Draft Refresh Parking Standards Supplementary Planning Document

Dudley
Metropolitan Borough Council

October 2011

List of Contents

Contact Information

Rachel Gandolfi

Senior Planning Policy Officer
Directorate of the Urban Environment
Planning Policy Section
3 St. James's Road
Dudley
DY1 1HZ

Tel: 01384 816964
e-mail: Rachel.Gandolfi@dudley.gov.uk

Ian Hunt

Senior Project Engineer
Directorate of the Urban Environment
Transport Section
Mary Steven's Park
Stourbridge
DY8 2AA

Tel: 01384 818424
e-mail: Ian.Hunt@dudley.gov.uk

Helen Martin

Head of Planning
Directorate of the Urban Environment
Development Control Section
3 St. James's Road
Dudley
DY1 1HZ

Tel: 01384 814186
e-mail: helen.martin@dudley.gov.uk

Annette Roberts

Planning Policy Manager
Directorate of the Urban Environment
Development Control Section
3 St. James's Road
Dudley
DY1 1HZ

Tel: 01384 814172
e-mail: annette.roberts@dudley.gov.uk

General Information

This and other Local Development Framework documents are or will be made available on request in large copy print, audio cassette, Braille or languages other than English.

If you require the document in one of these formats please contact:
Planning Policy Team, Directorate 3 St James's Road, Dudley, DY1 1HZ or tel 01384 816967 or email Ldf@dudley.gov.uk

Arabic

ستكون هذه مع بقية الوثائق لنظم العمل للتنمية المحلية متوفرة عند طلبها بطبعات مكبرة ,
و على الكاسيت , بريل , أو بلغات غير اللغة الانكليزية. فاذا كنت بحاجة لوثيقة لاحد من الاشكال
المذكورة , رجاءا أتصل بفريق التخطيط لطريقة العمل (policy) , مجلس ددلي المحلي , ٣ سانت
جيمسز رود , دي واي ١ ١ أيج زت. التلفون: ٠١٣٨٤ ٨١٦٩٦٧ أيه ميل ldf@dudley.gov.uk

Bengali

এই দলিল বা ডকুমেন্ট এবং অন্যান্য স্থানীয় উন্নয়ন বিষয়ক কাঠামো সম্পর্কিত দলিলসমূহ অনুরোধে বড় অক্ষরের লেখা বা লার্জ প্রিন্টে, অডিও কেসেটে, ব্রেইলে কিংবা অন্যান্য ভাষায় পাওয়া যাবে। আপনি যদি এই দলিলটি উপরোক্ত যে কোন মাধ্যম বা ফরমেটে পেতে চান, তাহলে দয়া করে যোগাযোগ করুন: Planning Policy Team, Directorate of the Urban Environment, Dudley Metropolitan Borough Council, 3 St. James's Road, Dudley DY1 1HZ. টেলিফোন: 01384 816967, ই-মেইল: ldf@dudley.gov.uk.

Chinese

這及其它區域發展架構的文件可因應需要而製成大字版, 錄音帶, 盲人點字或英文以外的語文. 如你需要文件用以上其中一種形式, 請聯絡政策計劃小組 (Planning Policy Team), 城市環境保護署 (Directorate of the Urban Environment), 得利市政府, 3 St. James's Road, Dudley, DY1 1HZ. 電話: 01384 816967. 電郵: ldf@dudley.gov.uk

Gujarati

આ તેમજ લોકલ ડિવેલોપમેન્ટ ફ્રેમવર્કના અન્ય દસ્તાવેજો વિનંતી કરવાથી મોટા અક્ષરોમાં છાપેલા, ઓડિયો કેસેટ પર, બ્રેઈલમાં અથવા અંગ્રેજી સિવાયની બીજી ભાષાઓમાં મળી શકે છે અથવા મેળવી આપી શકાશે. જો તમને આમાંથી કોઈ સ્વરૂપમાં દસ્તાવેજ જોઈતો હોય, તો કૃપા કરીને આ સરનામે સંપર્ક કરો: Planning Policy Team, Directorate of the Urban Environment, Dudley Metropolitan Borough Council, 3 St. James's Road, Dudley DY1 1HZ. ફોન: 01384 816967 ઈમેઈલ: ldf@dudley.gov.uk

Punjabi

ਅਨੁਰੋਧ ਕਰਨ ਤੇ, ਇਹ ਡਾਕਯੂਮੰਟ (ਲਿਖਤ ਜਾਣਕਾਰੀ ਦਸਤਾਵੇਜ਼), ਅਤੇ ਸਥਾਨਕ ਵਿਕਾਸ ਯੋਜਨਾ (ਫ਼ਰੇਮਵਰਕ) ਸੰਬੰਧੀ ਹੋਰ ਡਾਕਯੂਮੰਟਸ ਵੱਡੇ ਪਰਿੰਟ, ਆਡੀਓ ਕਸੈੱਟ ਤੇ ਰੀਕਾਰਡ ਕੀਤੇ ਹੋਏ, ਬਰੇਲ ਫ਼ਾਰਮੈਟ, ਅਤੇ ਅੰਗ੍ਰੇਜ਼ੀ ਭਾਸ਼ਾ ਦੇ ਨਾਲ ਨਾਲ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿੱਚ ਵੀ ਮਿਲ ਸਕਦੇ ਹਨ ਜਾਂ ਮਿਲ ਸਕਣਗੇ। ਜੇਕਰ ਤੁਸੀਂ ਕੋਈ ਡਾਕਯੂਮੰਟ ਇਨ੍ਹਾਂ ਵਿੱਚੋਂ ਕਿਸੇ ਫ਼ਾਰਮੈਟ (ਬਣਤਰ) ਵਿੱਚ ਲੈਣਾ ਚਾਹੁੰਦੇ ਹੋ, ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਹੇਠ ਲਿਖੇ ਪਤੇ ਤੇ ਸੰਪਰਕ ਕਰੋ: ਪਲੈਨਿੰਗ ਪਾੱਲਸੀ ਟੀਮ, ਡਾਇਰੈਕਟਰੇਟ ਆੱਫ਼ ਦਿ ਅਰਬਨ ਇੰਨਵਾਇਰਨਮੈਂਟ, ਡਡਲੀ ਮੈਟਰੋਪਾੱਲਿਟਨ ਬਰੋ ਕਾਉਂਸਲ, 3 ਸੈਂਟ ਜੇਮਸਿਸ ਰੋਡ ਡਡਲੀ Planning Policy Team, Directorate of the urban environment, Dudley Metropolitan Borough Council, 3 St, James's Road, Dudley DY1 1HZ - ਟੈਲੀਫ਼ੋਨ ਨੰਬਰ: 01384-816967 - ਈ-ਮੇਲ ਪਤਾ: ldf @dudley.gov.uk

Urdu

یہ اور لوکل ڈیولپمنٹ فریم ورک (مقامی بہتری سے متعلق اقدامات کا ڈھانچہ) سے متعلق دوسری دستاویزات بڑے حروف کی طباعت، آڈیو کیسیٹ، بریل یا انگریزی زبان کے علاوہ زبانوں میں ترجمے کی صورت میں دستیاب ہیں یا درخواست پر فراہم کی جائیں گی۔ اگر آپ کو دستاویزات میں سے کسی بھی شکل میں درکار ہے تو براہ مہربانی پلاننگ پالیسی ٹیم، ڈائریکٹوریٹ آف اربن اینوائرنمنٹ، ڈڈلی میٹروپولیٹن بروکونسل، 3 سینٹ جیمز روڈ، ڈڈلی ڈی وائی 1 1 ایچ زیڈ کے ساتھ رابطہ قائم کریں۔ ٹیلیفون نمبر: 01384 816967، ای میل : ldf @dudley.gov.uk

1. Introduction

In March 2007 Dudley MBC adopted its Parking Standards and Travel Plans Supplementary Planning Document (SPD) prepared as part of the Council's Local Development Framework (LDF). The purpose of this document was to set out detailed guidance on the way the Council expected parking and travel plan policy in the Dudley Unitary Development Plan (UDP) to be applied. As the UDP is now being replaced by the Joint Core Strategy and subsequent LDF documents, the current Parking SPD is in need of revision. It also requires amending in relation to future expected parking levels for residential development.

1.1 Purpose and Status of this Document

This document has been prepared taking account of evidence gathered about car parking and car ownership across the Borough to identify the issues that should be responded to. A period of 6 weeks 'Frontloading Consultation' was undertaken in September and October 2010. This consultation welcomed initial views from everyone regarding how the existing SPD should be altered and any other comments that people felt were important to be taken into consideration in the preparation of the updated SPD.

In addition, in 2010 Dudley MBC commissioned Phil Jones Associates (PJA) to analyse the local relationships between dwelling type, size, tenure, location and car ownership to assist the local authority in the production of this revised parking standards SPD. This involved distributing approximately 4000 questionnaires to dwellings across all wards in Dudley, to which the response rate was very high at around 70%.

The results of the survey, alongside census data were presented by PJA in a report, 'Residential Parking Research and Draft Standards' together with a set of draft guidance tables for assessing parking requirements for new developments within Dudley Borough. The aim of the report was to provide sufficient analyses of both the census data and the survey results to feed into the revision of the SPD.

2. Residential Parking Minimum Standards

2.1 Planning Policy Background

National Policy

National planning policy is now under review, with Government having announced that all existing statements, circulars and guidance notes will be consolidated into a single National Planning Policy Framework. The new framework is intended to be local in its approach; used as a mechanism for delivering government objectives only where it is relevant, proportionate and effective to do so, and; user-friendly and effective, providing clear policies on making robust local and neighbourhood plans. The draft framework document is currently being consulted upon.

Notwithstanding this ongoing review, current national policy on residential parking is set out in Planning Policy Statement PPS3 Housing, which advises that;

'Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently'. (PPS3, Para. 51)

General planning advice to local authorities on parking is contained in PPG13 Transport, the latest revision of which was published recently in January 2011. At the same time that the new PPG13 was issued, Government announced via the Department for Communities and Local Government (DCLG) website that:-

"Ministers are today removing national planning restrictions put in place in 2001 that required councils to limit the number of parking spaces allowed in new residential development" and also that:

"Planning Policy Guidance 13: Transport (PPG13), in conjunction with Planning Policy Statement 3: Housing (PPS3), sets out the need for Local Councils to use maximum parking standards for residential development. By ending this requirement Councils will have the freedom to decide how many parking spaces they want to see in new development in their area"

There is an expectation in national policy that car parking will need to take into account expected levels of car ownership, alongside considerations of good design and the efficient use of land.

The information within the tables in this SPD indicate the levels of expected parking which are based on research and extensive surveys undertaken by Dudley MBC in conjunction with Phil Jones Associates into car ownership levels in the Borough of Dudley.

The Black Country Core Strategy

The Core Strategy is a spatial planning document that sets out the vision, objectives and strategy for future development in the Black Country to 2026. It forms the basis of Black Country Authorities' Local Development Frameworks, replacing certain policies in Dudley's Unitary Development Plan 2005 (UDP), setting the planning policy context for the preparation of other local development documents and supplementary planning documents. As well as providing the basis for decisions on planning applications, the Core Strategy will also shape regeneration, investment, and growth within the Borough. The JCS was adopted in February 2011.

Local Policy

The research undertaken by Dudley in conjunction with Phil Jones Associates, alongside new national policy guidance, provides the evidence base that justifies the requirement for minimum parking standards to be applied to residential developments.

The current Parking Standards SPD mirrored previous government policy that sought to reduce car ownership levels by restricting the parking provision at new dwellings. The following Section considers the outcomes of the survey work and the factors affecting provision of parking as the foundation for the altered policy approach which forms the basis of car parking requirements in the Borough.

3. Residential Parking Research

3.1 Factors Affecting Car ownership Levels and Provision of Parking

Dwelling Size

The survey found that dwelling size assessed by the number of habitable rooms (or more traditionally bedrooms) had a direct link to car ownership levels. This is logical as larger dwellings with more habitable rooms can accommodate more people with a greater potential for owning a vehicle.

Dwelling Type

It was found that car ownership for smaller houses was higher than for larger apartments even when both had the same number of bedrooms or habitable rooms. This is most likely due to the fact that families with children tend to live in houses rather than apartments and there is some evidence to show that households with children have higher car ownership levels.

Tenure

The research found only marginal differences between privately owned, shared ownership and rented properties regarding car ownership levels. It is not considered feasible or appropriate to consider tenure a justification for the lowering of minimum parking standards.

Demographics

The data received indicated that there are certain wards within the Borough that were found to have higher car ownership levels. Although it is accepted that demographics can change, for the purposes of this SPD review, parking provision will be based on average car ownership levels with adjustments made for some wards and the matter revisited in subsequent reviews.

Location and Accessibility to Public Transport Links

In recent debates, some stakeholders have taken the view that the level of parking provision should be adjusted to take account of the accessibility of the dwelling to public transport links and town centres. The research undertaken in conjunction with Phil Jones Associates analysed dwelling location and distance to Dudley and Stourbridge bus stations, Stourbridge railway station and Stourbridge, Dudley and Halesowen town centres.

The results showed that for a given dwelling size, there is no relationship between car ownership levels and proximity to a major public transport facility or town centre. Therefore no reductions in the provision of parking will be accepted based on these factors.

Constrained Parking Zones

The research identified no relationship in car ownership levels and distance from a town centre or a public transport hub. However, in areas that are constrained for example by parking controls and narrow streets and where there is also good public transport and public parking provision and places and facilities that can be easily accessed by foot or cycling, then, provision below the minimum standards *may* be considered.

Growth in Car ownership

Government car ownership growth forecasts can be calculated using TEMPRO[*]. This indicates that for Dudley Borough from 2001 to 2010 an increase of 1% in car ownership can be expected and from 2010 to 2031 an increase of 7% could be expected. However, the research undertaken by PJA undertaken in 2010 indicated much higher levels of car ownership growth, as much as 20% in the next 15 years. As such, the Planning Authority will wish to ensure that higher levels of parking are provided at those locations that have the potential for higher car ownership rates.

Allocated and Unallocated Parking Provision

The Department for Communities and Local Government (DCLG) Residential Car Parking Research identified that as the number of spaces allocated to each dwelling increased there is a loss in efficiency of the parking provision. By providing unallocated parking in shared areas, the amount of land required for parking can be significantly reduced.

