or MV12 as appropriate together with these requirements and standards. These standards should therefore be taken as the minimum requirements to be met. Higher levels of provision will only be acceptable where there is a clear material justification for this. The onus will be on developers to justify why a development should be permitted if these standards are not met.
- 7.10.4 It is recognised that in some circumstances it will be impossible or undesirable that the full provision be made. An example might be where full provision would jeopardise the viable use of a listed building or damage the appearance of an area of built or nature conservation or landscape value. Such cases will be given careful consideration and decided on their individual merits.
- 7.10.5 The Borough Council also recognises that while parking can be very important for example for maintaining economic growth, the vitality and viability of town centres, and increasing road safety, it can also encourage the use of the private car. The Borough Council will keep this matter under review with particular reference to Government Guidance on parking and traffic demand management.

7.11 **Basic Requirements**

- 7.11.1 Generally parking is of two distinct types, operational and non-operational. Operational parking is that required at a building for servicing, loading and unloading traffic, (including provision for both cars and commercial

vehicles). Non-operational parking is the space required for vehicles of residents, employees, customers and visitors, which should be provided within the site.

7.11.2 The standards relating to non-operational parking are set out under the categories of use defined in the Town and Country Planning (Use Classes) Order 1987. These standards are intended to cover most forms of development but clearly there will be some that are not covered and these will be considered individually on their merits. Provision in all cases will be for staff, customers and other visitors, unless otherwise stated.

7.11.3 The Council will normally require operational and non-operational parking for commercial vehicles within the site of all new developments. In cases where this cannot be achieved, proposals to provide such facilities on adjacent or other convenient and easily accessible land will be considered. It is also seen as particularly important to ensure that parking standards are kept to an operational minimum.

Operational Parking

7.11.4 Operational parking space is that required for servicing, loading and unloading and other traffic which must park at a building. It may include provision for both lorries, other commercial vehicles and cars. It is important to ensure that operational parking provision is kept to the minimum required.

7.11.5 The standard requirement for non-residential development is as follows:-

Sufficient space to allow the maximum number and size of vehicles likely in the opinion of the Borough Council to serve the site at any one time, to manoeuvre and stand for loading and unloading within the site, and to enter and leave the site in a forward gear.

7.11.6 This requirement applies to most commercial and business uses and to any other use where failure to meet it might cause a nuisance, obstruction or hazard.

Non-Residential (Non-Class C3) Development

7.11.7 *Proposals for non-residential (non-class C3) development should allow the maximum number and size of vehicles likely, in the opinion of the Borough Council to serve the site at any one time, to manoeuvre within the site and to enter and leave the site in a forward gear.*

Residential (Class C3) Development

- 7.11.8 *Proposals for residential (Class 3) development should allow emergency, refuse, delivery and other service vehicles to gain unimpeded access to the highway frontages of all new dwellings.*

Non-Operational Parking

- 7.11.9 This is the space required for vehicles which do not have to be parked on the site, including those of employees, customers and visitors. It is accepted that in most cases it is desirable from all points of view that such space be provided within the site of the development, though there may be circumstances where non-operational parking, particularly for employees, might be provided on a separate site nearby. The following requirements will apply:-

Non-residential (Non Class C3) Development

- 7.11.10 Proposals for non-residential (non Class C3) development should provide sufficient space within the site, or on other easily accessible and convenient land nearby, to achieve at least the number of parking spaces required by the standards set out for the classes of development specified below.

Non-Residential (Non-Class C3) Development - Technical Criteria

- 7.11.11 Proposals for non-residential (non-Class C3) development should provide car parking layouts in accordance with the following design criteria:-
- 1. All car parking spaces should be at least 5 metres long and 2.5 metres wide or 6 metres by 2.2 metres where parking is nose to tail. Garages and garage spaces should have a minimum size of 5.1 metres by 2.9 metres and be set back at least 5.5 metres minimum from the public highway and there should be no overhanging of the public highway by parked vehicles. The highway authority may in some cases resist car parking spaces that result in cars reversing directly onto or coming from the public highway;*
 - 2. Within parking areas of more than 10 spaces provision should normally be made for disabled parking. Disabled driver spaces should normally have a minimum size of 5 metres by 3.3 metres, however, arrangements of pairs of bays sharing a marked out space between*

them are acceptable, providing that the size of the parking bays does not fall below 5 metres by 6 metres including the marked shared space (see illustrative layouts) and should be provided as close to the building entrance as possible;

