



Cannock Chase Local Development Framework

Parking Standards, Travel Plans &
Developer Contributions for
Sustainable Transport

Supplementary Planning Document

July 2005



2004-2005
Crime and Disorder Partnerships
2005-2006
Healthy Communities

www.cannockchasedc.gov.uk

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1. INTRODUCTION

1.1 The District Council's existing parking standards were first published in the draft Cannock Chase Local Plan in 1993. These are now out of date and pre-date the Government's national review of transport policy, PPG3 - Housing, 2000 and PPG13 - Transport in 2001. New parking standards are therefore required to accord with national transport policy, the Regional Spatial Strategy/Regional Transport Strategy - June 2004, the saved Staffordshire and Stoke-on-Trent Structure Plan 1996-2011 and the Cannock Chase Local Development Framework.

1.2 Car parking has previously been provided on the basis of seeking to meet actual demand. Where on-site provision could not be met, commuted sums were sought towards alternative future provision on other sites. However, just as the construction of new roads to meet demand is no longer acceptable on environmental grounds or as part of any meaningful sustainable transport policy, the same principle applies to the provision of car parking.

1.3 The increasing demand for and subsequent management of car parking raises difficult issues for the planning system in dealing with proposals for new development. This is particularly so at a time of rising levels of car ownership and their increased use. However, car parks also consume large areas of land and impact on overall development density. It is also recognised that the provision of car parking can have a significant impact on the choice of transport mode.

1.4 The Transport White Paper, 1998, marked a fundamental review of national transport policy including the provision of car parking. It highlighted that the availability and cost of car parking have a role to play as part of any integrated transport policy. Other measures arising from the White Paper that will be included as part of the emerging Local Development Documents will be the development of a comprehensive parking management policy and the need for Green Transport Plans to be submitted automatically

as part of larger development proposals. The potential to introduce a decriminalised parking system run by the District Council is also being examined in conjunction with Staffordshire County Council as the Transport Authority.

1.5 PPG13, Transport, 2001, has important implications for car parking policy. It introduced a number of significant changes when dealing with new development proposals, including:-

- The introduction of national maximum parking standards;
- Reductions in the level of on-site car parking provision for new development including changes of use;
- Cessation of seeking commuted payments in lieu of on-site parking provision;
- Encouraging the shared use of parking over various times of the day.
- Encouraging the redevelopment or re-use of existing parking.

1.6 The Council supported these principles when commenting on draft PPG13, in January 2000.

1.7 The Regional Spatial Strategy (RSS) for the West Midlands - RPG11, supported the preparation of regional parking standards based on PPG13, Transport. The RSS recognises the importance of applying parking standards on a consistent basis across the region, in order to avoid competition between towns or sub-regions and to provide clarity for developers. This approach is also detailed in PPG13, Transport. However, additional car parking provision is advocated at railway stations, including park and ride sites. Such provision is currently being considered at Cannock and Hednesford railway stations. The RSS does not specify maximum standards for residential development, but advises that local approaches should be developed to reflect the principles contained in PPG3, Housing.

1.8 The RSS, published in June 2004 confirmed that local authorities:-

- should work to maximum parking

standards as detailed in PPG13 and reflect the approach detailed in PPG3, Housing, March 2000, for residential development.

- identify (before the next review), town centre or heritage areas where more restrictive standards should apply and
- give an indication of more restrictive maximum standards for relevant land use categories.

1.9 The saved Staffordshire and Stoke-on-Trent Structure Plan, 1996-2011, Policy T16, specifies that maximum parking standards shall be included in Local Plans (Local Development Documents) as well as taking into account national and regional car parking standards. (Policy T7)

1.10 This SPD has been prepared in accordance with the Regional Spatial Strategy/Regional Transport Strategy, June 2004.

1.11 It has been subject to a programme of consultation with the community and stakeholders in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004. A list of those people consulted on the draft SPD is included at Annex 2.

2. POLICY CONTEXT

2.1 The Cannock Chase Local Plan 1997, Development Control Policy 5, sets out car parking standards which were appropriate at the time the Local Plan was prepared in the early 1990's. However, the Council recognises the changed circumstances which now require the standards to be reviewed.

2.2 This document was adopted by the Council as a Supplementary Planning Document on 14 July, 2005 following consultation with relevant organisations.

2.3 The RSS recognises that the management of car parking is an important tool as part of any sustainable transport policy. In particular, it stipulates that:

"Local authorities, working together, should manage their car parking to reduce congestion and encourage more sustainable forms of travel:

- i) managing the supply, location and price of parking in town centres and city centres to limit the provision of long-stay places, where this is necessary to reduce congestion;
- ii) co-operating with each other to avoid using car parking charges as a tool for competition between centres;
- iii) using additional income to support the development of more sustainable forms of travel;
- iv) securing an adequate supply of car parking at railway stations and other transport interchanges;
- v) securing local Park & Ride sites as an alternative to town centre parking; and
- vi) developing a network of strategic Park & Ride sites, generally at railway stations, to meet the needs of the Region (Policy T6).