Visitor Parking

The Department for Communities and Local Government (DCLG) Residential Car Parking Research confirms that a maximum of 0.2 parking spaces per dwelling should be added to allow for visitor parking. As the proportion of unallocated parking increases, more spaces are available for visitors and therefore the number of allocated visitor parking spaces can be reduced.

Garages

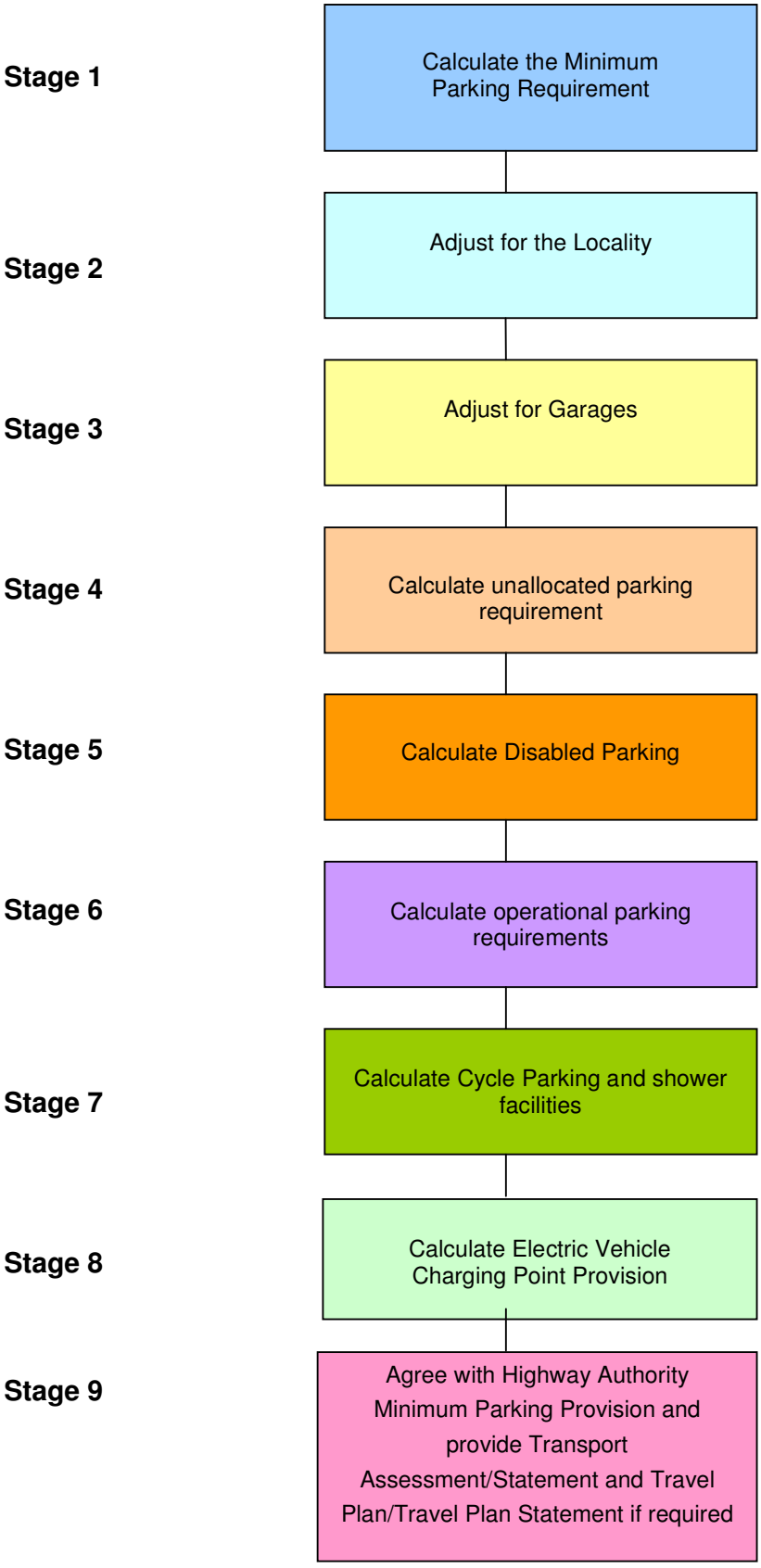
The research indicated that from the respondents that have access to a garage, only 40% of these used their garages for parking a car. This is consistent to the findings of similar research carried out in other areas of the country. Manual for Streets published in 2010 states "*Research shows that in some developments less than half the garages are used for parking cars and that many are used primarily for storage or have been converted to living accommodation*" (Para 8.3.40, Page 109).

[*] TEMPRO software is used for transport planning purposes. The forecasts include population, employment, households by car ownership, trip ends and simple traffic growth factors based on data from the National Transport Model (NTM).

The new Dudley MBC Policy approach is that, where garages are provided in development, the use of a garage for parking will only be considered if the garage is at least 3m x 6m. This enables parking of an average-sized family car. Notwithstanding this, there is no guarantee that a garage of this size or larger will be used for parking.

Therefore, this SPD requires for additional parking provision when garages are provided. For instance, if a development proposal was for 10 4-bedroom houses with garages, only 4 of these garages would be considered as allocated parking spaces and the remainder of the parking spaces must be provided on street or in another allocated area.

Figure 3.1 Determining Parking Standards for Residential Development Flow Chart



4 Worked Examples

The following Sections set out some examples to show how quantity of parking spaces is calculated when considering different variables.

4.1 Worked Example 1

Development proposal - 10 new large 4 bed houses with 8 habitable rooms in Norton, each with a 3m x 6m garage and 2 parking spaces in the forecourt.

Stage 1

Refer to Table 3 in the Appendix and look up 8 habitable rooms with 2 spaces allocated.

Note *Do not count garages within the allocated parking*

= 2.8

Stage 2 Adjustment for the Locality Calculate total minimum requirement

Refer to table 5 in the appendix and apply the adjustment factor of 1.12 for Norton

2.8 x 1.12 = 3.13

Stage 3 Adjustment for Garages

Refer to table 6 in the appendix. The garages are at least 3m x 6m so 0.4 of each garage can be considered towards the total provision.

2 allocated spaces +0.4 = 2.4

Stage 4 Calculate the minimum number of unallocated spaces

Total minimum parking requirement = 3.13 per dwelling

Allocated Provision per dwelling = 2 spaces + 0.4 for each garage = 2.4

Additional Allocation = 3.13 total demand – 2.4 spaces per dwelling

= 0.73 per dwelling

Total additional parking provision = 0.73 x 10 dwelling = 8 spaces

Stage 5 Disabled Parking

Refer to Table 7 in the appendix, where communal parking areas are provided - at least 5% of all bays should be marked and 5% should be widened.

Therefore it is suggested at least 1 space is a marked disabled bay.

Stage 6 Calculate the Operational Vehicle Requirement

Refer to table 8 in the appendix - adequate provision for refuse collecting vehicles which should be separate from car parking spaces should be provided.

Stage 7 Cycle Storage and Powered two Wheelers

Refer to table 9 and 10 in the appendix. (This would not apply to this type of development).

Stage 8 Electric Vehicle Charging Points

Refer to table 11 in the appendix - 1 external electric vehicle charging point is required for each dwelling.

Stage 9 Agree with Highway Authority the final minimum requirements and determine if a Transport Assessment is required

Therefore, by way of example, the development of 10 large 4 bed houses with 8 habitable rooms with a garage of 3m x 6m and 2 forecourt spaces in Norton should provide;

- 1 no - 3m x 6m garage per dwelling
- 2 forecourt spaces per dwelling
- 8 suitable spaces to be provided in an unallocated design, spaces either designed as an off road communal parking area or formal on street parking
- 1 bay marked disabled bay if a communal area is provided
- Provision for refuse vehicles
- All dwellings provided with an external electric vehicle charging point.

Refer to table 1 in the appendix to check if further assessments are required. The total number of dwellings is less than 50 and therefore no further assessments are necessary.

4.2 Worked Example 2

Proposal - 40 two bed houses with 1 parking space allocated to each dwelling in Coseley

Stage 1

Refer to Table 3 in the appendix and look up 4 habitable rooms with 2 bedrooms with 1 space allocated.

= 1.8

Stage 2 Adjustment for the Locality Calculate total minimum requirement

Refer to table 5 in the appendix and apply the adjustment factor. Coseley East Ward does not require an adjustment

Therefore total minimum requirement is 1.8 spaces per dwelling

Stage 3 Adjustment for Garages total minimum requirement

Refer to table 6 in the appendix, not required in this example – 1.8 spaces per dwelling.

Stage 4 Calculate the minimum number of unallocated spaces

Total minimum parking requirement = 1.8 per dwelling

Allocated Provision per dwelling = 1 space

Additional Allocation = 1.8 total minimum requirement – 1 spaces per dwelling

= 0.8 per dwelling

Total additional parking provision = 0.8 x 40 dwelling = 32 spaces

Stage 5 Disabled Parking

Refer to Table 7 in the appendix, where communal (unallocated) parking areas are provided - at least 5% of all bays should be marked and 5% should be widened.

Marked bays 5% of 32 = 2 spaces

Widened bays 5% of 32 = 2 spaces

Stage 6 Calculate the Operational Vehicle Requirement

Refer to table 8 in the appendix - adequate provision for refuse collecting vehicles which should be separate from car parking spaces should be provided.

Stage 7 Calculate the Cycle Storage and Powered two Wheeler requirement

Refer to tables 9 and 10 - cycle storage is only required for apartments

Stage 8 Electric Vehicle Charging Points

Refer to table 11 in the appendix, all dwellings provided with an external electric vehicle charging point.

Stage 9 Agree with Highway Authority the Final minimum Requirements and determine if Transport Assessment is required

Therefore the development of 40 No 2 bed dwellings in Coseley with 1 space allocated should provide

- 1 space allocated to each dwelling
- 32 suitable spaces to be provided in an unallocated design, spaces either designed as an off road communal parking area or formal on street parking bays
- 2 bays marked as disabled, 2 widened bays, if provided in a communal parking area
- Provision for refuse vehicles
- All dwellings provided with an external electric vehicle charging point.

Refer to table 1 in the appendix - only developments with 50 dwellings and above require further assessments, so no further assessments will be required in this case.

4.3 Worked Example 3

Proposal - 20, two bed, 5 habitable room apartments, with 1 parking space allocated to each dwelling on edge of Dudley town centre, St James's Ward

Stage 1

Refer to Table 2 in the Appendix and look up 5 habitable rooms with 2 bedrooms with 1 space allocated.

= 1.65

Stage 2 Adjustment for the Locality Calculate total minimum requirement

Refer to table 5 in the appendix and apply the adjustment factor. St James has an adjustment factor of 1.05.

Therefore total minimum requirement is 1.65 x 1.05 = 1.73 spaces per dwelling

Stage 3 Adjustment for Garages total minimum requirement

Not required in this example – 1.73 spaces per dwelling

Stage 4 Calculate the minimum number of unallocated spaces

Total minimum parking requirement = 1.73 per dwelling

Allocated Provision per dwelling = 1 space

Additional Allocation = 1.73 total minimum requirement – 1 spaces per dwelling

= 0.73 per dwelling

Total additional parking provision = 0.73 x 20 dwelling = 15 spaces

Stage 5 Disabled Parking

Refer to Table 7 in the appendix, where communal (unallocated) parking areas are provided at least 5% of all bays should be marked and 5% should be widened.

Marked bays 5% of 15 = 1 space

Widened bays 5% of 15 = 1 space

Stage 6 Calculate the Operational Vehicle Requirement

Refer to table 8 in the appendix - adequate provision for refuse collecting vehicles which should be separate from car parking spaces should be provided.

Stage 7 Calculate the Cycle Storage

See table 9 in the appendix 1 cycle space for each bedroom plus 1 space per 20 bedrooms for visitors

Cycle storage for 2 cycles for each dwelling, preferably provided within the building

Secure and undercover cycle storage for 2 cycles for visitors

Stage 8 Electric Vehicle Charging Points

All dwellings provided with an external electric vehicle charging point.

Stage 9 Agree with Highway Authority the final minimum requirements

Therefore the development of 20 no 2 bed dwellings on the edge of Dudley Town Centre in St James's Ward with 1 space allocated per dwelling should provide;

- 1 space allocated to each dwelling, (20)
- 15 suitable spaces to be provided in an unallocated design, spaces either designed as an off road communal parking area or formal on street parking bays
- 1 of the bays marked as disabled, 1 of the bays provided as a widened bay if a formal communal parking area is provided
- Provision for refuse vehicle
- All dwellings provided with an external electric vehicle charging point.

Refer to table 1 in the appendix - only developments with 50 dwellings and above require further assessments, so no further assessments will be required in this case.

5 Commercial Parking Maximum Standards

5.1 National Policy

Amendments to PPG13 issued in January 2011 were primarily directed at residential development. However, national policies still aim to reduce congestion, encourage sustainable development and shared parking, particularly in town centres.

Planning Policy Statement 4*, Planning for Sustainable Economic Growth* (PPS4) requires Local Planning Authorities to set maximum parking standards for non residential development and seeks to encourage sustainable economic growth.

5.2 Black Country Core Strategy

The two policies within the Core Strategy which are most relevant to this SPD, and with which this SPD must be in conformity with, are;

TRAN2: Managing Transport Impacts of New Development

Spatial Objectives
An element of the strategy requires that the development impacts on the Highway network are assessed and mitigation measures should aim to support sustainable travel choices.

TRAN5: Influencing the Demand for Travel and Travel Choices

Spatial Objectives
Part of the strategy promotes the use of maximum parking standards as a means of influencing and encouraging sustainable travel choices.

5.3 Local Policy

Dudley MBC seeks to mirror national policy by setting maximum parking standards for new commercial developments and the promotion of shared parking in town centres to maximise the efficiency of land use. Sustainable modes of transport will be encouraged, to reduce congestion and pollution.

5.4 Baseline Maximum Parking Standards

Baseline parking standards are set out in Table 2. These are maximum standards that can be applied to smaller developments or used as a basis to calculate a reduced maximum standard for larger developments that are located in accessible areas (Refer to Table 1 for thresholds)

5.5 Transport Statement / Transport Accessibility and Parking Assessment / Travel Plan Statement (TS/TAPA/TPS)

Table 1 in the appendix indicates the thresholds for each planning land use at which a **TS/TAPA/TPS** is required. The information helps to clarify the impact of the development on the Highway Network. The site's accessibility will be assessed using the **TAPA (**see reference 1 and 2 in the appendix). Sites that benefit from closely located public transport facilities, cycle routes and other useful facilities that encourage cross visitation of trips will be assessed to have a higher degree of accessibility. Accessibility scores range from 0 to 30. Sites that have medium to high accessibility (11 or greater) will be required to reduce the maximum base line parking standard.