3. *All car parking spaces should be sited clear of any public highway and not encroach upon other uses of land (e.g. landscaping or access or circulation areas);*
4. *All car parking layouts should provide adequate circulation space to allow all vehicles to manoeuvre in and out of each parking space, normally clear of any public highway and without encroaching upon any other parking bays or areas reserved for other purposes (e.g. landscaped areas). Normally a distance of at least 6 metres will be required for this purpose;*
5. *All car parking areas with access from classified roads (Classes A, B and C) should preferably have turning space clear of the public highway to allow vehicles to enter and leave the site in a forward gear;*
6. *All car parking space should be laid out and surfaced in approved surface materials appropriate to the site and its surroundings;*
7. *Car parking layouts providing more than 10 spaces should incorporate landscaping of their peripheries; blocks of more than 10 contiguous parking spaces will not normally be permitted and blocks should be broken up by planting and landscaping;*
8. *On large car parks (more than 75 spaces) vehicular traffic shall be segregated from pedestrian movements by providing separate pedestrian walkways within the layout.*

7.11.12 In urban areas developers proposing car parks bigger than 10 spaces should consider lighting all associated hard surfaces for safety and security, whilst protecting the amenity of adjacent residents.

7.11.13 The numbers of car parking spaces will be calculated by rounding up the floor space of a building to the nearest 10 or 100 square metres of gross floor space, appropriate to the standard. Where there are a variety of activities on the site which cannot be assessed individually, the required parking provision will be assessed on the primary use of 75% or more of the gross floor space.

Town Centres, Commuted Sums and Developers Contributions

7.11.14 Future development within the town centres of Stafford and Stone should normally be accompanied by the appropriate operational parking provision.

- 7.11.15 Within these centres, non-operational parking demand for non-residential uses should normally be met through the use of public car parks in these centres. In town centres where public car parking is normally available there will be no requirement for additional provision subject to no loss of existing facilities and consideration by the Council of potential additional vehicle attraction to the shopping centre as a whole as a result of the development.
- 7.11.16 Where a development individually or cumulatively with other developments in a town centre would overload or exceed the existing available public car parking the Borough Council will normally seek additional provision at the appropriate standard for the use proposed. Where it would be impossible, undesirable or inappropriate to do this within the development site, for example in town centres or Conservation Areas the Borough Council will instead require alternative parking provision to be made.
- 7.11.17 Where there is an identified need for additional public parking provision the Borough Council will consider acceptance of commuted sum contributions, towards the provision of car-parking, under a Section 106 Agreement.
- 7.11.18 The level of any commuted sum will be directly related to the number of spaces required by the type of development proposed. The Borough Council actively pursue the identification of suitable sites for parking provision to serve town centres. Any site to which the commuted sum would relate should be appropriately located relative to the proposed development and capable of implementation within a reasonable timescale.
- 7.11.19 In smaller neighbourhood and settlement centres where public car parking exists, the availability of public parking space in the vicinity of a proposed development will be taken into account when assessing the non-operational parking requirement for that development.
- 7.11.20 The Borough Council will also consider as an alternative, contributions to new or enhanced means of travel other than the private car, which can make a demonstrable contribution to addressing the travel needs generated as a result of the development proposed. For example it may be appropriate to meet access requirements to sites by seeking contributions to the provision of public transport with facilities for walking and cycling instead for the provision of car parking.

Developments with Multiple or Alternative Uses

- 7.11.21 Where a site has several uses, the number of spaces required for each use will be calculated independently and added together. In the case of alternative or duplicate uses, the standard required will be that for the use requiring most space.

Landscaping, Planting and Design

- 7.11.22 The Movement and Transportation Chapter contains policies aimed at minimising the environmental impact of new highway construction or improvements. The same principles will apply to parking facilities which should normally incorporate hard and soft landscaping and planting of perimeters and between blocks of spaces, together with appropriate surfacing materials, surface water drainage, signage and provision for safety and adequate pedestrian movement.
- 7.11.23 Indicative diagrams showing car-parking bay dimensions and suggested arrangements together with layouts for residential areas are included at the end of this appendix.

Parking Standards

- 7.11.24 The parking requirements for various types of development are set out below. Developments which are not included here will be considered on an individual basis.
- 7.11.25 The standards should generally be taken as minimum requirement, however, the Borough Council will judge the individual circumstances of each proposed development. For example, a proposal to change the use of an existing building on a restricted site may not be able to meet the standard for the new use. However, even in these cases it will be a basic requirement that no traffic hazard or nuisance should be caused. Any under or over provision of parking will need to be justified by clear material evidence.
- 7.11.26 The types of development are laid out by the Use Classes Order and are listed as follows:-

Shops (Class A1)

Financial and Professional Services (Class A2)

Restaurants and Cafes (Class A3)

Public Houses and Licensed Bars (Class A3)