Local authorities should work with private sector operators to encourage a consistent approach within centres. Where car parking is provided it should be safe and secure with appropriate provision for people with disabilities. Local authorities should also consider the adoption of decriminalised parking enforcement powers in order to secure more effective management of car parking and demand management measures." Policy T7, RSS.

2.4 The Council originally carried out the Cannock Town Centre Car Park Management Study in 1992 to collect information needed as part of its parking Strategy, including the role of car parking in demand management. The strategy included measures to regulate long stay parking in Cannock town centre but also to allow short stay parking for shoppers, with an appropriate car parking regime, to deter long stay parking. The need to maintain town centre vitality and viability is an important part of the new standards, in accordance with PPS6 and PPG13. The provision of improved access for the elderly and disabled, together with improved car park security through CCTV

initiatives, will be reflected in the preparation of the Local Development Documents. In Cannock Town Centre the four main car parks provide 420 short stay spaces, while 260 long stay spaces are located at three fringe locations.

2.5 In Rugeley, the five existing car parks have a capacity of 286 spaces. Consultants were employed in 2005 to carry out a further study on Rugeley Town Centre, which will be concluded during the year.

2.6 In Hednesford, the town centre is currently the subject of a Council led regeneration initiative in conjunction with private sector partners. This is focussed on the redevelopment of four Council owned sites, three of which involve existing car parks. The current proposals will involve a mix of a reduction of parking spaces at some locations and an increase at others that serve the railway station.

2.7 The Staffordshire Local Transport Plan 2000 (2001-06), contains separate Area Strategies for Cannock and Rugeley. Car parking policy is addressed through Strand 4 and envisages a continuation of the policies detailed above. Resident's Parking Schemes have been introduced in Cannock and Rugeley where they are supported by the residents and self-financing, in order to reduce deflection from the town centres from drivers seeking to avoid parking charges. A new Local Transport Plan is currently under preparation for the period 2006-11.

3. OBJECTIVES OF THE PARKING STANDARDS

- To reduce traffic congestion in urban areas;
- To provide effective access to town centres;
- To sustain and improve upon the economic viability of the District;
- To assist in achieving an effective balance between car based travel and more sustainable alternatives such as walking, cycling and public transport;
- To ensure safety in the use of transport;
- To assist in improving upon the aesthetic quality of towns and villages; and

- Making adequate car parking provision to serve development.

4. CAR PARKING STANDARDS

(Policy wording appears in panels)

4.1 The new car parking standards will apply throughout the District to new development, extensions and changes of use. The District Council will, however, be prepared to allow lower levels of on-site parking for new development, including extensions and changes of use to meet local circumstances, e.g.,

- if it is located in town or local centres (where access to frequent public transport, walking or cycling is available and realistic);
- in housing for the elderly;
- for student or single person accommodation or;
- the conversion of housing or non-residential buildings are involved (PPG3, Housing, 2000).
- where an enforceable Travel Plan is in place by means of an S106 Agreement.

4.2 The District Council will apply the following maximum car parking standards when assessing development proposals based on the uses and thresholds detailed.

- Developers will need to demonstrate the measures they are taking to minimise the need for parking and how such provision will promote sustainable transport choice.
- For small scale developments below the thresholds, the District Council will use its discretion in parking requirements, based on need and local circumstances (see 4.1).
- Proposals for retail and leisure developments located in, or on the edge of, a town centre may be permitted to provide parking provision above the maximum standards, where it can be demonstrated that such provision serves the whole town centre and is subject to a separate agreement with the District Council as part of any planning permission.

- Appropriate provision will also need to be made for cycle and motorcycle parking.
- Designated parking spaces for disabled people will need to be provided in accordance with prevailing Government standards.

CAR PARKING STANDARDS

As stated in 1.10, this SPD has been produced in accordance with the Regional Spatial Strategy/Regional Transport Strategy, June 2004. The parking standards applied in the document are therefore in accordance with the Government policy of maximum parking standards. While the overall supply and demand for car parking provision is balanced, proposals for increased parking levels in connection with any particular standard will be considered on their own merits, on a case-by-case basis.

MAXIMUM PARKING STANDARDS

* Threshold from and above which standard applies (gross floorspace).

Use Class	Description of Land Use	District-Wide Car Parking Standards
A1	Shops	
	District standard Customers:	
	Shops - food	1 space per 14 sq.m (*1000 sq.m) (PPG13)
	Non-food	1 space per 20 sq.m (*1000 sq.m) (PPG13)
	Staff	1 space per 100 sq.m (*1000 sq.m)
	Smaller retail units	1 space per 10 sq.m.
A2	Financial and Professional Services	1 space per 20 sq.m
A3/A4	Pubs (without a specific area devoted to food)	1 space per 5 sq.m. and 1 space per 2 staff
	Pubs with food areas, clubs, restaurants, roadside restaurants:	
	Customers	1 space per 5 sq.m or
	Staff	4 seats in dining/bar areas +1 space per 2 staff