5.6 Transport Assessment and Travel Plan (TA/TP)

Table 1 in the appendix indicates the thresholds for each planning land use at which a Transport Assessment and Travel Plan **(TA/TP)** will be required. A **TA/TP** sets out the impact of major developments on the Highway Network. As part of the **TA** a **TAPA** should also be undertaken.

5.7 Developments in the Town Centre

If a development is within or adjacent to a town centre the Council must be consulted to assess the appropriate parking standard (see reference 3 in the appendix).

Area Action Plans (AAP's) are currently being prepared for the town centres of Stourbridge and Halesowen and one has recently been adopted for Brierley Hill. The AAPs will set out a development framework plan for each area that will promote strong and sustainable town centres.

Each development in the town centre which is in accordance with the AAP should be assessed by baseline standards, TS/TAPA/TPS or TA/TP to give guidance as to the potential reduction in maximum standards and impact on the Highway network. Appropriate development in town centres coupled with sustainable transport choices creates the opportunity for cross visitation of trips and more efficient land use. The AAP, existing and proposed transport infrastructure and proposed developments within the plan period for each centre will guide the decision making process to determine the parking standard.

Dudley MBC will seek to limit and provide an overall quantum of parking in the centres at approximately 60% of the maximum PPG13 parking standards.

Provision of parking above maximum PPG13 standards will only be permitted at developments that also provide visitor parking for the centre as a whole and where there is an under provision of parking in relation to the 60% of PPG13 target.

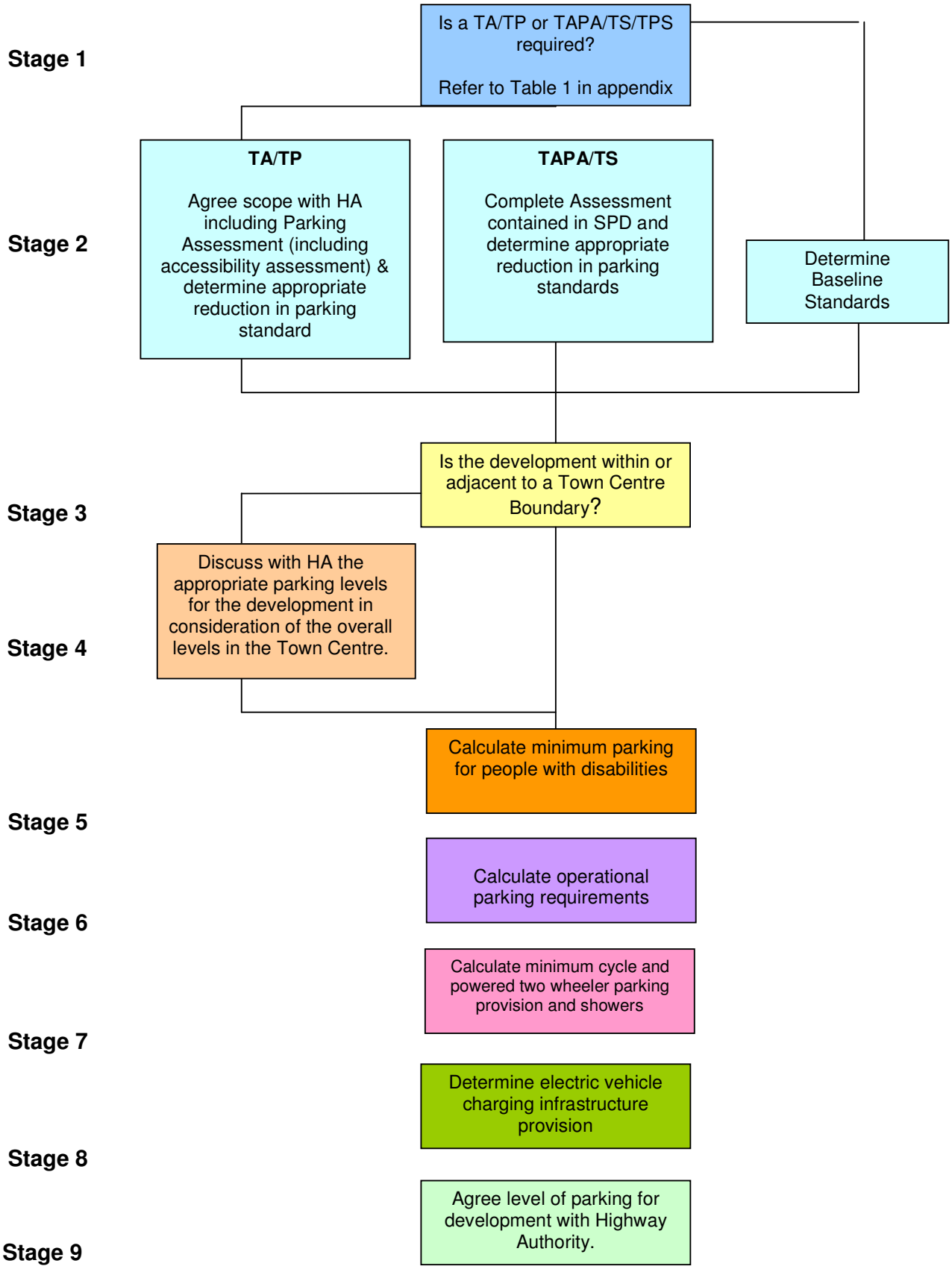
The quantum of parking available in each centre will be monitored and the maximum parking standard may vary over time for similar developments dependent on under or overprovision.

5.8 Application of Standards

Regardless of maximum standards the Council will not be able to support development that may give rise to road safety issues or which may have a detrimental impact on the free flow of the Highway Network.

A balance has to be struck between encouraging new development and investment by providing adequate parking levels and potentially increasing traffic congestion.

Figure 5.1 Parking Standards for Commercial Development Flow Chart



6. Commercial Development Worked Examples

6.1 Example 1

Proposal - A1 Food Retail Brierley Hill High Street (5000m2 gross floor area). Requirement for two disabled spaces.

Stage 1 Is a TA/TP or TAPA/TS required?

Refer to table 1 in the appendix - development is 5000m2 which is > 800m2 therefore TA and TP are required.

Stage 2 As part of TA carry out parking assessment – complete TAPA

Score from Accessibility Assessment Form (see reference 1 and 2 in the appendix) = 22 points (Example only)

Scales are as follows;

0 – 10 points – low accessibility
11 – 20 points – medium accessibility
21 – 30 points – high accessibility

Therefore a score of 22 suggests high accessibility.

Calculation of Parking Standard Reduction

Reductions are only applicable when the accessibility assessment score is between 11 and 30 points. A reduction of between 0 and 40% can be applied. This equates to a 2% reduction for each point scored above 10.

Therefore 22 points is 12 above the 10 threshold.

A 2% reduction for each of the 12 points results in a 24% reduction.

Calculation of Parking Standard

Baseline standard for A1 = 1:14 (refer table 1)

Therefore baseline standard for 5000m2 is 357 spaces

Apply 24% reduction. $\frac{24}{100} \times 357 = 86$

Therefore 357 – 86 = 271 spaces

Stage 3 Is the development within or adjacent to a Town Centre Boundary

(See reference 3 in the appendix which shows town centre boundaries).

The proposal is for a site in Brierley Hill High Street which is within Brierley Hill town centre boundary.

Stage 4 Discuss with Highway Authority (HA) the appropriate parking levels for the development, in consideration of the overall levels in the Town Centre.

This is likely to require a meeting with HA Development Control officers.
(See paragraph 5.7 for guidance on determination of parking standards)

Stage 5 Calculate the requirement for people with disabilities

See table 7 in the appendix - A1 requires 6% of baseline maximum standard as marked disabled bays plus 1 bay for each employee plus 4% of baseline maximum standard as widened bays.

A1 baseline maximum standard see table 2 in the appendix is 1:14 sq m

Baseline standard for 5000 sq m = 357 spaces

6% marked bays = 21 bays plus 2 for employees = 23 bays

4% widened bays = 14 bays

Stage 6 Calculate the Operational Vehicle Requirement

Refer to table 8 in the appendix - a minimum of 150 sq m area for loading and unloading is required. Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in forward gear.

Stage 7 Calculate the cycle and powered two wheeler parking requirement

(See tables 9 and 10 in the appendix)

Staff = 1 space per 400 sq m = 12 spaces as the development is greater than 200 sq m a shower facility must be provided.[†]

Customers 1 space per 500 sq m = 10 spaces

Powered 2 wheelers 2% of baseline standard (357) = 7 spaces

Stage 8 Calculate the electric vehicle charging point provision

(See table 11 in the appendix)

[†] National Guidance recognises that all new non-residential developments should provide shower, changing and locker facilities for members of staff. Businesses are encouraged to provide at least one staff shower per 100 employees, with a minimum of one shower per premises. These facilities are known to be important in encouraging people to cycle to work.

5% of total parking provision (271 estimated +23+14) = 15 spaces
(23+14 is for disabled stage 5)

Note *this will be determined as a percentage of the final agreed vehicle provision*

Stage 9 Agree level of parking for development with Highway Authority.

The final agreed level of vehicle parking will depend on a number of factors, which may require the parking level to be reduced or raised further:-

1. Existing quantum of parking in the Town Centre at the time the application is submitted
2. Location of development within the Town Centre relative to existing parking provision.

In addition to the 271 estimated vehicle parking spaces the development must also provide;

- 23 marked disabled bays
- 14 widened bays
- Minimum of 150 sq m for servicing and service vehicles should access and egress in a forward gear
- 12 cycle spaces for staff plus staff shower facility
- 10 cycle spaces for customers
- 7 spaces for powered two wheelers
- 15 spaces to be provided with a charging point.

A transport assessment including the accessibility assessment form and a travel plan will also be required.

6.2 Example 2

Proposal - Light Industrial Use (B1), Pensnett Trading Estate (1000m2 GFA). 1 employee is disabled

Stage 1 Is a TA/TP or TAPA/TS required?

Refer to table 1 in the appendix, the development is 1000m2 which is < 1500m2 therefore TA/TP or TAPA/TS not required.

Stage 2 Determine Baseline Standard

Baseline standard for B1 = 1:50 (see table 2 in the appendix)
Therefore baseline standard for 1000m2 is 20 spaces

Stage 3 Is the development within or adjacent to a Town Centre Boundary

See reference 4 in the appendix - the development is not within a town centre boundary.

Stage 4 Discuss with Highway Authority the appropriate parking levels for the development, in consideration of the overall levels in the Town Centre.

Not applicable

Stage 5 Calculate the requirement for people with disabilities

See table 7 in the appendix - B1 requires 5% of baseline max standard as marked disabled bays plus 1 bay for each employee plus 5% of baseline max standard as widened bays.

B1 baseline max standard see table 2 in the appendix is 1:50 sq m

Baseline standard for 1000 sq m = 20 spaces

5% Marked bays = 1 bay plus 1 for disabled employee = 2 bays

5% Marked bays = 1 bays

Stage 6 Calculate the Operational Vehicle parking requirement

Refer to table 8 in the appendix - 1 lorry space (45sq.m) up to 280sq.m gross after which 1 additional lorry space per 500sq.m gross is required.

For a 1000 sq m 3 lorry spaces of 45 sq m each are required

Stage 7 Calculate the cycle and powered two wheeler parking requirement

(See tables 9 and 10 in the appendix)

Staff 1 space per 400 sq m of baseline standard for staff = 3 spaces as the development is greater than 100 sq m a shower facility must be provided.

Powered 2 wheelers 4% of baseline standard (20) but minimum of 1 space as total development will be greater than 100 sq m = 1 space

Stage 8 Calculate the electric vehicle charging point provision

See table 11 in the appendix

5% of total parking provision (20) = 1 charging point

Stage 9 Agree level of parking for development with Highway Authority.

They developer should agree an appropriate level of vehicle parking between an amount that would not create Highway safety concerns but must not exceed the maximum standard (20).

In addition to the vehicle parking the development must provide

- 2 marked disabled bays
- 1 widened bay
- 3 cycle parking spaces for staff plus staff shower facility
- 1 space for powered two wheelers
- 3 lorry spaces of 45 sq m are required
- 1 space to be provided with a vehicle charging point

No further assessments will be required

6.2 Example 3

Proposal - B1 Office, Wollaston (2000m2 gross floor area).
No employees are disabled

Stage 1 Is a TA/TP or TAPA/TS/TPS required?

Refer to table 1 in the appendix - development is 2000m2 which is > 1500m2 but < 2500m2 therefore TAPA/TS/TPS is required.

Stage 2 Carry out parking assessment

Complete a transport statement/ TAPA and complete an accessibility assessment form (See reference 1 and 2 in the appendix). Score from Accessibility Assessment Form = 18 points

Scales are as follows;

0 – 10 points – low accessibility
11 – 20 points – medium accessibility
21 – 30 points – high accessibility

Therefore a score of 18 suggests medium accessibility.

Calculation of Parking Standard Reduction

Reductions are only applicable when the accessibility assessment score is between 11 and 30 points. A reduction of between 0 and 40% can be applied. This equates to a 2% reduction for each point scored above 10.

Therefore 18 points includes 8 above the 10 threshold.

A 2% reduction for each of the 8 points results in a 16% reduction.

Calculation of Parking Standard

Baseline standard for B1 = 1:30 (refer table 1)

Therefore baseline standard for 2000m2 is 67 spaces

Apply 16% reduction. $\frac{16}{100} \times 67 = 11.$

Therefore 67 – 11 = 56 spaces maximum allowed on site.

Stage 3 Is the development within or adjacent to a Town Centre Boundary

See reference 4 in the appendix - the development is not within or adjacent a town centre.

Stage 4 Discuss with Highway Authority the appropriate parking levels for the development, in consideration of the overall levels in the Town Centre.

Not applicable

Stage 5 Calculate the requirement for people with disabilities

See table 7 in the appendix - B1 requires 5% of baseline maximum standard as marked disabled bays plus 1 bay for each employee plus 5% of baseline maximum standard as widened bays.