Car/Vehicle Showrooms and related services (not Classified)

Hot food Take-aways

Transport Cafes

Business Uses (Class B1)

Industry (Class B2)

Storage and Distribution (Class B8)

Hotels and Hostels (Class C1)

Residential Institutions (Class C2):

Residential Care Establishments

Hospitals

Nursing Homes

Residential Schools (pupils up to 18 years)

University, Residential Colleges and Training Centres (students 16 years plus)

Residential Dwellings (Class C3):

Private Dwellings (detached/semi-detached)

Terraced Dwellings

Flats

Sheltered Housing

Elderly Persons Dwellings

Residential Conversions

Houses in Multiple Occupation

Single Person Housing Developments

Non-residential Institutions (Class D1):

Health Centres, Surgeries and Consulting Rooms etc.

Crèches, Nurseries and Day Centres

Schools and Colleges

Art Galleries, Museums, Libraries, Public Reading Rooms and Exhibition Halls

Places of Worship

Assembly and Leisure (Class D2):

Cinemas, Theatres, Bingo and Concert Halls;

Community Centres, Clubs, Dance Halls, Discotheques

Sports and leisure Centres

Bowling, Tennis and Golf

Cricket, Football and Rugby

7.11.27 **Class A1 - Shops**

- (i) *In town centres where public car parking is normally available and is sufficient to meet current and expected demand from the proposed development there will be no requirement for additional provision subject to no loss of existing facilities. On edge of centres or elsewhere 1 space per 20 square metres gross floor area plus 1 space per 100 square metres for staff parking.*
- (ii) *Food Retail Units. 1 space per 10 square metres of gross floor area.*
- (iii) *Retail Warehousing. 1 space per 20 square metres of gross floor area plus 1 per 100 square metres for staff parking. Where retail warehouses include garden centres/DIY a higher standard of 1 space per 15 square metres of gross floor area will be required for customer parking.*

7.11.28 **Class A3 - Restaurants and Cafes**

In town centres where public car parking is normally available and is sufficient to meet current and expected demand from the proposed development there will be no requirement for additional provision subject to no loss of existing facilities. 1 garage or parking space will be required for each resident staff in any location. Otherwise the following standards will apply; 1 space for 2 staff employed at peak operating times plus 1 space per 5 square metres or 4 seats in dining/bar areas.

7.11.29 **Class A3 - Public Houses and Licensed Bars**

In town centres where public car parking is normally available and is sufficient to meet current and expected demand from the proposed development there will be no requirement for additional provision subject to no loss of existing facilities. 1 garage or parking space will be required for each resident staff in any location. Otherwise the following standards will

apply; 1 space per 2 staff employed at peak operating times plus 1 space per 5 square metres of public floor space.

7.11.30 Car/Other Vehicle Showrooms and Related Services

- (i) Car Sales: The staff parking requirement will be as for Class B1 (offices). Customer parking should be provided at a rate of 1 space per 40 square metres of gross sales floor areas plus 1 space per 10 outside display places. Ancillary Workshop/Storage Areas and Parts Departments. 3 car/lorry spaces as appropriate per service bay plus 1 space per 50 square metres for staff and other customer parking.*
- (ii) General Vehicles Repair and Servicing Garages. 3 car/lorry spaces as appropriate per service bay plus 1 space per 50 square metres for staff.*
- (iii) Car washing facilities. 5 queuing spaces.*
- (iv) Specialist Vehicle Repair Centres (i.e. tyres, exhausts etc). 3 car/lorry spaces as appropriate per service bay plus 1 space per 40 square metres of staff parking.*

Where retail sales are also present at a facility the appropriate Class A1 standard will normally be required. Spaces will also be required for articulated vehicles and deliveries.

7.11.31 Hot Food Takeaway

1 space per 2 staff employed at peak working times plus 1 space per 5 square metres of public floor space for customers. These standards may be relaxed or waived where public parking is readily available nearby.

7.11.32 Transport Cafes

1 space per 3 staff employed at peak working times plus 1 lorry space per 3 square metres of public floor space.

7.11.33 Class B1 - Business

1 space per 25 square metres gross floor area up to 250 square metres then 1 space per 30 square metres thereafter.

7.11.34 Class B2 - Industry

1 space per 25 square metres gross floor space up to 250 square metres then 1 space per 50 square metres thereafter. In cases where ancillary office space does not exceed 100 square metres no additional provision is necessary, thereafter 1 space per 25 square metres will be required.

7.11.35 **Class B8 - Storage and Distribution**

1 space per 80 square metres of gross floor area in the case of large scale storage and distribution facilities.