Use Class	Description of Land Use	District-Wide Car Parking Standards
A5	Hot Food Takeaway outlet: Customers Staff	1 space per 3 sq.m of waiting area + 1 space per 2 staff
B1	Office, studio, research and development, light industrial	1 space per 25 sq.m up to 250 sq.m. Above 250 sq.m, 1 space per 30 sq.m (gross floorspace)
B2	General Industrial	1 space per 25 sq.m up to 250 sq.m Floorspace above 250 sq.m 1 space per 50 sq.m
B8	Storage or Distribution	1 space per 25 sq.m up to 250 sq.m Floorspace above 250 sq.m 1 space per 80 sq.m + 1 lorry space per 200 sq.m
C1	Hotels, motels, hostels, motels, boarding houses: Resident guests Resident staff	1 space per bedroom + 1 per 3 residents at peak periods 1 space per resident staff
C2	Residential Institutions * Including hospitals, nursing homes, residential schools and colleges	1 space per resident staff + 1 per non-resident staff present at peak periods + 1 space per 3 bed spaces for visitors + ambulance space

Use Class	Description of Land Use	District-Wide Car Parking Standards
C3	<p>Residential Development</p> <p>Dwellings where all parking is provided within the curtilage, including garages.</p> <ul style="list-style-type: none"> - Two and three bed dwellings - Four or more bedrooms <p>Communal parking:</p> <p>Three bedrooms One and two bedrooms</p> <p>In areas outside town centres served by frequent bus services (every 20 mins. bus on Mon-Sat where the bus stop is within 400m or within 400m of a railway station with an hourly or better train service</p> <p>Parking within curtilage Communal parking Town centres - lower if public parking is within 100m</p>	<p>Spaces per dwelling</p> <p>2 spaces per dwelling 3 spaces per dwelling</p> <p>2 spaces per dwelling 1.5 spaces per dwelling</p> <p>Maximum 2 spaces Maximum 1.25 spaces</p>

Use Class	Description of Land Use	District-Wide Car Parking Standards
D1	<p>Non-residential Institutions</p> <p>Religious buildings</p> <p>Exhibition/public halls, museums, libraries, art galleries</p> <p>Surgeries/Consulting rooms such as Doctors, Dentists, Vets (including separate rooms used by health visitors or other specialists)</p> <p>Halls/Community Centres/Clubs</p> <p>Crèche, day nursery and day centre</p> <p>Education centres, teaching, technical and administrative staff</p> <p>Children/Students</p> <p>Higher and further education</p>	<p>1 space for every 5 seats</p> <p>1 space for every 3 members of staff present at peak times plus 1 parking space for every 5 sq.m of public floor space</p> <p>1 space per professional member of staff plus 1 space for every 2 other employees at the busiest times plus 3 spaces for each consulting room or surgery</p> <p>1 space per staff member + 1 per 3 other staff normally present at peak times + 1 per 5 sq.m of public floor space for customers</p> <p>1 space per employee plus 1 space for every 6 children attending</p> <p>1 space per full-time member of staff plus 6 further parking spaces</p> <p>1 space per 15 students (provision should be made for the setting down and picking up of children, by bus/coach)</p> <p>1 space per 2 staff + 1 space per 15 students* (** 2500 sq.m) (PPG13)</p>

(*The standard for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures).

** Threshold from and above which standard applies (gross floorspace)

Use Class	Description of Land Use	District-Wide Car Parking Standards
D2	<p>Assembly and Leisure (Including cinemas, bingo halls, casinos, conference facilities, concert halls, dance halls and indoor sports)</p> <p>Cinemas, bingo, casinos, concert halls and conference facilities</p> <p>Sports and Leisure Centres</p> <p>Tennis, Golf, Bowling (Greens)</p> <p>Cricket, Football, Rugby</p>	<p>1 space per 5 seats (* 1000 sq.m) (PPG13)</p> <p>1 space per 2 members of staff present at peak work times; 1 space per 20 sq.m indoor playing area for participating customers; 3 spaces per squash court; 1 space per 2 players/officials capable of using outdoor playing space at any one time; 1 space per 10 sq.m of swimming pool surface area plus 1 space per 4 seats for spectators; 3 spaces per bowling alley lane; 1 space per snooker or pool table.</p> <p>1 space per 3 sq.m of indoor public floor area; 2 spaces per green/court; 1 space per lane of any driving range</p> <p>1 space per 3 sq.m of public floor area of buildings; 12 spaces and one space for a coach for each pitch</p>
<p>* Threshold from and above which standard applies (gross floorspace).</p>		

Use Class	Description of Land Use	District-Wide Car Parking Standards
		<p>If areas within the facilities are convertible to another use having a higher parking standard requirement, the higher standard will be applied. If bars, restaurants, shops and other ancillary facilities are provided additional provision should be made at half the appropriate standard for those uses</p>
<p>(For mixed use development, the gross floor space given over to each use should be used to calculate the overall total maximum parking figure, unless it can be demonstrated that the mixed uses are taking place at different times, when the proportion of dual use will be allowed for on a case-by-case example. For land uses not covered in these standards, the most stringent regional or local standards should apply).</p>		