B1 baseline maximum standard see table 2 in the appendix is 1:30 sq m

Baseline standard for 2000 sq m = 67 spaces

5% Marked bays = 3 bays plus 1 for each disabled employee. There are no disabled employees total marked bays = 3 bays

5% widened bays = 3 bays

Stage 6 Calculation of Operational Vehicle parking Requirement

Refer to table 8 in the appendix - over 250 sq m a loading/unloading area of 75 sq m is required

Stage 7 Calculate the cycle and powered two wheeler parking requirement

(See tables 9 and 10 in the appendix)

Staff 1 space per 300 sq m of 2000 sq m for staff = 7 spaces as the development is greater than 50 sq m a shower facility must be provided.

Powered 2 wheelers 4% of baseline standard (67) but minimum of 1 space as total development will be greater than 100 sq m = 3 spaces

Stage 8 Calculate the electric vehicle charging point provision

See table 11 in the appendix

5% of total parking provision (57+3+2) = 3 charging points.

Stage 9 Agree level of parking for development with Highway Authority.

The developer should agree an appropriate level of vehicle parking between an amount that would not create Highway safety concerns but must not exceed the maximum standard (57).

In addition to the vehicle parking the development must provide

- 3 marked disabled bays
- 23 widened bays
- 7 cycle parking spaces for staff plus staff shower facility
- 3 spaces for powered two wheelers
- A loading/unloading area of 75 sq m is required
- 3 spaces to be provided with a vehicle charging point

A Transport Statement / Transport Accessibility and Parking Assessment, an Accessibility Assessment form and a Travel Plan Statement will also be required.

7. Minimum Parking Standards for People with Disabilities

Parking for people with disabilities is an important consideration. Guidance on the design and location of parking for people with disabilities can be found in the Department for Transport (DfT) leaflet 5/95 (April 1995), DfT report 'Inclusive Mobility' and BS8300:2009.

7.1 Commercial Developments

The ***minimum*** parking standard for commercial developments is a percentage of the baseline maximum standard as shown in table 1 in the Appendix. Parking for disabled people should be ***additional*** to the maximum vehicle parking standards set out in Table 7 for commercial development.

For smaller commercial developments with parking up to 10 spaces, at least 1 widened space should be provided. For development up to 20 spaces 1 wider space plus a marked disabled bay should be provided. Thereafter the figures in Table 1 should be rounded up to determine the level of marked disabled and widened bays. Additional disabled bays should be marked for any disabled employees.

Regarding major developments where at least 100 parking spaces are provided, no less than 1 bay of 4.8 m x 8 m should be provided for disabled people with converted commercial vehicles with side or rear access using hoists or ramps. This is consistent with *British Standards BS8300:2009 Design of Buildings and their approaches to meet the needs of disabled people Code of Practice.*

Generally, for shopping, recreation and leisure facilities 6% of the total parking provision should be a marked bay with 4% as a widened bay. All other uses will be 5% marked and 5% widened bays. Additional marked bays for disabled employees should also be provided.

At sites where there is a high level of public usage, a drop off bay as advised in BS BS8300:2009 with level surfaces should be provided.

7.2 Residential Developments

Disabled parking bays are required as a percentage of the total off plot communal parking provision in new residential developments. For smaller developments with up to 10 off plot communal spaces at least 1 space should be provided as a widened bay and for developments with up to 20 off plot communal spaces there should be 1 widened bay plus a marked bay.

As vehicle parking standards are expressed as minimum for residential development, disabled parking may be in addition to the minimum standard or

incorporated within the overall standard. Where the off plot parking provision is 100% unallocated, the disabled parking provision can be included within the minimum standard. At other sites where the off plot parking provision is not wholly unallocated then the disabled parking provision will be in addition to the vehicle minimum standard.

7.3 Additional Guidance for Disabled Spaces

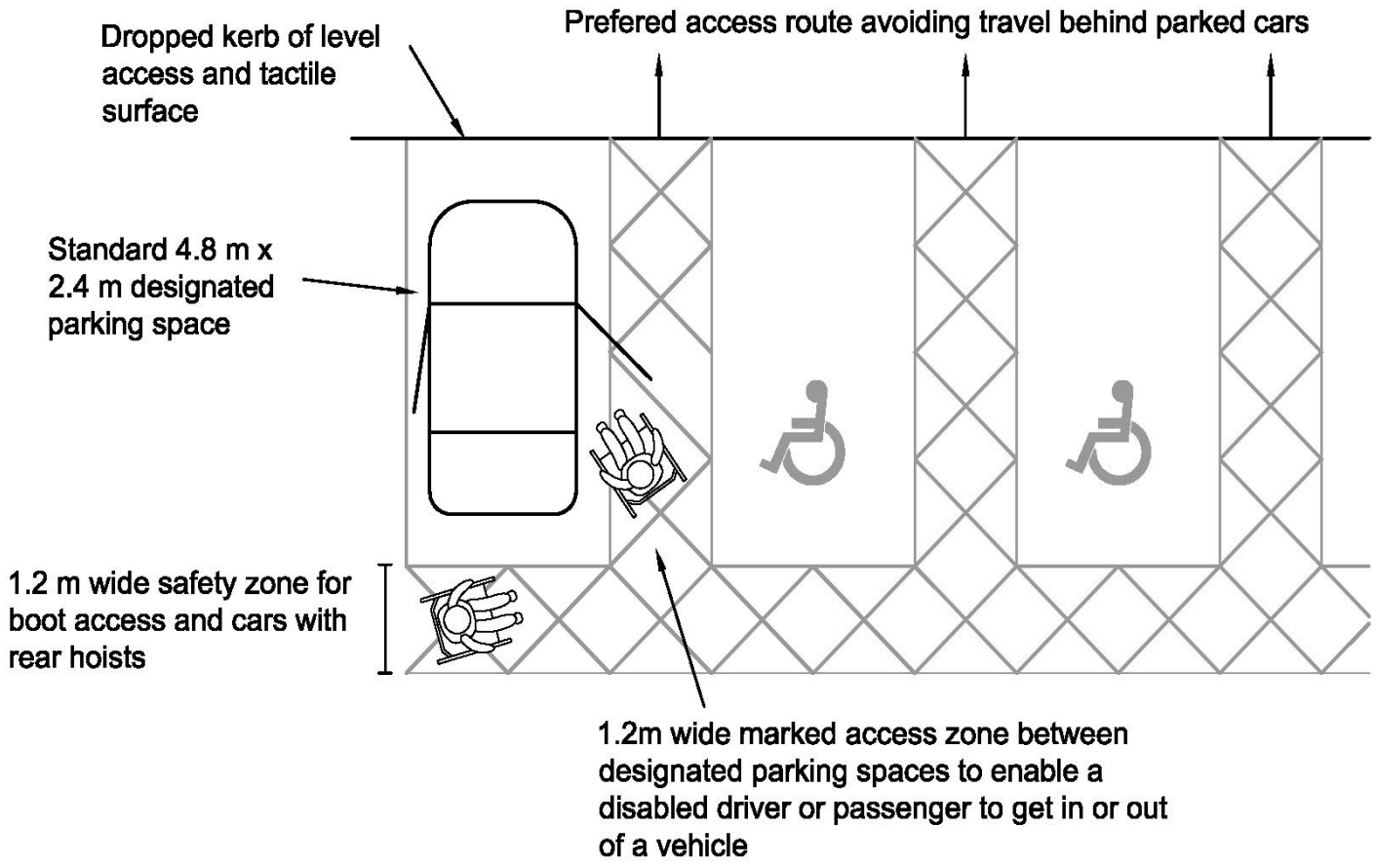
Parking spaces are usually expected to be marked with the British Standard Disabled symbol in accordance with BS 3262 Part 1 and have a level or ramped access from the space to the entrance (see ***Figure 11.1***).

Parking spaces for people with disabilities should be created within 50 metres of the main entrance to the destination so that a round trip of no more than 100 metres has to be made. Provision for pick up and set down with level access to the pavement should also be made close to main entrance. Pedestrian ramps should be provided as necessary and should be as short as possible with gradients preferably around 5% or less, but definitely not exceeding 8%. These gradient specifications should also apply to any sloping pathways into car parks. Handrails should be provided on either side of steps and ramps.

For more information on designing an inclusive built environment please refer to the Dudley MBC Access for All Supplementary Planning Document.

In public short stay car parks (where more than 100 spaces are being provided overall) spaces should be reserved where appropriate for people needing to transfer children to and from the car. However, this should not be at the expense of parking provision for people with disabilities.

FIGURE 7.1 LAYOUT OF PARKING BAYS FOR PEOPLE WITH DISABILITIES



8. Parking for Cyclists

Overlooked, well lit, secure and undercover cycle parking facilities should be incorporated into any developments that have the potential to attract cyclists. Cycle parking should be located in positions that will encourage their use and where possible within the building. The provision of shower facilities plays an important role in encouraging people to cycle.

The *minimum* standards set out in Table 9 in the appendix, will be required for development proposals, in addition to the vehicle parking standards. In cases where limited off-street vehicle parking can be provided as part of a development, the Council may require a significant increase in the number of cycle parking spaces to be provided by the developer, above the minimum standards specified in Table 9.

The most satisfactory type of cycle parking is provided by multi cycle locker units or the universal secure and covered Sheffield Stand design which can accommodate two bicycles on either side with a distance separation between stands of 1 metre (see Figures below).

Figure 8.1 Dimensions for the Sheffield Stand

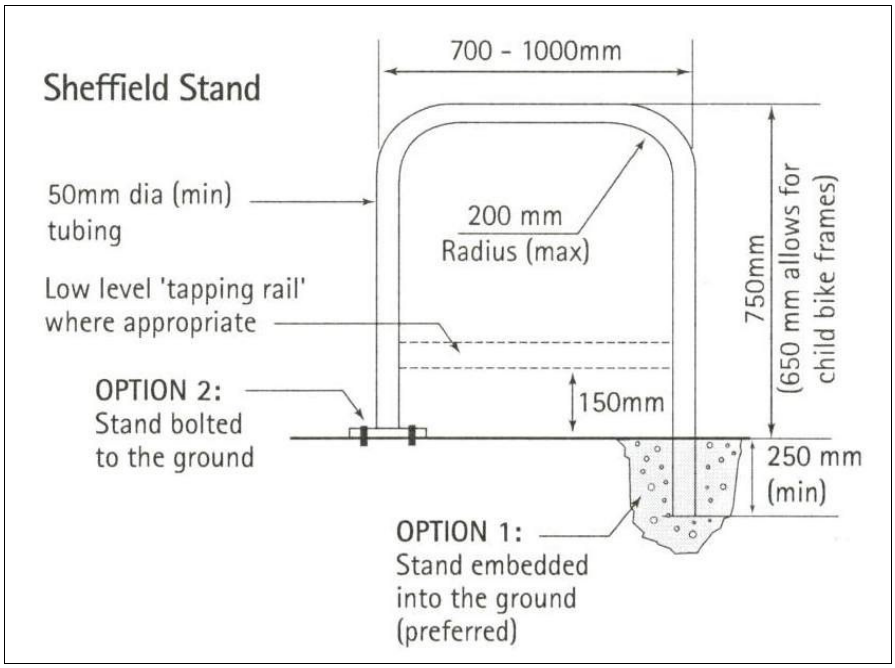
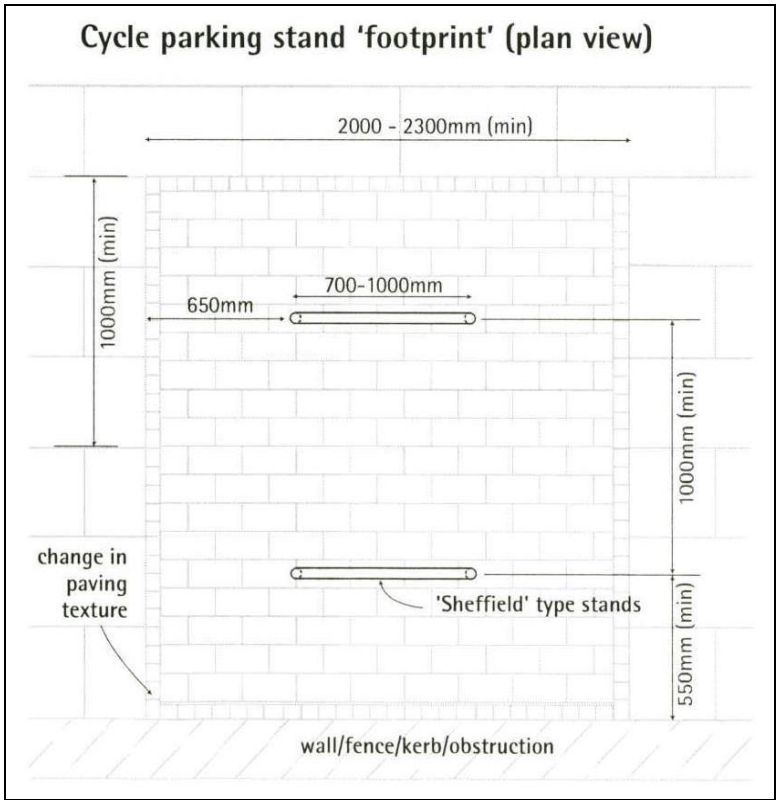


Figure 8.2 Layout of Cycle Parking Bays



8.1 Powered two Wheelers

Powered two wheelers can play an important part in delivering integrated and sustainable transport. They offer reduced journey times, are easier to park in areas of limited on street parking, offer cheaper travel choices relative to an oil powered car and can potentially benefit climate change by generally producing lower emissions than cars.

Parking bays for powered two wheelers should be provided in well lit and overlooked areas. In addition, CCTV should be set to monitor such parking areas. Anchor points should be robust, compatible with a range of bike types and locking devices, and provided at a height of around 60cm to accommodate a range of wheel sizes.

As a minimum, it is proposed that developers should provide for safe, well lit and secure parking for powered two wheelers equal to 2% of the car parking spaces provided at retail developments and 4% of the car parking spaces provided at all other developments except residential. This should be provided in addition to parking for pedal cycles. Powered two wheeler parking should be clearly signposted from the highway indicating that it is reserved for powered two wheelers only.

In residential developments minimum parking standards are required. For housing developments space will be available within the dwelling curtilage, in allocated or unallocated bays.