7.11.36 **Class C1 - Hotels and Hostels**

1 garage or parking space per resident staff plus 1 space per 3 non-resident staff at peak working times plus 1 space per bedroom. If other facilities such as bars, restaurants, shops, health clubs are open to non-residents the relevant standards for those uses will also be relevant. Where a developer considers it is not necessary to achieve 100% for the other uses, this must be supported by a clear justification.

7.11.37 **Class C2 - Residential Institutions**

- (i) Residential Care Establishments. 1 garage or parking space per resident staff plus 1 space per non-resident staff present at peak working times plus 1 space per 3 bed spaces for visitors. An ambulance space should also be provided in a position which would not impede site access but located as close as possible to the main entrance of the establishment.*
- (ii) Hospitals. 1 garage or parking space per resident staff plus 1 space per Doctor, Surgeon or Consultant plus 1 space per 3 other staff plus 1 space per 3 beds for visitors. Additional spaces may be required if an out patients or casualty department exists at the hospital.*
- (iii) Nursing Homes. 1 space per resident staff plus 1 space per non-resident staff present at peak working times plus 1 space per 3 bed spaces for visitors. An ambulance space should also be provided in a position which would not impede site access but located as close as possible to the main entrance of the establishment.*
- (iv) Residential Schools (Pupils up to 18 years). 1 garage or parking space per resident member of staff plus 1 per 2 non-resident plus 1 per 20 pupils for parents/visitors.*

- (v) *University, Residential Colleges and Training Centres (Students 16 years plus). 1 garage or parking space per resident staff plus 1 space per non-resident staff plus 1 space per 4 students plus 1 space per 100 students for visitors.*

7.11.38 **Class C3 Residential Dwellings**

1. *Detached or semi-detached*
 - (a) *up to 3 bedrooms - 2 spaces including garage space of 5m. x 2.4m. for residents and visitors within curtilage of dwelling;*
 - (b) *4 or more bedrooms - 3 spaces including a garage space of 5m. x 2.4m for residents and visitors within the curtilage of the dwelling. An extension of a smaller dwelling to 4 or more bedrooms would normally be expected to meet this standard.*
2. *Forms other than Detached/Semi-Detached*
 - (a) *up to 2 bedrooms - 1 space per dwelling plus 1 space per 4 dwellings for visitors. Spaces should be provided within curtilage of dwelling if possible, otherwise communally within curtilage of the development and wherever possible within sight of dwelling and/or within 45 metres thereof;*
 - (b) *3 or more bedrooms - 2 spaces per dwelling plus 1 per 4 for visitors. Spaces should be provided within the curtilage of the dwelling if possible, otherwise communally within the curtilage of the development and wherever possible within sight of the dwelling and/or within 45 metres thereof.*
3. *Sheltered Housing/Elderly Persons Housing. 1 space per 4 dwellings plus 2 spaces per resident staff plus 1 space per non-resident staff present at peak working times. If development comprises owner-occupied dwellings 1 space per dwelling should be provided communally, preferably adjacent to, but no more than 45 metres from the dwelling, to allow for resident and visitor parking.*
4. *Residential Conversions, including Flats. 1 space per dwelling plus 1 per 4 dwellings for visitors where possible within the curtilage of the original dwelling. Where conversions provide for more than 2 bedrooms per unit, parking requirements will be based on merits of the proposed development. These standards may be relaxed if the dwellings are provided by a Housing Association or on a shared equity basis.*

5. *Houses in Multiple Occupation. 1 space per 2 bedsits or bedrooms wherever possible within curtilage of original dwelling.*

7.11.39 The number of car parking spaces required for each residential type is set out above. It is also important, to locate spaces as near as possible to dwellings and to avoid large and unattractive areas of open parking to screen car parking with landscape or structures as far as possible. Indicative diagrams showing car-parking bay dimensions and best/worst practice layouts are included at the end of this chapter.

7.11.40 Integral garages will only be considered subject to a condition ensuring their retention. For houses flats or conversions and especially in relation to the development of several units, the standard may be relaxed depending upon topography/location of site; proximity to existing public transport; potential for improved public transport; and/or opportunities for retaining/enhancing significant or listed buildings, Conservation Areas and areas of nature conservation or landscape value.

Residential Parking Design Solutions

(a) Parking at the Centre of a Housing Block

7.11.41 This solution has the advantage of effectively removing parking vehicles from the residential environment, and is most appropriate in areas with a tight urban character where the buildings should be used to clearly define streets and public spaces. Additional space given over to car parking at the front of dwellings would conflict with this objective.