Other Uses (Not contained within the Town and Country Planning Use Classes (Amendment) Order 2005)

Use	Standard	Notes
Stadia	1 space per 15 seats (Transport Assessment and Travel Plan will be required)	(Adopted from PPG13)
<p>* For stadia sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.</p>		
Theatre	1 space per 3 members of staff 1 space per 5 customer seats 1 space per 10 sq.m dressing room space	
Caravan sites Residential sites/ mobile homes Transit or static holiday site Visitors	1 space per caravan 1 space per caravan 1 space per 5 pitches	
Garden Centres	1 space per 50 sq.m for staff and customers	
Marinas	1 space per 2 mooring berths	
Taxis or vehicle hire	1 space per permanent member of staff plus 1 space per 1 registered car	
Garage and service stations, tyre and exhaust centres, vehicle sales/car showrooms	<p>Car sales: The staff parking requirement will be as for Class B1 (offices). Customer parking should be provided at a rate of 1 space per 40 sq.m of gross sales floor area plus 1 space per 10 outside display places. For ancillary workshop/storage areas and parts departments 3 car/lorry spaces as appropriate per service bay plus 1 space per 50 sq.m for staff and other customer parking</p> <p>General vehicle repair and servicing garages: 3 car/lorry spaces as appropriate per service bay plus 1 space per 50 sq.m for staff</p>	

Use	Standard	Notes
	<p>Car washing facilities: 5 queuing spaces</p> <p>Specialist vehicle repair centres (i.e. tyres, exhausts etc.): 3 car/lorry spaces as appropriate per service bay plus 1 space per 40 sq.m of staff parking</p> <p>Where retail food sales are also present at a facility the appropriate Class A1 standard - smaller retail units, will normally be required, i.e. 1 space per 10 sq.m. Spaces will also be required for articulated vehicles and deliveries</p>	

5. CYCLE/MOTOR CYCLE PARKING STANDARDS

Cycles

5.1 Standards for the provision of cycle and motor-cycle parking have not previously been published by the Council, other than a Local Plan Policy which specified the provision of cycle parking in town centres and all new development in excess of 2,500 sq.m floorspace. However, as one of the objectives of the revised standards is to promote the use of alternatives to the car, developers will therefore need to be aware of and incorporate measures to meet the needs of cyclists and motorcyclists. New standards for these modes of transport are therefore contained in this guidance.

5.2 Until relatively recently, the provision of facilities for cyclists has largely been non-existent in the District. However, the promotion of cycling as an alternative to the car is now recognised as an important part of attempts to reduce vehicle congestion and pollution as well as helping to improve personal health and fitness. It offers an efficient and sustainable transport mode, which could potentially account for a larger proportion of trips in the District. For journeys less than 5 km, cycling has the potential to be an alternative for short car trips. As well as having untapped potential for journeys to work and school, cycling is also of value for leisure and tourism. In rural parts of the District, including access to Cannock Chase Area of Outstanding Natural Beauty, the number of journeys is likely to increase.

5.3 Since 2001 approximately 8km of new cycle lanes and cycle tracks have been provided, nearly 20 new pedestrian/cycle crossings installed and secure cycle storage provided at various bus and rail stations in Cannock and Rugeley.

5.4 The Transport White Paper, 1998, endorsed the National Cycling Strategy (NCS) 1996 target to double cycle use by 2002 and again by 2012. As part of the NCS, local authorities are required through planning

guidance and funding mechanisms to develop viable cycling strategies to deliver a shift to cycling.

5.5 The publication of PPG13, Transport, 2001, Staffordshire County Council's Cycling Strategy 2000, and the five year Local Transport Plan 2000, have provided a framework for the need to promote the provision of cycling and pedestrian facilities as an alternative to the car, in both qualitative and quantitative terms.

5.6 The Cannock Chase Local Development Framework, including this SPD, will therefore provide greater consideration of the needs of cyclists for work, education, leisure and recreational purposes. The extent to which promoting cycling reduces problems of traffic congestion and pollution will depend on the extent to which complementary traffic restraint measures can be carried out. However, lack of facilities at the destination such as adequate, safe and secure cycle parking, as well as lockers, changing facilities and shower facilities, will deter cycle usage. Developers will therefore need to demonstrate that they have considered the needs of cyclists when submitting their proposals, in accordance with paragraphs 5.9, 5.10 and 5.11.

5.7 Guidance on the provision of cycle facilities in new residential developments is detailed in the Staffordshire Residential Design Guide, 2000, which was adopted by the Council as Supplementary Planning Guidance in April 2001.

5.8 The standards set out below represent minimum cycle parking standards, in line with the requirements of PPG13.

5.9•Cycle parking shall be of a type which provides for the cycle frame to be lent against a stand such as a hoop stand (eg "Sheffield Stand") providing two cycle spaces, or by a wall hoop providing one cycle space. (Diagrams 1 and 2).