Provision for powered two wheeler parking and cycle parking should also be created at new Park and Ride sites. Powered two wheeler parking bays should be 1.5 wide by 2.5 long and have bollards protecting them from other vehicles.

9. Provision of Infrastructure to Support Electric Vehicle Technology

9.1 National Policy

The amendments to PPG13 in January 2011 included recommendations to promote the use of electric vehicles.

PPG13, B15 states:-

"*A number of clean road transport fuels and technologies are now available that can offer air quality and climate change benefits compared to conventional petrol and diesel. Examples include electricity, liquefied petroleum gas and compressed natural gas. A key factor in encouraging the wider take-up of these fuels and technologies is the development of the associated recharging or refueling infrastructure. Subject to meeting relevant safety criteria, planning authorities, in liaison with environmental health officers, should look favourably at proposals to develop such infrastructure, in order to deliver wider environmental objectives. This will be particularly important in, or in the vicinity of, air quality management areas or other areas of poor air quality*".

9.2 Local Policy

The Council recognises that electric vehicle technology has reached a point where these vehicles could become a realistic alternative to oil fuel powered vehicles, however it is still early in the process.

It is anticipated that initially electric or hybrid electric/oil fuel powered vehicles will form a small percentage of the total number of vehicles on the road. However, on the basis that as electric/hybrid vehicles will become more popular coupled with further advances in the technology, the likelihood is that these vehicles will become less expensive. Therefore, on this assumption, it is possible that a significant percentage of vehicles will be electric or part electric powered in the near future.

Central government is currently reviewing expected car ownership figures and 'The King Review' on low-carbon cars published in March 2008, forecast that it would be achievable to reduce Britain's car emissions by 50pc by 2030.

9.3 Electric Vehicle Charging Point Specification

Commercial or Non-residential Development

It is acknowledged that this new technology is still in the early stages and therefore, at this point, we may seek 5% of all parking spaces in these developments to be covered with an electric charging point. This will be payable by the developer however, it is very affordable and this requirement will be subject to periodic reviews.

The charging points for commercial or non residential developments should conform to EN62196-2 (J1772), Type 2 with Mode 3 with a 7 pin socket and provide a 32 amp, 7kw supply. All wiring must comply with BS7671.

Residential Development

An external charging point may be provided adjacent to at least 1 parking space for each dwelling. The charging points should be supplied with an independent 32 amp radial circuit and comply with BS7671. Given that a slow charge facility will be adequate for most residential situations, a 3 pin, 13 amp external electrical socket will be required. The socket should be to BS1363 and must have a locking and weatherproof cover. This will allow for easy upgrade to a faster charge bespoke facility in the future. (See table 11 in the appendix).

10. Design for Parking

10.1 The Design Issues

The way that parking is accommodated and arranged can have a profound effect on road safety, access for emergency services, pedestrians, cyclists, environmental quality, character and appearance. All too often the vehicle dominates the street scene with the visual effect presenting near continuous parking.

Cars parked on a pavement in a residential area.

Large surface car park dominating the public realm in a town centre.

The primary requirements that should be considered when designing parking are:-

- Provide sufficient numbers of spaces for the development
- Vehicles will be parked in positions that are convenient, safe and can be overlooked by the vehicle owner
- Road Safety and the functionality of the Highway is maintained
- The quality of the street scene is maintained or enhanced

Individual design solutions will be required on a site by site basis that are a response to the site, densities that are acceptable and the overall ambitions for an integrated layout of landscape, development, linkages, scale, mass and form. In residential areas the Council will require that both the expectations of car owners, in particular their desire for convenient, secure parking near to and in view from their houses and the need to maintain the overall setting, are met.

Provision (public and private) must be appropriately landscaped, surfaced and secure for both vehicles and individuals and provide appropriate access. Parking areas should ideally not be prominent in views from the street or

elsewhere in the public realm. There should be convenient and safe pedestrian routes between car parks and the main entrances to buildings.

10.2 The Design Process Considerations

Often there is difficulty in balancing parking provision with other competing requirements. It is recommended that developers follow the 3 stage process below to identify the most appropriate development for the site and parking solution, whilst acknowledging the key concerns listed above.

- Consider Site constraints and assets
- Consider Density
- Consider the type of parking provision eg: on plot or off plot

In terms of site constraints and assets, consideration should be given to:-

- The site context and character of the area
- Landscape features of merit
- Ecology
- Topography
- Underground Services
- Emergency access and deliveries

These issues may present a physical constraint or opportunity in the parking provision and may also identify if the type of development being proposed is consistent with the site context which may in turn warrant a separate parking design solution.

10.2 Density in Residential Developments

The amount of parking required is directly proportional to the total floor area of a development. As the density of a development increases, it becomes more difficult to achieve the primary design requirements. The assessment of appropriate residential density in any development site should comply with the Council's 'New Housing Development SPD' to ensure appropriate density in all new residential development.

New developments that seek to exceed the appropriate residential densities and as a consequence will impact negatively on the Highway and appearance of a place will be discouraged. When considering density, attention should be focused on the distribution of varying densities within the development and not only considering the overall site density.

10.3 Design Solutions

Designers should ensure the primary design requirements are addressed whilst maximising the quality of the street scene. This will then lead to the most appropriate design solution such as on plot, on street or communal

parking areas. Designers may wish to refer to "*Car Parking, what works where*" 2006, published by English Partnerships for initial guidance.

Designers should be mindful that unless there are no other alternatives the following solutions will likely be unacceptable:-

- Rear parking courtyards
- Inconvenient and remote parking (i.e. not directly overlooked and more than 10 m from the property in residential developments
- Solutions that result in large surfaced parking areas that front onto the public realm
- Family houses with only one external parking space

10.4 Design Principles for all New Developments

1. Design for the functional requirements of the parking provision

2. The selection of 'on plot', 'off plot' and 'on-street' parking should be according to functional requirements, site condition, location, character of the area and topography.

3. Parked cars should not be allowed to dominate the street and space.

4. Create active frontages between the building and the street for safer, friendlier streets.

5. All parked vehicles should be over looked from ground and upper floor windows.

6. Consider on street parking solutions with horizontal deviations that can encourage reduced vehicle speeds and enhance road safety.

7. Indicating parking bays through change of surfacing material rather than painted white lines.

8. A landscape scheme should form part of all parking designs from the outset. Street furniture and planting, including trees, can be used to constrain pavement parking.

9. Sustainable drainage systems should be provided at parking areas where possible

10. Tandem parking is ideal in residential situations where parking can be provided adjacent to dwellings and also maintains frontage which is non-car dominated.

11. Consider the provision of allocated or unallocated parking.

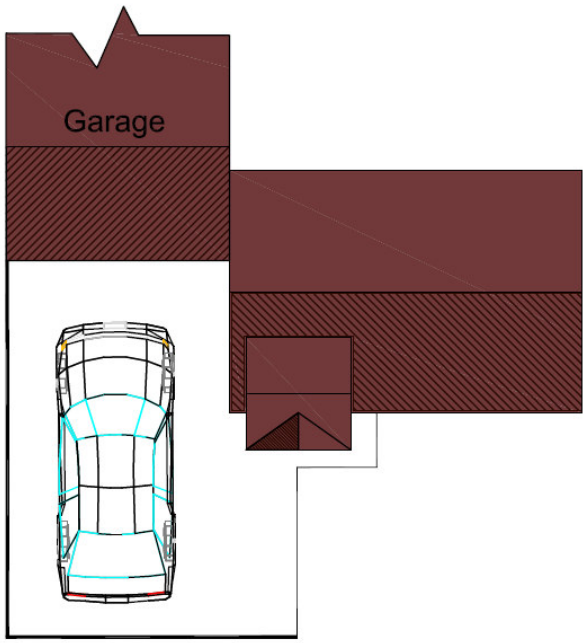
Left, parking bays delineated through a change in surface material, right, high quality landscaping within the parking area

10.5 On Plot Parking

On plot parking solutions located to the front of dwellings are the most favoured layout for residents. The solution is the best in terms of security and convenience for the resident. These solutions need to consider and provide enough space to enable access to vehicles, opening of doors and provide space to enable people to gain access to the dwelling. Guidance on how to determine the size of the parking provision can be found in tables 12 and 12a in the appendix.

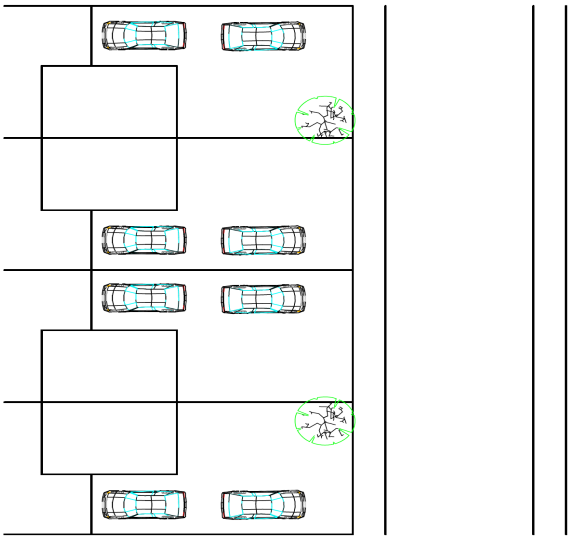
The depth of parking areas in front of dwellings should be designed to accommodate the full length of vehicles, i.e.: 1 car or 2 cars. Failure to do this can result in vehicles overhanging the footway as shown in this photograph.

Frontage parking should not exceed 50% of the plot width. This will ensure that natural surveillance of the street is maintained. The remaining 50% should be used for soft landscaping. Where plots are narrow tandem parking at the side of the dwelling can be provided. Typically a 1930's semi detached layout provides an ideal solution that is consistent with housing densities found in inner and outer urban areas.



10.6 Garages

For garages to be considered as practical parking spaces they should be a minimum of 3m x 6m internally. As previously stated, surveys indicate that less than 40% of all garages in Dudley are used for parking and therefore additional parking should be provided on plot or on street, however, family dwellings with only one external off street parking space are unacceptable.

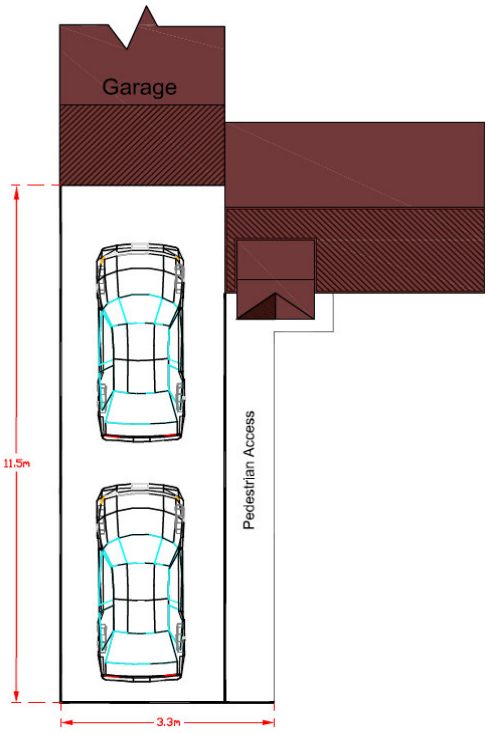


Residential design providing on plot, secure, overlooked and convenient parking for residents, non car dominated street frontage allowing surveillance onto the street. (Density suitable for inner and outer urban areas).

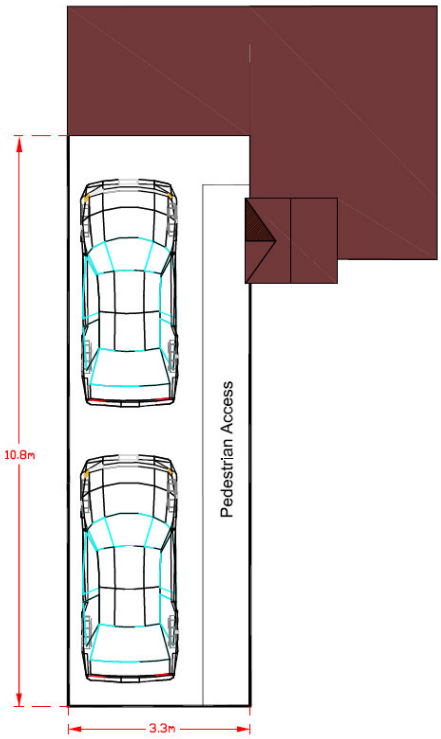
10.6 Other Design Considerations

On plot parking should protect and complement the existing character of the street. Applicants are encouraged to provide water butts connected to the roof of covered on-plot parking spaces in order to help limit run-off and harness a useful resource for garden irrigation and the use of sustainable drainage systems are encouraged where possible

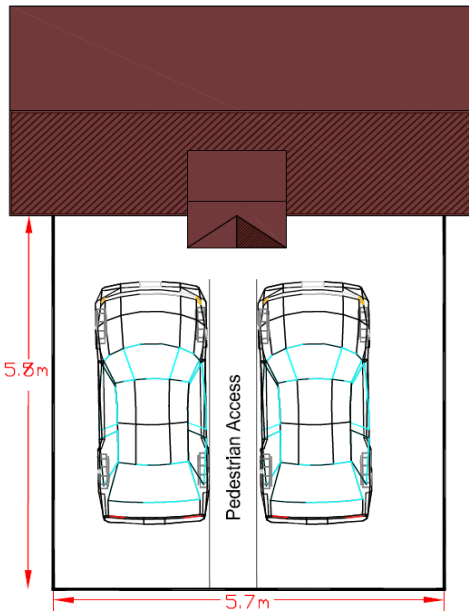
On Plot Design Examples and layouts with Minimum Dimensions