7.11.42 Parking organised in this way needs to be carefully designed in order to avoid problems of security and vandalism. Parking spaces should be very closely linked, if not located within the rear curtilages of the surrounding houses. Entrances and exits to rear parking courts should be designed to appear as part of the private domain belonging to the residents. This can be achieved by identifying clear thresholds using gates, piers, pergolas and arches or by appropriate surfacing materials and providing rumble strips.

(b) Garage/Carport/Hardstanding at the Side of Dwellings

7.11.43 This solution can be used in more spacious housing environments made up of detached or semi-detached dwellings, and where there is the space to bring cars from the highway and alongside dwellings. An advantage of this arrangement is that vehicles can be parked nose to tail within a curtilage which may be appropriate for larger households where a single family may be expected to have more than one car. Where garages or car parks are proposed, they should be designed to be in sympathy with the main dwelling.

(c) Frontage Parking

- 7.11.44 Where hardstandings are proposed immediately in front of dwellings, the aim should be to provide effective screening in the form of walls or railings with associated planting. The provision of hardstandings is not normally suitable in visual amenity terms in narrow frontage properties because the car space would take up virtually the entire front area.
- 7.11.45 It may be appropriate to produce communal parking areas particularly in high density housing developments, mews courts and flat developments. Where this is the case, the designer should aim to lessen the impact of parking areas by the use of landscaping and screening, and by limiting the number of vehicles accommodated to 4 or less. Any communal parking areas should, as far as possible, appear to relate to the dwellings it serves and incorporate hard and soft landscaping and planting treatment, appropriate surfacing materials and provide for safe pedestrian movement.
- (e) On Street Parking Spaces
- 7.11.46 May be appropriate in older housing areas in conjunction with traffic management schemes.
- 7.11.47 ***Class D1 - Non-residential Institutions***
- (i) ***Health Centres, Surgeries and Consulting Rooms. 1 space per medical practitioner plus 1 space per staff member present at peak working times plus 3 spaces per consulting room/cubicle.***
- (ii) ***Creches, Nurseries and Day Centres. 1 space per 2 staff normally present at peak working times, plus 1 space per 5 child placements and/or adequate pick up/set down points within the curtilage of the facility. Where possible emergency vehicle access should also be provided which cannot be obstructed by any of the above parking provision.***
- (iii) ***Schools for Pupils up to 18 years. 1 space per full-time staff member plus 1 space per 30 pupils for parents/visitors.***
- (iv) ***Colleges for Students over 16 years. 1 space per full-time staff member plus 2 spaces per 5 students plus 1 space per 4 academic/administrative staff for visitors.***
- (v) ***Art Galleries, Museums, Libraries, Public Reading Rooms and Exhibition Halls. 1 space per full-time staff members plus 1 space per 30 square metres public floor area for visitors. In town centres where public parking is available, the need for visitor parking may be relaxed.***
- (vi) ***Places of Worship. 1 space per resident member of clergy or staff plus 1 per 2 other clergy/staff plus 1 per 10 seats. If the facility comprises another community use an assessment will have to be made with reference to the standard for community centres and halls.***

7.11.48 *Class D2 - Assembly and Leisure*

- (i) *Cinemas, Theatres, Bingo and Concert Halls. 1 space per senior member of staff plus 1 space per 10 seats in town centres or 1 space per 4 seats for out of centre developments.*
- (ii) *Halls, Community Centres, Clubs, Dance Halls - Discotheque. 1 per senior/resident staff plus 1 per 3 other staff normally present at peak working times plus 1 per 5 square metres of public floor area for customers.*
- (iii) *Sports and Leisure Centres. 1 space per 2 members of staff present at peak work times; 1 space per 20 square meters indoor playing area for participating customers; 3 spaces per squash courts; 1 space per 2 players/officials capable of using outdoor playing space at any one time; 1 space per 10 square metres of swimming pool surface area plus 1 space per 4 seats for spectators; 3 spaces per bowling alley lane; 1 space per snooker or pool table.*
- (iv) *Tennis, Golf, Bowling (Greens) 1 space per 3 square metres of indoor public floor area; 2 spaces per green/court; 1 space per lane of any driving range.*
- (v) *Cricket, Football, Rugby. 1 space per 3 square metres of public floor area of buildings; 3 spaces for each team capable of using the facility at any one time.*

If areas within the facility are convertible to another use having a higher parking standard requirement, the higher standard will be applied. If bars, restaurants, shops and other ancillary facilities are provided additional provision should be made at half the appropriate standard for those uses.

In town centres where public car parking is normally available there will be no requirement for additional non-operational parking provision subject to no loss of existing parking facilities and consideration by the Council of potential additional vehicle attraction to the town centre as result of the development.