- The location of cycle stands shall be as close as possible to the entrance of sites and buildings. Cycling provision should be

in accordance with the minimum standards detailed on pages 19-20, in secure positions or where surveillance by staff or passers-by are a deterrent to theft.

- At any site where ten or more spaces are provided, the stands should be located under cover, be lit and appropriately signed.
- The detailed design and lighting of such facilities should have regard to the locality and to the proposed development.
- Large employment-generating development* should provide cycle storage lockers and shower and changing facilities for cyclists.
- The Council may require such facilities to be provided at smaller developments where appropriate.

* Large employment generating uses are defined as A1 Food retail over 1,000 sq.m; A1 Non-food retail over 1,000 sq.m; B1(a) & (b) office/R & D over 1,000 sq.m; B1(c)/B2 Industrial over 5,000 sq.m; B8 warehousing over 10,000 sq.m; C1 Hotel over 20 bedrooms; D1 Higher/Further Education over 2,500 sq.m; D2 other leisure including Cinema/Conference facilities over 1,000 sq.m; Stadium over 1,500 seats.

Motorcycles

5.10 Where more than 200 car parking spaces are provided for general public use, adequate facilities will be required for motorcycles, scooters and mopeds. A minimum standard of five stands should be provided, but the number should be assessed for each site on an individual basis. Parking bays should measure 1.4m x 2.3m marked out by white lining. This should include 'Motorcycle Parking Only'. An example of a stand suitable for a 500cc motorcycle is illustrated in photograph 1/diagram 1. The location of motorcycle parking shall be as close as possible to the entrance of sites and buildings.

5.11 A motorcycle park should provide riders with a good quality hardstanding. Tarmac that becomes soft in hot weather may cause the motorcycle stand to sink into the surface resulting in the motorcycle toppling over. The hardstanding should also be level as again a slope or adverse camber may cause the motorcycle to slip off its stand and fall. In addition, a slope or camber can make it difficult to lift what can be a heavy motorcycle onto its stand. The hardstanding should be away from drains as these can become slippery when wet. There is also a risk that a rider may lose his/her keys if accidentally dropped. Ideally, motorcycle parks should have dedicated closed circuit television. If this is not possible, consideration should be given to locating motorcycle parks within range of other town centre CCTV cameras.

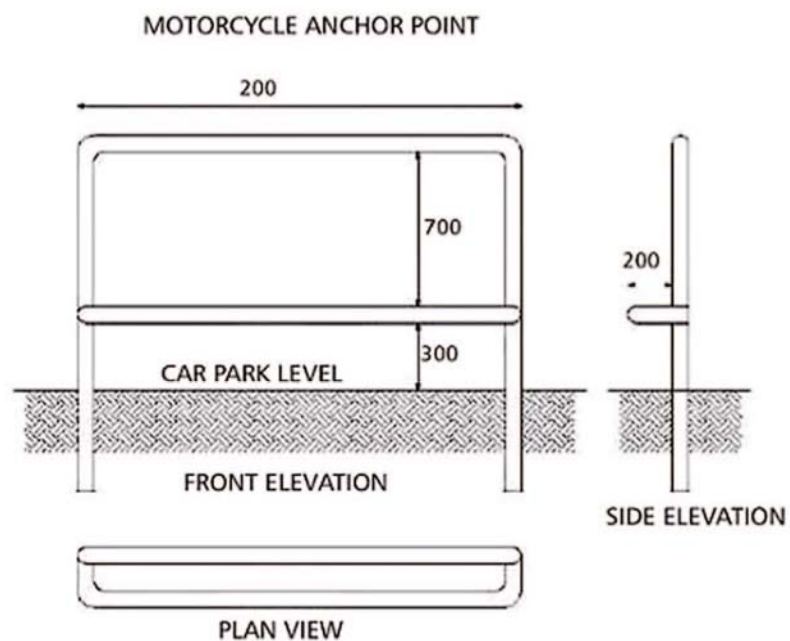
5.12 Similarly, motorcycle parks should have dedicated security lighting. This can help reduce theft and provide the rider with greater personal security. Again, where this is not feasible, motorcycle parks should be located in well lit areas. Motorcycle parks are also generally more secure in locations where people frequently pass by providing casual surveillance. A rider may not have the confidence to use a remote motorcycle park as a thief would be able to attempt to steal a motorcycle undisturbed.

5.13 A motorcycle park should not be located under trees as this can lead to tree sap and bird droppings falling onto the motorcycles beneath. Wet leaves in the autumn can also make the hardstanding slippery and hinder drainage. Wherever possible, motorcycle parking bays should also be covered.