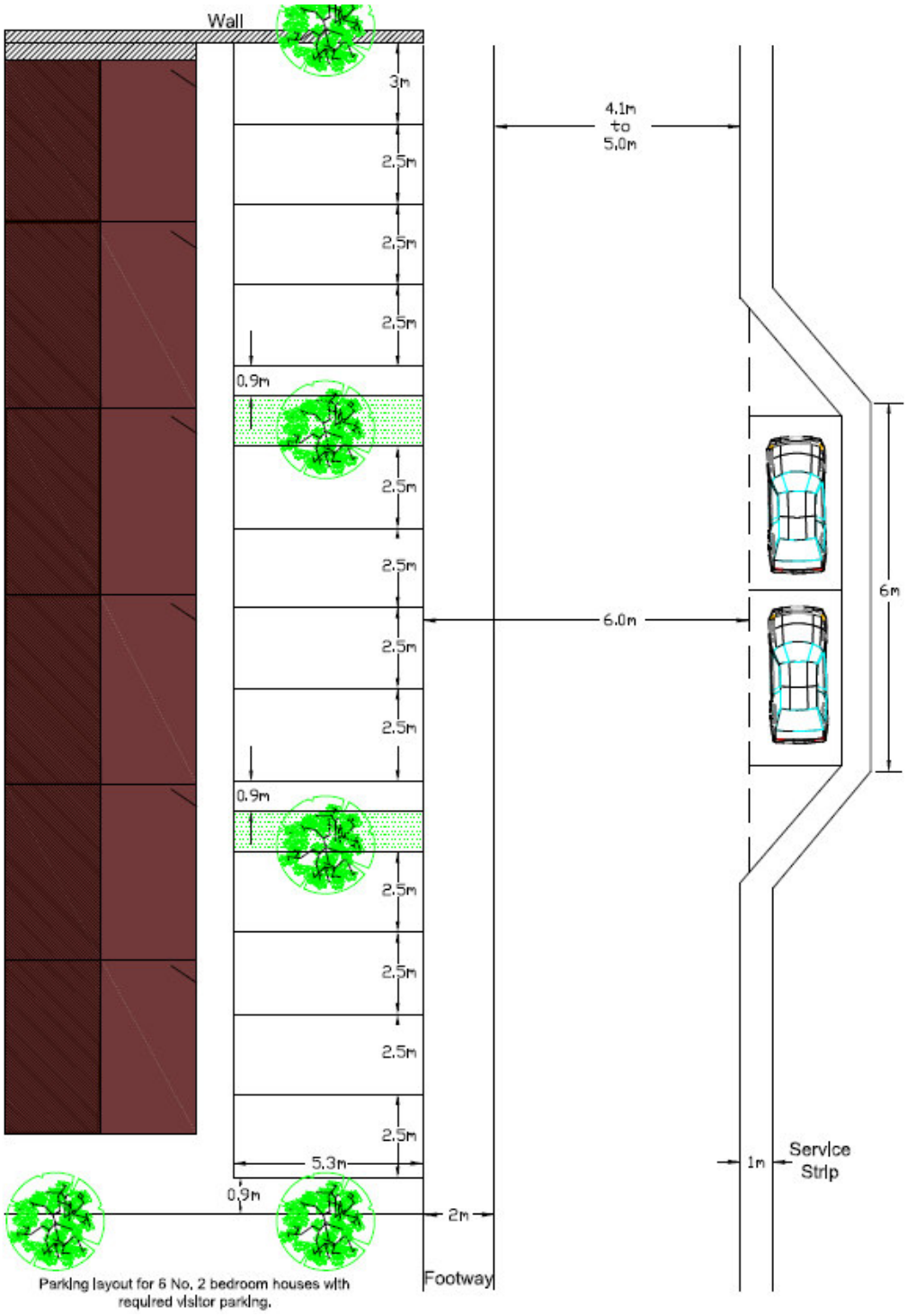
Minimum parking area dimensions in front of a garage and pedestrian access



Minimum parking area dimensions in front of a wall and pedestrian access



Minimum parking area dimensions in front of house wall and pedestrian access



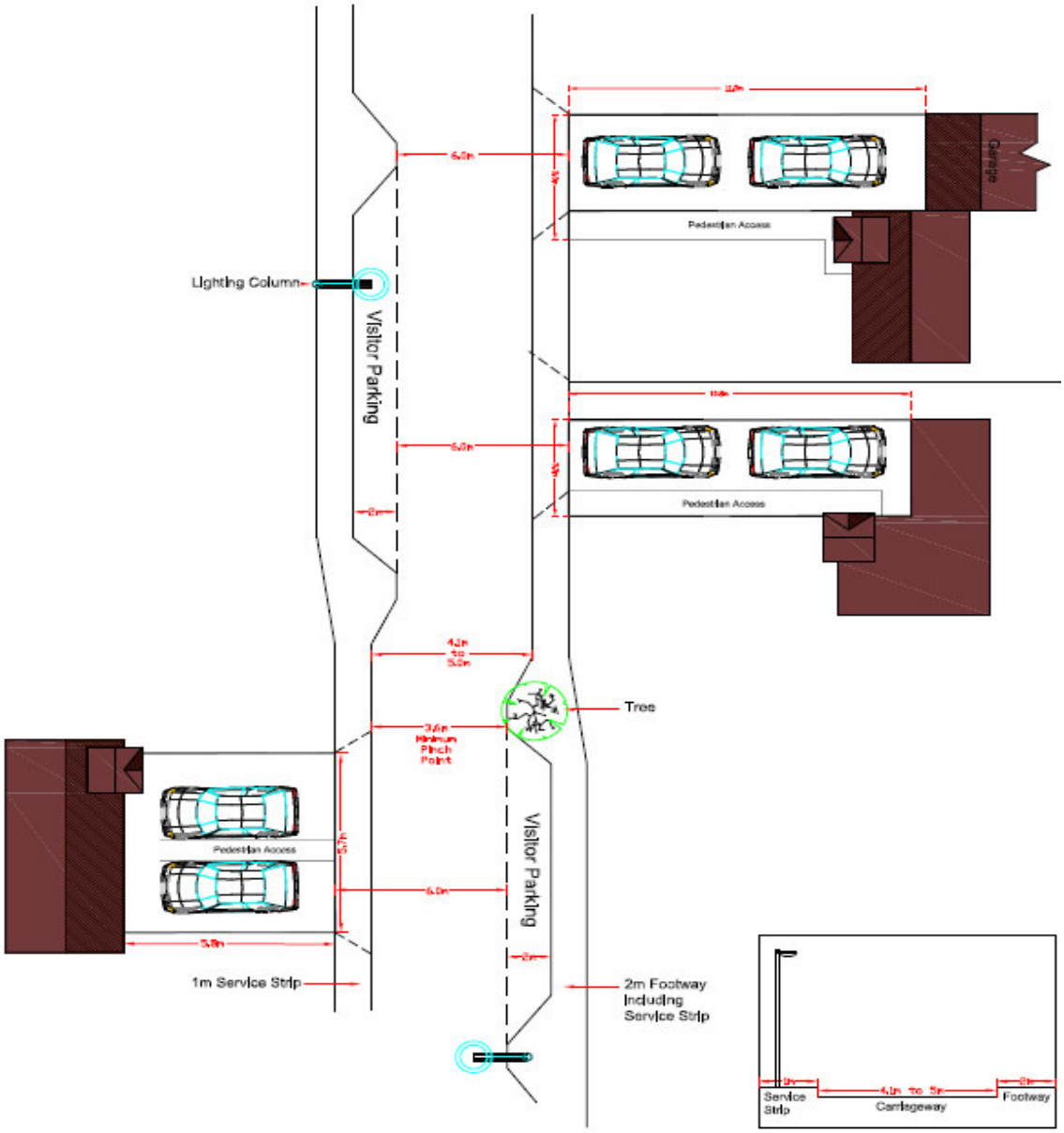
Parking layout for a terraced development showing minimum parking dimensions and on-street visitor parking. Parking bays punctuated with pedestrian access paths and green areas for planting that breaks the visual dominance of parked vehicles

10.7 On-street parking

Developers are encouraged to provide shared surfaces and street designs that break the dominance of the vehicle. To this end, on street parking is a useful tool and can be designed to provide a parking facility and at the same time helping to form deviations in the carriageway that encourage reduced vehicle speeds, improve road safety and provide an enhanced street environment for everyone.

Left, trees and soft landscaping no higher than 600mm are used to soften the visual impact of parking, right, breaks in parking bays

To avoid the visual impact of a large cluster of parked cars breaks or build-outs should be included in lines or rows of on-street parking bays every 2/3 spaces. These parking bays could be punctuated with landscaping or street furniture. Planting areas should be at least 1 metre wide to add effectively to the character and quality of the street-scene



Suggested street layout using a shared surface design and incorporating formal on street parking bays

10.8 Off Plot Parking Design Principles

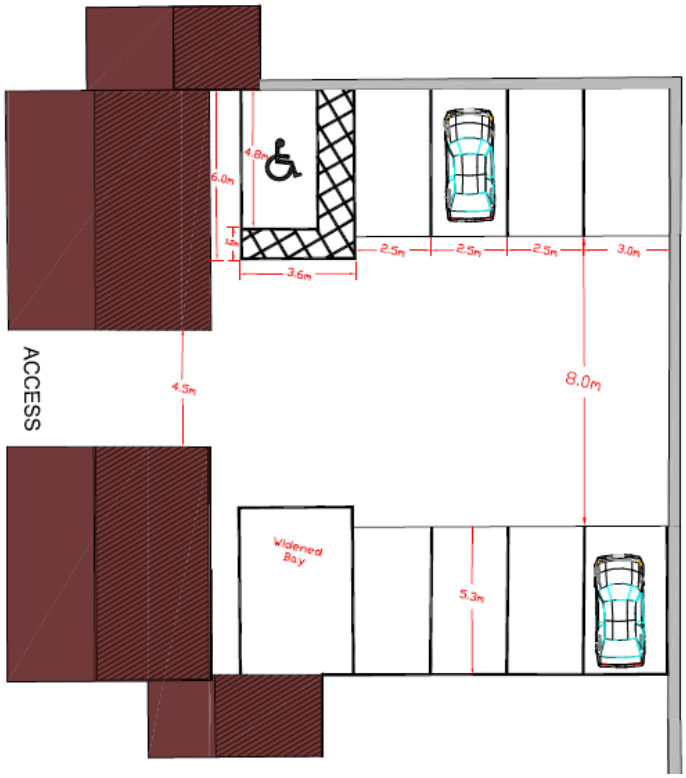
Rear Parking Courtyards

To enhance the feeling of security for car owners it is imperative that parking areas should be overlooked. Rear parking courtyards in residential areas generally provide a poor solution in this respect and are associated with high crime rates. They are inconvenient for residents and often result in on street parking, which impacts on Highway safety, the functionality of the Highway and create parking dominated frontages which ironically is often the reason why rear parking courtyards are provided. Rear parking courtyards should only be considered where there are no other alternatives and where there are Highway constraints.

If rear parking courtyards are provided in residential developments they should provide parking for no more than 6 dwellings, residents should have a full view of their vehicle and automated security gates and lighting should be provided. The rear courtyard should also allow for a variety of functions such as a communal garden and amenity space, good quality materials should also be used.

Enclosed courtyard with security gates

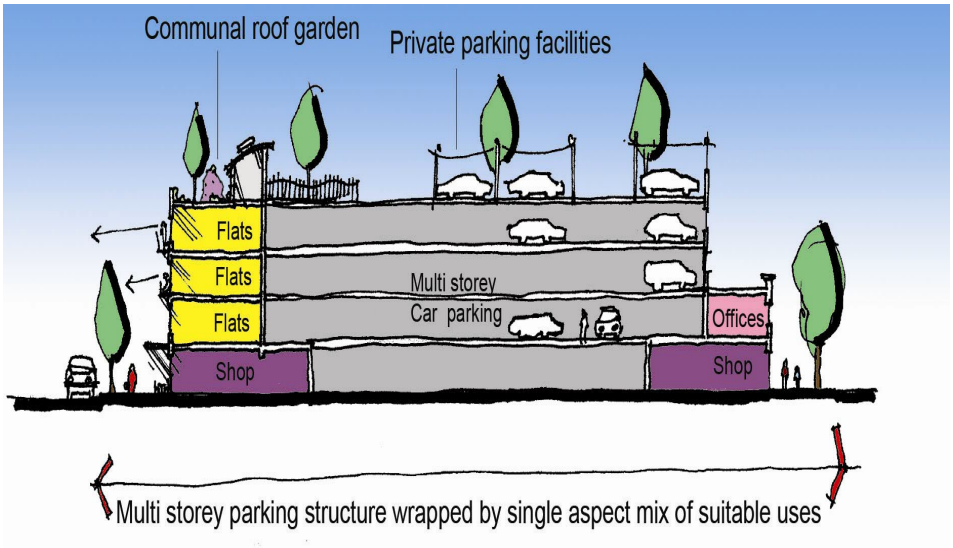
Developers should be aware that the Highway Authority will resist rear parking courtyards in residential developments unless there are no other practical solutions.