**Photograph 1 Cycle/Motor Cycle parking bay and stand
(included with the permission of Cornwall County Council)**



**Diagram 1 Motor Cycle anchor point
(included with the permission of Cornwall County Council)**



USE CLASS	MINIMUM CYCLE STANDARD
<p>A1 Shops</p> <p>Shops -food - non-food</p>	<p>1 space per 200 sq.m 1 space per 200 sq.m (for staff and customers)</p>
<p>A2 Financial and Professional Services</p>	<p>1 space per 200 sq.m (for staff and customers)</p>
<p>A3 Food and Drinks</p>	<p>1 space per 60 sq.m (excluding associated residential accommodation)</p>
<p>B1 Business Use</p>	<p>1 space per 200 sq.m</p>
<p>B2 General Industrial</p>	<p>1 space per 500 sq.m</p>
<p>B8 Storage and distribution</p>	<p>1 space per 1000 sq.m</p>
<p>C1 Hotels, boarding and guest houses</p>	<p>1 space per 5 staff 1 space per 10 guest rooms 1 space per 60 sq.m for restaurant/entertainment area</p>
<p>C2 Residential institutions Hospitals</p> <p>Residential schools, colleges, halls of residence or training centres</p>	<p>1 space per 5 staff 1 space per 5 staff plus 1 space per 30 bed spaces 1 space per 10 students</p>
<p>C3 Dwelling House</p>	<p>For dwellings without garages secure cycle storage facilities should be provided based on the following standards. 1 bedroom flat - 1 space 2 bedroom flat - 2 spaces</p>

D1 Non-residential institutions Consulting rooms Crèche/day nursery/day centre Education centres Art galleries, libraries, museums Public and exhibition halls, places of worship, etc.	1 space per 3 consulting rooms 1 space per 5 staff plus 1 space per 200 sq.m for visitors 1 space per 5 staff plus 1 space per 3 students 1 space per 15 staff plus 1 space per 60 sq.m 1 space per 10 seats
D2 Assembly and leisure (cinemas, theatres, bingo, concert halls, swimming baths, leisure centres or other indoor sports)	1 space per 5 staff plus 1 space per 100 sq.m
Public car parks	1 space per 10 car parking spaces
Camping sites	1 space per 5 staff plus 1 space per 10 pitches
Garden centres	1 space per 200 sq.m for staff and customers
Marinas	1 space per 10 moorings

MOTORCYCLE STANDARDS

Developments requiring more than 200 car parking spaces

5 stands, measuring 1.4 m x 2.3 m, marked out by white lining and the words 'Motorcycle Parking Only'

6. HOW TO USE THE STANDARDS

6.1 The standards relate to uses defined in the Town and Country Planning Use Classes (Amendment) Order 2005. For any use not included in the standards, the number of parking spaces will be assessed and determined based on the individual merits of the scheme. In applying the standards and in respect of paragraph 5.9, premises for sale and display of motor vehicles, amusement arcades and amusement centres will be treated in the same way as A1 non-food shops.

6.2 All standards are based on gross floor area by external measurement unless stated to the contrary. The term gross floorspace shall mean the total floorspace of a building, including such areas as service corridors, lifts and toilets.

6.3 Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards, unless the timing of demand associated with individual uses can be shown to allow dual use of spaces. This includes ancillary uses such as office use within an industrial development or a bar open to non-residents within a hotel etc. In mixed developments where the main parking demands take place at different times, e.g. daytime and evening, an element of dual use of parking spaces will be acceptable.

6.4 The standards apply to new development, extensions and changes of use. When considering an extension to an existing use, the standard will be applied only to the extension and any shortfall in parking provision for the existing building will not be required to be met. When considering a redevelopment or a change of use, the level of parking provision will relate to the requirements of the development as a whole.

7. DESIGN STANDARDS FOR CAR PARKING

7.1 The dimensions of a car parking space to be used in new development is 2.4m x 4.8m. An aisle between parking bays set at 90

degrees to it shall have a minimum width of 6m. Alternatively, an aisle between parking bays set at 45 degrees to the traffic flow may have a minimum width of 3m (Diagram 2). With regard to disabled parking, the dimensions should be 2.4m x 4.8m, plus a 1.2m accessibility zone between and a 1.2m safety zone on the vehicular side of the parking bays, with a dropped kerb when there is a pedestrian route at the other side of the parking bay (Diagram 3). Disabled parking should be provided on firm and level ground and as close as feasible to the main entrance of the building.

7.2 Surface parking areas are often unattractive and sterile areas. To avoid this they must be designed to fit sympathetically and appropriately within the development and appropriately landscaped both on the perimeter and within the car park area.

7.3 Large expanses of tarmac will not be acceptable. Subdivision should be achieved by the use of appropriate landscaping and choice of paving materials, such as block paving for roads and tarmac for parking bays or vice versa. The use of island beds protected by kerbs to subdivide approximately every 12 bays is recommended. Such beds should be of a minimum 2.5m wide and utilise low growing shrub planting and clear stem trees.

7.4 Individual trees within car park areas provide many benefits and can be incorporated easily within car park areas using appropriate techniques including Urban Tree Soils and/or permeable paving. In all cases of tree planting adequate preparation and good species selection is essential to alleviate future problems.

7.5 For new residential development, reference should be made to the Staffordshire Residential Design Guide, 2000, adopted by the Council as Supplementary Planning Guidance in April 2001, together with the Protocol for validation of Planning Applications SPD, 2006.

Diagram 2 Design and layout of car parking spaces

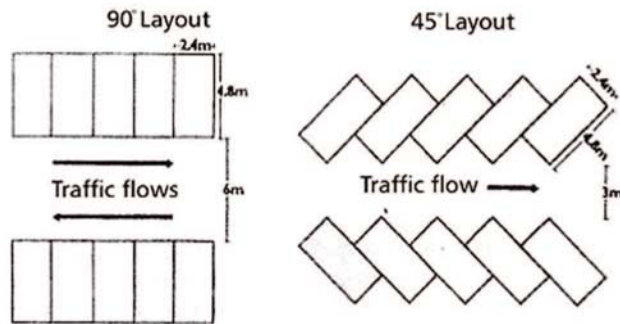
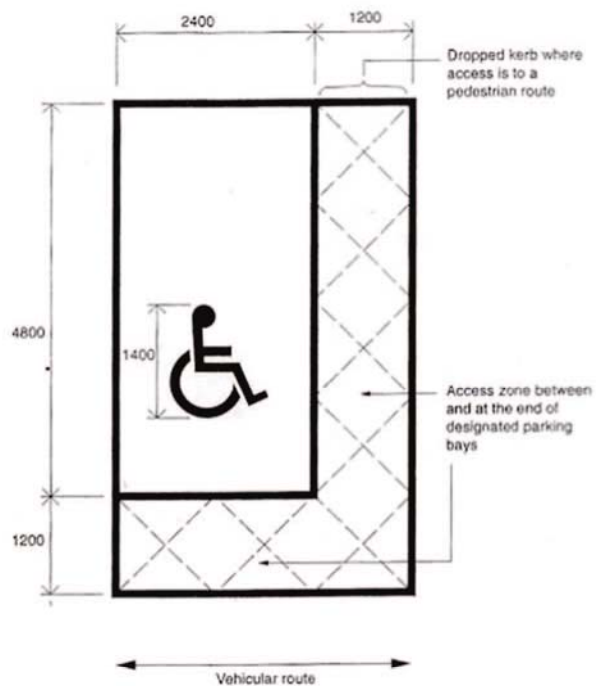


Diagram 3 Parking bay designated for disabled people



Sustainable Urban Drainage

7.6 Car parks generally create large expanses of impermeable paving. This results in numerous problems in terms of flood control and replenishment of ground water. Whilst one scheme may only have a minor effect, the combination of schemes over time has a considerable negative effect on the environment of the District. The lack of ground water will also affect the landscaping of the site. The Council will require (strongly encourages) the use of Sustainable Urban Drainage (SUD) systems within all car park areas. Whilst a full system may be impractical for all but the largest schemes, elements of SUDS can be incorporated in any car park. The cost of such systems is not any greater than the installation of a conventional drainage system. The use of porous surfaces is the key to these systems. (To be read in conjunction with the Council's SPD, Protocol for validation of Planning Applications, 2006).

Parking Space for the Disabled

7.7 The specific needs of mobility-impaired people need to be taken into account in new development. This should be reflected in terms of the number of spaces required, the quality of the facility provided and the specific location of the facility on site. The Disability Discrimination Act 1995 emphasises the importance of this provision. The new Building Regulation requirements, May 2004, specify that parking spaces for people with disabilities should be at least 3.6 m wide and 6.0m long in order to allow occupants of vehicles to get in and out of vehicles safely and to provide access to the rear of the vehicle for wheelchair storage. At least one disabled bay should be provided on firm and level ground, as close as possible to the main building entrance. Dropped kerbs should be provided when there is a pedestrian route at the other side of the parking bay.

Parent and Child Parking

7.8 Parent and child parking should be provided for all A1 (and similar sui generis), retail over 1,000 sq.m and for all A5 premises over 500 sq.m.

8. LORRY PARKING, MANOEUVRING AND SERVICE AREAS

8.1 Where the provision of lorry parking spaces is involved in any development proposal, they should range between 13.5m x 3.6m to 17.5m x 4.7m, depending on the type of vehicles anticipated.

8.2 All new employment uses and extensions to existing premises will be required to provide adequate on-site parking for employees, visitors and deliveries, together with manoeuvring facilities in accordance with these standards.

8.3 All new employment uses and extensions to existing premises will be required to provide adequate on-site parking for employees, visitors and deliveries, together with manoeuvring facilities. Interested parties are advised to consult the Freight Transport Association's document 'Designing for Deliveries', 1998, although there is a charge for purchasing this document. (Contact details, www.fta.co.uk or tel. 08717-112222).

9. TRAVEL PLANS

9.1 A Travel or Transport Plan (TP) is the term given to a co-ordinated set of measures introduced by an organisation aimed at reducing the environmental impact of their transport. Measures should be targeted at commuter journeys, business journeys, site visitors and deliveries. Whatever measures are taken there is a need to ensure that there is continuing promotion and co-ordination so that people are aware of the choices available and how to access them. TPs enable staff to be less reliant on the car and improve the environmental performance of business related transport. As well as helping the environment, they can also help to reduce an organisation's costs, like the provision of additional car parking and business mileage. They can also help promote the environmental image of a company.