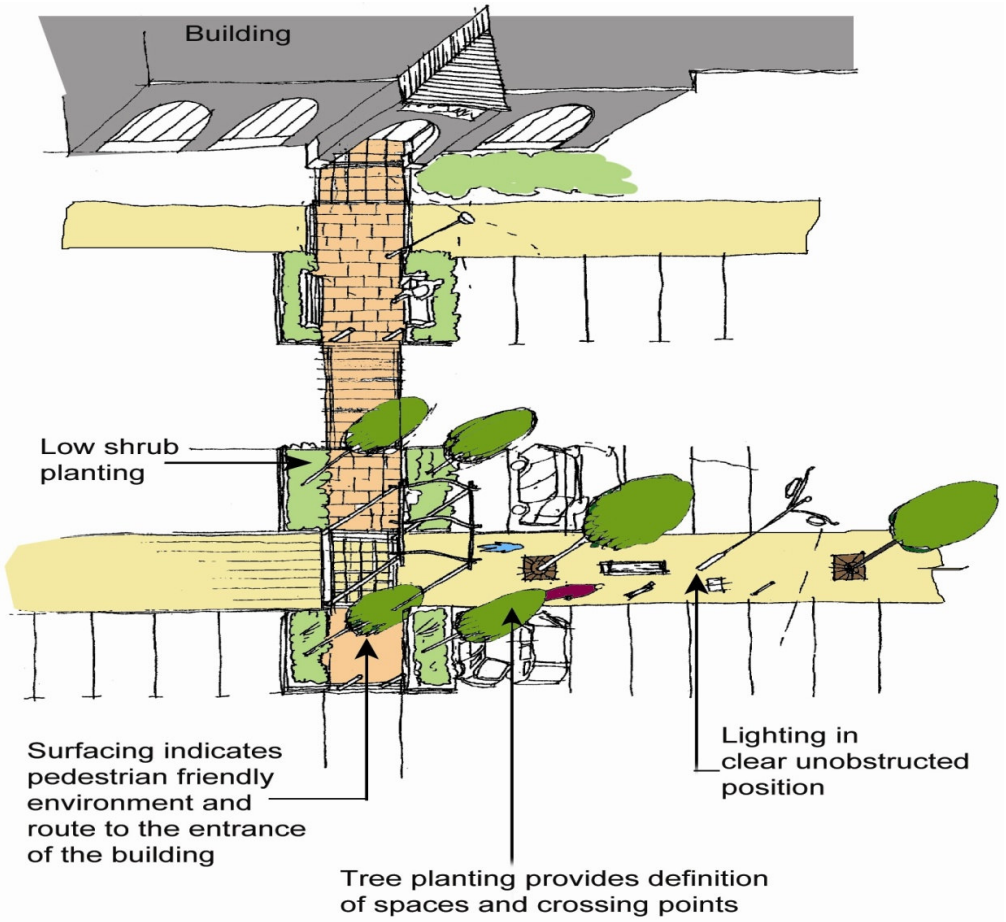


Rear parking court showing minimum dimensions to ensure ease of manoeuvrability and efficient use as a parking area

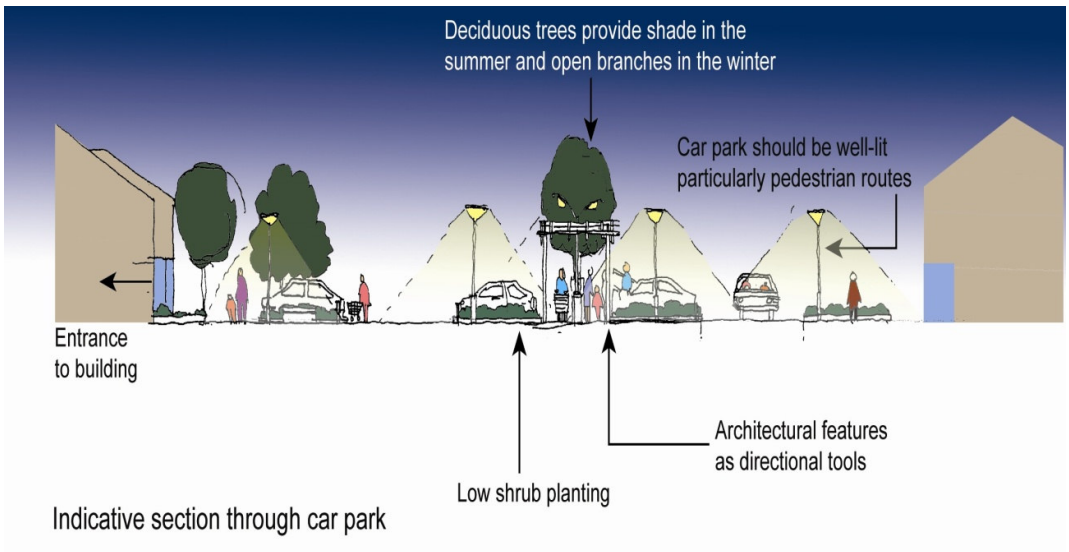
Multi-storey and Under-croft Parking

Multi-storey and under croft parking should not be exposed on the ground floor in a way that results in a blank street frontage. Multi-storey car parks should be wrapped or sleeved by single aspect buildings to maintain active frontages onto public realm.





Car parks with clearly defined paths and entrances



Indicative section through car park

10.9 Pedestrians and People with Disabilities

Maintaining good and safe pedestrian access through car parks is important. The routes to and from the car parks to the Highway and to the development need to be carefully considered and should be Disability Discrimination Act compliant.

Parking for people with disabilities is covered in section 7 and Table 7 in the appendix. However, the positioning of marked disabled and widened bays needs to be considered and provided in convenient places.

10.10 Security and Lighting

Secure and well lit parking areas will provide a parking facility that will be more successful. The use of security measures needs to be considered by the designer, including, lighting, gates, surveillance cameras etc.

10.11 Determining the Sizes of Parking Areas used by Cars

The sizes of cars can vary greatly and car parking spaces are required that can accommodate the majority of vehicles i.e.: 1.8 m wide and 4.8 m long. The following design elements should also be provided for.

10.12 Design Elements

Design size vehicle	1.8 m x 4.8 m
Min distance between car door and solid object wall/fence	600 mm
Min distance from a car to allow the opening of a garage door	1.2 m
Min distance from end of car to solid object wall/fence	500 mm
Min distance from end of car to rear edge of footway	200 mm
Min width to allow for pedestrians	900 mm
Min distance behind parking bays in parking court	8 m

10.13 Vehicle Parking Dimensions

Standard Parking Bay	2.5m x 5.3 m
End Parking Bay	3m x 5.3 m
Min driveway length in front of garage for 1 car and pedestrian access to the side	6.2 m x 3.3 m
Min driveway length in front of garage for 2 cars and pedestrian access to the side	11.5 m x 3.3 m
Garage for 1 car internal dimensions	3m x 6 m

Commercial vehicles - Varying between 9m and 19m x 3.1m depending upon the type of vehicle most likely to serve the development.

Parking for people with disabilities - Parking spaces should be 3.6 m wide or have a transfer area 1.2 m to one side of a standard space. 3.2m wide spaces maybe acceptable where space is limited. Alternatively, two standard 2.4m wide spaces with a shared space of 1.2 m between maybe considered.

Parking for people with children- Parking spaces for people needing to transfer children to and from the car should be provided at a minimum width of 3.2m. These should be marked with a suitable symbol.

It should be noted that the above dimensions should be increased in width to allow for maneuvering when bays are located next to solid objects such as walls and fences.

10.14 Landscape Design Considerations

A detailed hard and soft landscape plan with construction and planting/grass seeding information with suitable specifications for materials and ground preparation, sub and topsoil quality and depths will be required for all new car parking developments.

Within a Landscape master plan, the need for and benefit of street furniture such as seats, bins, lighting, boundary enclosure, and local information signage along with soft landscape planting and trees, can be used to define, constrain and direct parking. This requires careful design thinking in terms of longevity and future maintenance provision. (Please refer to *Designing for Community Safety*, page 55, Dudley MBC, SPG).

11. Travel Plans

11.1 What is a travel plan?

A travel plan is *a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed*.

Travel plans are dynamic, living documents that should be updated regularly. The aim is to ensure they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. Implementing a travel plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

A travel plan will normally need to be prepared alongside the transport assessment. A transport assessment provides the evidence to support the outcomes sought and the measures needed in the travel plan. A transport assessment looks at the existing trip generation and all movements in and around a site, by all modes. It estimates the demand for all travel to the new development and predicts the impact of these additional movements. It goes on to set out how the impacts, particularly the number of car journeys, can be minimised. The travel plan seeks to establish clear outcomes to be achieved in relation to access and sets out all the measures to be implemented in detail, with an action plan, timescales, targets and responsibilities for implementation, monitoring and review

Travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes. They assist in the wider aims of encouraging sustainable travel, improving health, and reducing congestion, energy consumption and pollution. Travel plans need to address all the journeys that may be made to and from a site, by anyone who may have a need to visit or stay there.

Travel Plans fall into two broad categories. First, there is ‘destination’ travel plans designed to increase sustainable travel to a specific destination – such as a workplace, school, hospital, university or leisure attraction. Second, there are ‘origin’ travel plans – residential travel plans – which focus on the single origin (home), where journeys are made to many and varied places for a variety of different purposes

11.2 Policy

National Policy supports management travel demand, promoting sustainable development, reducing the emissions of green house gasses and encouraging sustainable, environmentally friendly high quality housing located to provide good access to jobs, services and infrastructure, making efficient use of resources.

It stresses the importance of effective use of land and existing infrastructure and focusing new development in locations with good public transport accessibility and the potential to make use of renewable and low carbon forms of energy supply.

The thresholds for the requirement of a travel plan statement or full travel plan are shown in table 1 in the appendix. Applicants should refer to Governments, Good Practice Guidelines: Delivering Travel Plans through the Planning Process, April 2009.

www.dft.gov.uk/pgr/sustainable/travelplans/tpp/goodpracticeguidelines-main.pdf

11.3 Types of Travel Plan

Full travel plans

Wherever a travel plan is required a full travel plan should normally be prepared and submitted with the planning application. Robust plans will include clear outcomes, all relevant targets and measures to ensure that these can be achieved, as well as monitoring and management arrangements. Full travel plans are appropriate for full planning applications where the proposed use and accessibility needs are known. They may also be appropriate with outline applications where the scale of uses is known. Wherever possible, a full travel plan should be developed rather than an interim plan. As with all travel plans, it is important that the continued implementation is passed on to respective occupiers. For some uses, e.g. schools, only a full travel plan would be suitable.

Interim travel plans

Under a few circumstances it may not be possible to complete a full travel plan, although this should be the aim. In such circumstances the developer can prepare and submit an interim travel plan, covering all substantive elements, to be completed at an agreed time. These plans should include outcome targets for maximum allowable levels of car trips and other key elements. Some aspects of the travel plan and some measures may be provisional. Nevertheless, the interim plan should set out a timeframe for completion of the full travel plan once the position is apparent.

Framework travel plans

In the case of large mixed-use developments with multiple occupants, it will be appropriate to prepare a framework travel plan. The framework travel plan should set overall outcomes, targets and indicators for the entire site. It is best administered centrally. It should set the parameters for the requirement for individual sites (or uses/elements) within the overall development to prepare and implement their own subsidiary travel plans. These should comply with and be consistent with the wider targets and requirements of the framework travel plan. Potential occupiers need to be advised of the travel plan

requirements. The framework travel plan should also clarify as far as possible the timeframe for completion of individual travel plans and the implementation of specific measures within them as the development proceeds, including management and review.

Travel plan statements

Small applications may not justify a full travel plan. Instead, a travel plan statement can deal with any issues raised in the transport statement. These statements and plans are likely to be narrower than the travel plan information needed for a major application. A travel plan statement is likely to focus on site measures encouraging sustainable travel, or contribution towards a more strategic scheme. For example, the developer/occupier might be required to join a local travel forum or similar travel plan network to promote use of sustainable modes. They will not apply to schools.

Area-wide travel plans

In some situations it is essential to consider an area wider than an individual site if the outcomes sought are to be delivered. Experience of this type of approach is more limited than for the other types of travel plan. The approach can be followed where there are a number of developments in a particular area, e.g. a redeveloping commercial area. It is also suits areas where no single site travel plan can effectively respond to the outcomes required such as in a major development.

(For further advice on travel plans :-
Travel Plan officer, Dudley MBC 01384 815406)

12. Mitigating against Impact of Development

Following the outcomes of a transport assessment, additional impacts on the Highway network and an increased carbon output could be mitigated against by promoting more sustainable forms of development via “hard measures” i.e. the provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users. The onsite measures should be secured at the planning stage and offsite measures secured via a section 106 agreement.

12.1 Offsite Measures

Walking
Applicants should consider in their proposals improvements to the local walking network serving the site, including walking links to the bus and rail network and schools such as safer crossing points, pavement widening and better lighting.

Cycling
Applicants should consider improvements to the wider cycle network, including cycle links between the site and key destinations such as local centres, business areas, stations, schools and the existing canal network such as cycle tracks, dropped kerbs, advanced stop lines, conversion of Pelicans to Toucan crossings, cycle lane markings and short lengths of dedicated cycle tracks to ensure connectivity of routes.

Safe Routes to Schools
For residential developments and new schools and extensions safe routes to schools should be identified and improvements made that will encourage non car trips to schools.

Dudley Canal System
The canals within Dudley offer a sustainable transport function which can feed into the scope and content of travel plans. The waterway infrastructure can provide travel by foot, cycle and boat as alternatives to the car, offering transport choices. The canal system widens travel choice. The canal system is an existing form of infrastructure which can also accommodate public transport and increased use by modes of sustainable transport.

Where sites are located within the vicinity of the canals developers should consider the role in which they can play in supporting travel by cycling and walking and provide suitable links or contribute to improvements to the existing canal network. (For further information refer to Town and Country Planning Association, Inland Waterways Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System www.tcpa.org.uk/data/files/InlandWaterways.pdf)

Public Transport
Improvements to bus and rail infrastructure serving the site should be considered such as bus priority measures and shelters.

12.2 Major Development

At major developments where traffic could have an impact on the motorway network or trunk roads, developers should consult with the Highways Agency who will be happy to enter into early discussions to ensure that many of the transport issues are agreed in the initial stages of the planning process.

(Please refer to Department for Transport 02/07 Planning and the Strategic Road Network www.dft.gov.uk/pgr/regional/strategy/policy/circular207planningandstrategic)

APPENDIX 1 Calculation Tables and References

TABLE 1

Thresholds for Transport Statement (TS), Transport Accessibility and Parking Assessment (TAPA) and Travel Plan Statement (TPS)

Thresholds for a Transport Assessment and Travel Plan (TA/TP)

The table below will be applied to the total floor area on all applications including change of use applications.

Planning Land Use	Thresholds (TS TAPA and TPS)	Threshold (TA and TP)
A1 Food Retail	250 to799 sqm	800 sqm and above
A1 Non-food Retail	800 to 1,499 sqm	1,500 sqm and above
A2 Professional Services	1000 to 2499 sq m	2500 sqm and above
A3 Restaurant	300 to 2499 sq m	2500 sq m and above
A4 Public House	300 to 599 sq m	600 sq m and above
A5 Hot Food Takeaway	250 to 499 sq m	500 sq and above
B1 including offices	1500 to 2499 sqm	2,500 sqm and above
B2 Industry	2500 to 3999 sqm	4,000 sqm and above
B8 Warehousing	3000 to 4999 sqm	5,000 sqm and above
C1 Hotels	75 to 99 bedrooms	100 bedrooms and above
C2 Nursing Homes	30 to 49 beds	50 beds and above
C2 Institutional Hostels	250 to 399 residents	400 residents and above
C2 Sheltered Housing	250 to 399 residents	400 residents and above
C3 Dwelling Houses	50 to 79 dwellings	80 dwellings and above
D1 Non Residential Institutions, medical facilities	500 to 999 sq m	1000 sq m and above
D2 Assembly & Leisure	500 to 1499 sqm	1,500 sqm and above
Others	Discuss with Highway Authority	Discuss with Highway Authority

Reference 1

Transport, Accessibility and Parking Assessment Form

National Planning Policy Guidance (PPG13 "Transport") recommends a broad approach to assessing the transport implications of development proposals. This Transport, Accessibility and Parking Assessment (TAPA) Form should be completed in conjunction with a planning application form.

1. Application Details Ref. Number Description of Proposed Development (Land Use/Sq metres/number of units) Proposed car parking spaces (Public/private) Address/Location	
2. Transport Characteristics of Scheme	
Non-Residential	
Expected number of employees visiting the site per day (if relevant).	
Of which approximately how many are expected to arrive by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)	

Expected number of visitors per day visiting the development (if relevant)	
Of which approximately how many are expected to arrive by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)	
Expected number of deliveries, pick-ups and service trips per day (if relevant).	
Of which approximately how many are expected to be: Light Goods Vehicles Other Goods Vehicles	
Residential	
Expected number of residential movements per day, including likely destinations (if relevant).	
Of which approximately how many are expected to come and go by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)	
All Uses	
Please identify any expected times of day and week for peak departures and arrivals.	
Please identify any special transport characteristics of the development.	
Please state the relationship (if any) of the development to Local Transport Plan proposals affecting the site.	
Please provide details of the number of parking spaces to be provided. • Cars, • Disabled bays • Cycles (state if covered) • Motorbikes (state if covered)	

3. Outline of any planned measures to limit transport impacts (Please read attached note 1)	
Please describe any measures planned to influence the way employees and visitors access the site (such as encouraging walking, cycling and public transport)	
Please describe any measures you propose to ensure freight and delivery traffic is efficient and causes as little disruption as possible.	
Please describe any proposed measures to alter or improve the surrounding road network.	
Please identify any improvements proposed to enhance walking, cycling and public transport within or outside of the development site.	
Please provide explanation of any parking controls and parking management.	

Note 1. As part of the planning application the Local Planning Authority may require additional information on proposed measures to reduce the impact of traffic generated activities at the site. This may take the form of a Travel Plan or changes to the layout and design of the buildings. It may also cover proposed changes to the surrounding road network. Particular emphasis will be placed upon addressing the likely impacts of freight movements and deliveries.

Reference 2

Accessibility Assessment

Accessibility Assessment		**Accessibility Level** High: 30-21 Medium: 20-11 Low: 10 or less		
Access Type	**Criteria**	**Criteria Scores**	**Score**	**Sub-Score**
Walking	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m <300m <500m >500m	5 3 1 0	
	Distance to nearest railway station from main entrance to building	<400m <1km >1km	3 2 0	
Cycling	Proximity to defined cycle routes	<100m <500m <1km	3 2 1	
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development*	15 minutes or less 30 minutes or less >30 minutes	5 3 1	
	Number of bus services serving different localities stopping within 200 metres of main entrance	Localities served 4 or more 3 2 1	 5 3 2 1	
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less 30-59 minutes Hourly or less frequent	3 2 1	
	Drive to nearest station	10 minutes or less 15 minutes or less	2 1	
Other	Travel reduction opportunities	Facilities on-site or within 100 metres that reduce the need to travel: * food shop/cafe * newsagent * crèche * other	 1 1 1 1	
Total Aggregate Score				

REFERENCE 3
Plan of town centre boundaries AAP areas

Table 2

Maximum Parking Standards for Non Residential Uses

The table below will be applied to the total floor area on all applications including change of use applications.

Land Use Class	**Baseline Parking Level Parking Standard per sq m**
A1 Retail Food	1:14
A1 Non Food Retail	1:20
A2 Financial and Professional Services	1:25
A3 Restaurants and Cafes	1:10
A4 Drinking establishments	1:8
A5 Hot food Take away	1:20
B1 offices	1:30
B1 non office light industrial	1:50
B2 General Industry	1:70
B8 Warehousing	1:150
Vehicle Repair	4 spaces per bay
C1 Hotels	1 space per bedroom 1:5 for public drinking areas
C2 Nursing Homes	Discuss with Highway Authority
C2 Institutional Hostels	Discuss with Highway Authority
C2 Sheltered Housing	Discuss with Highway Authority
D1 Non Residential Institutions	
Medical Facilities	1space per member of staff and 2 spaces per treatment room

Hospital	1space for each member of staff and 1 space per 3 visitors
Primary Schools / Nurseries	1 space per 2 members of staff
Secondary Schools	1 space per 2 members of staff
Further Education	1space per 2 members of staff and 1 space per 15 students
Places of Worship	
Museums and Galleries	1:30
D2 leisure facilities	1 space per 8 seats
Cinema, bingo halls, conference facilities	1 space per 5 seats
Sports halls, bowling alleys, health and fitness facilities	1:22
Sports Stadia	1`space per 15 seats
Outdoor Spots facilities	1 spaces for every 2 players

Table 3
Residential Minimum Parking Requirements

Rooms	Bedrooms	Parking Demand			
		0 Allocated Spaces	1 Allocated Spaces	2 Allocated Spaces	3 Allocated Spaces
4	2	1.5	1.8	2.3	3.0
5	3	1.7	1.9	2.4	3.0
6		2.0	2.1	2.5	3.0
7	4	2.2	2.3	2.6	3.2
8		2.5	2.6	2.8	3.2

Table 4

Minimum Parking Provision for Apartments including Visitors

Rooms	Bedrooms	Parking Demand		
		0 Allocated Spaces	1 Allocated Spaces	2 Allocated Spaces
3	1	1.2	1.55	2.2
4 -5	2	1.4	1.65	2.2

Table 5

Ward Adjustment Factor

Ward	Adjustment Factor
Pedmore	1.03
Norton	1.12
Amblecote	1.14
Kingswinford north and South	1.12
Wollaston	1.01
Hayley Green	1.09
St James's	1.05
Netherton	1.07

Table 6 Garages

Minimum Size	Adjustment Factor
3m x 6m	0.4

Table 7
Minimum Standards of Disabled Parking Space Provision

The table below will be applied to the total floor area on all applications including change of use applications.

Planning Land Use Class	Marked disabled bay % of max baseline standard	Widened bay 3.6m x 6m % of max baseline standard
A1, A2, A3, A4,A5, Car Sales, Vehicle Repair	6% plus 1 space for each disabled employee	4%
B1,B2,B8,	5% plus 1 space for each disabled employee	5%
C1 Hotels	6% plus 1 space for each disabled employee	4%
C2 Residential Institutions/Student and Sheltered Accommodation	5% plus 1 space for each disabled employee plus additional spaces dependent on the needs of the facility	5%
C3 Dwellings	5% of unallocated parking provision	5% of unallocated parking provision
D1 Non Residential Institutions, Medical facilities, Schools, Hospitals Further education, places of worship, Museums galleries and libraries	6% plus 1 space for each disabled employee plus additional spaces dependent on the needs of the facility	4%
D2 Leisure Uses Cinemas, Bingo Halls, Conference facilities,	6% plus 1 space for each disabled employee	4%
Sports Halls, Bowling alleys, Health and fitness centres,	1 space for each disabled employee plus additional spaces based on the needs of the facilities	5 - 10%
Sports Stadia	6% plus 1 space for each disabled employee	4%

Table 8
Operational Parking Requirements

The table below will be applied to the total floor area on all applications including change of use applications.

Land Use Class	Operational Parking Requirement
A1 Retail/	Gross Floor space — Minimum load & unload space 500sq.m — 50sq.m 1000sq.m — 100sq.m 2000sq.m — 150sq.m Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in forward gear.
A2 Financial and Professional Services/	Banks, Building Societies and other financial services used by the public – No operational parking required.
A3 Restaurant, Pubs and bars, Fast food takeaways.	50sq.m for loading and unloading For new public houses and fast food takeaways, service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in forward gear.
Car Sales	100sq.m loading and unloading area.
B1 Offices	Gross Floor space — Minimum load & unload space Under 100sq.m — 30sq.m 100sq.m – 250sq.m — 60sq.m Over 250sq.m — 75sq.m
B1 Non-office/ B2 industry	1 lorry space (45sq.m) up to 280sq.m gross after which 1 additional lorry space per 500sq.m gross.
B8 Warehousing	2 lorry spaces (45sq.m) up to 280sq.m gross after which 1 additional lorry space per 500sq.m gross.

C1 Hotels	Gross Floor space space	Minimum load & unload
	500sq.m	100sq.m
	1000sq.m	150sq.m
	2000sq.m	170sq.m

Land Use Class	Operational Parking Requirement
C2 Residential Institutions and Student accommodation	Space for ambulance, minibus or van. Space for one pick-up and drop off point
C3 dwellings	Adequate provision for refuse collecting vehicles which should normally be separate from car parking spaces will need to be demonstrated.
D1 Non-Residential Institutions/	
Medical Facilities	For Hospitals: Space shall be reserved for ambulances adjacent to main entrance. Space shall be allocated for large delivery or refuse lorries which shall be accessed in a manner which avoids conflict with access ways required by ambulance. For Surgeries and Clinics: Space for one pick-up and drop off point.
Primary Schools and Nurseries Secondary Schools Further Education	Adequate space should be allocated for coaches which may be used either to bring children to school or for school trips. For large schools, an on-site traffic flow system should be provided to accommodate a larger number of vehicles. Pick up and drop off areas for parents vehicles should be provided in a safe place that will not have a detrimental impact on the Highway or Highway safety Where on-site provision cannot be made, it must be clearly shown that on-street parking of coaches will not detrimentally affect the free flow of traffic on the highway. For special schools, space shall be allocated for mini buses/ambulances adjacent to the entrance of the school building.
Places of Worship	Adequate spaces for wedding and funeral vehicles either within the site or on-street.
Museums, galleries	Minimum loading and unloading 50sq.m

and libraries	
D2 Leisure uses	
Cinemas, Bingo Halls, Conference Facilities etc	50sq.m for a loading and unloading area. Space for 1 pick-up and drop off point.
Sports halls, bowling alleys and health and fitness facilities etc	50sq.m loading and unloading area.
Sports Stadia	To be determined on a case by case basis having regard to the type of activity proposed.
Outdoor sports facilities	50sq.m loading and unloading area.

TABLE 9

MINIMUM CYCLE PARKING STANDARDS

The table below will be applied to all applications including change of use. The minimum standards will be applied to the total size of the application. For clarification this total will include both existing and new elements of the proposal.

Land Use	**Standard (square metres refer to gross floor space)**	**Thresholds for at least 2 cycle spaces and a shower facility**
B1 Offices	1 spaces per 300sqm	50 sq m or greater
B1 Non -office/B2 industry B8 Warehousing	1 spaces per 400sqm 1 spaces per 500sqm	100 sq m or greater
A1 Retail	1 spaces per 400sqm for staff plus 1 space per 500sqm for customers	200 sq m or greater
A2 Financial Services/ A3 Restaurant, pubs, takeaways	1 spaces per 400sqm for staff plus 1 space per 500sqm for customers	50 sq m or greater
C1 Hotels	1 space per 10 bedrooms	All developments
C2 Student accommodation	1 space for each bedroom plus 1 space per 20 bed spaces for visitors	All developments
C2 Sheltered housing	1 space per bedroom plus 2 spaces per 10 staff	All developments
C2 Residential Institutions	2 spaces per 10 staff	All developments
C3 Residential (Apartments only)	1 space per bedroom plus 1 per 10 apartments for visitors	All developments
D1 Education	1 space per 5 students (year 7 and above) plus 1 space per 10 staff.	The total new gfa is 200 sq m or greater

D2 Leisure	1 space per 10 staff plus 1 space per 20 parking spaces	The total new gfa is 200 sq m or greater
All other uses	1 space for per 10 person trips	All developments with at least 10 person trips per day

NB. On all applications at cycle storage and shower facilities should be provided to accommodate 10% of all trips. The cycle storage requirement will be based on this or the table above whichever is the greater.

Table 10

Minimum parking standards for Powered two wheelers

The table below will be applied to all applications including change of use. The minimum standards will be applied to the total size of the application. For clarification this total will include both existing and new elements of the proposal.

Land Use	Percentage of Baseline standard	Threshold for at least 1 parking space and shower facility
B1 Offices	4%	The total new gfa is 50 sq m or greater
B1 Non -office/B2 industry B8 Warehousing	4%	The total new gfa is 100 sq m or greater
A1 Retail	2%	The total new gfa is 200 sq m or greater
A2 Financial Services/ A3 Restaurant, pubs, takeaways	2%	The total new gfa is 200 sq m or greater
Student accommodation	4%	The total number of rooms is 10 or above
C3 Residential	Not required	Not required
D1 Education	4%	The total new gfa is 200 sq m or greater
D2 Leisure	4%	The total new gfa is 200 sq m or greater
All other uses	4%	when total vehicle parking provision is 20 or greater

Table 11

Electric Vehicle Charging Point and Infrastructure Requirements

The table below will apply to all applications including change of use applications. The requirements below may be applied to the total parking provision, including existing and/or proposed within the application site.

Planning Land Use	Charging Point Requirement
C1 Residential	A 3 pin 13 amp external socket with a weatherproof and lockable cover to BS1363, located near the parking area may be sought for every dwelling. Each socket to be supplied by an independent 32 amp radial circuit
All other uses	5% of parking provision may be sought with charging points to comply with EN 62196-2 (J1772) Type 2, Mode 3, 7 pin, 32 amp, 7 KW

All wiring should comply with BS 7671

Minimum Provision Charging Points

All developments including change of use applications with new and or existing parking provision of at least 20 spaces may be required to provide at least one charging point.

Table 12

Vehicle Parking Design Elements

Design size vehicle	1.8 m x 4.8 m
Min distance between car door and solid object wall/fence	600 mm
Min distance from a car to allow the opening of a garage door	1.2 m
Min distance from end of car to solid object wall/fence	500 mm
Min distance from end of car to rear edge of footway	200 mm
Min width to allow for pedestrians	900 mm
Min distance behind parking bays in parking court	8 m

Table 12a Vehicle Parking Dimensions

Standard car Parking Bay	2.5m x 5.3 m
End car Parking Bay	3m x 5.3 m
Min driveway length in front of garage for 1 car and pedestrian access	6.2 m x 3.3 m
Min driveway length in front of garage for 2 cars and pedestrian access	11.5 m x 3.3 m
Garage for 1 car internal dimensions	3m x 6 m
Commercial vehicle parking bay	3.1m x 9 m to 19 m
Disable Parking bay	3.6m x 6m
Parking for people with children	3.2m x 5.3 m