9.2 Travel Plans are an important part of the Government's integrated transport strategy. The strategy is designed to tackle

unsustainable patterns of car use, which contribute to congestion, air pollution and global warming. National policy is therefore to raise awareness of the impacts of travel decisions and promote the widespread use of Travel Plans amongst businesses, schools, hospitals and other organisations.

9.3 PPG13, Transport, allows Local Planning Authorities to seek the submission of Travel Plans as part of development proposals. It also allows the use of planning conditions to:

- Specify the number of parking spaces and their size, including those for disabled people;
- Manage and use parking spaces to give priority to certain categories that promote sustainable use, or to those with special needs, e.g. cars carrying more than one person, car sharing schemes, visitors, disabled people or people with children;
- Remove parking spaces after a specified period when sustainable alternatives have been provided;
- Secure the provision of cycle parking and changing facilities;
- Control the hours of operation, vehicle type, design and specification of service areas.

9.4 A Travel Plan can also incorporate many other components. These could include:

- Public transport information;
- Public transport discounts or travelcards from bus or rail companies;
- Public transport subsidies for works buses or to improve existing services;
- Encouragement of the use of rail for business travel;
- New terms and conditions for employees;
- Telecommuting/teleworking from home;
- Teleconferencing;
- Targets for reducing journeys to work by car.
- Greening the company car fleet;
- Parking controls/restrictions;
- Paying staff to give up their parking space;
- Cycle parking, cycle storage lockers, showers and lockers;
- Car-sharing database with preferential

parking spaces;

- Emergency ride home facility;
- On-site facilities such as leisure or crèche facilities;
- Walking initiatives; and
- Targets for reducing car use.

Many of the above measures may be covered by appropriate planning Conditions or an S106 Agreement, as part of any subsequent planning permission.

9.5 In March 1999, the Government introduced a package of tax measures to encourage employers to establish Travel Plans.

9.6 Where a proposed use would require more parking spaces than would have been required by a previous use, or where an applicant is seeking to provide a lower number of spaces than the specified maximum standard, the applicant would be given the opportunity to propose measures in the form of a Travel Plan to mitigate any adverse impacts that the shortfall might have on the amenity of the area or on highway safety.

9.7 The District Council should be consulted on the preparation of a Travel Plan, where this is to be submitted as part of a planning application. Further details of good practice on Travel Plans are detailed in Government Guidance.

9.8 Staffordshire County Council have produced a document, 'Guidelines for Transport Assessments & Travel Plans for Private Development Proposals, As Required By Staffordshire County Council,' November 2003. Elements of this have been incorporated in this SPD as follows: A Travel Plan will be required to be submitted in connection with planning applications for employment, retail or leisure development when the gross floorspace to be created is 1,000 sq.m or more. The type of plan will relate to the nature and needs of development, being one of the following 3 types:-

- i) Minimalist - secured by planning conditions involving annual monitoring for a minimum of 5 years but not generally including targets.

- ii) Measures - secured by a Planning Obligation including specific measures and targets with information provided to the Highway Authority to enable ongoing advice to be provided by them.
- iii) Outcomes - As measures but with specific modal shift changes identified and sanctions included as part of the Planning Obligation.

9.9 A Travel Plan will be required to be submitted as part of a planning application, and in some cases secured through the terms of a Section 106 Agreement, where a development proposal is likely to have significant transport implications (particularly with respect to pollution, congestion or the character of the area), or generate a significant amount of car travel.

10. DEVELOPER CONTRIBUTIONS TOWARDS TRANSPORT SCHEMES

10.1 As stated in 1.5, the payment of commuted sums towards the provision of additional parking are no longer appropriate with the introduction of maximum car parking standards. They will, therefore, be replaced by developer contributions towards a number of sustainable transport schemes in the District including links to the implementation of Travel Plans.

10.2 The District Council therefore considers it appropriate to identify those schemes which it would like to see implemented and which are directly related to specific development proposals. The list is not exhaustive and other schemes will be identified when assessing individual development proposals.

10.3 PPG13, Transport, requires local authorities to indicate the likely nature and scope of financial contributions to be sought towards transport improvements in order to provide greater certainty to developers and as a basis for investment decisions in the development plan.

10.4 Circular 1/97 Planning Obligations provides further guidance on seeking financial contributions towards the revenue and capital costs of public transport, including improved

bus and rail services, new or improved bus or rail stations or facilities, park and ride schemes, bus shelters and other infrastructure, widened access, turning spaces and improved measures for cyclists and pedestrians. New Government guidance on developer contributions will be published during 2005.

10.5 Negotiations with developers will be based on the principle that the benefits to be secured should be necessary, relevant to planning, directly related to the proposed development and fairly and reasonably related in scale and kind to the proposed development, in accordance with current Government guidance on developer contributions.

10.6 Guidance on the relevant matters that form the basis of a Travel Plan are detailed in paragraph 9.4 and the Government publication, 'Preparing your organisation for transport in the future: The benefits of Green Transport Plans,' DETR, 1999.

10.7 The District Council document, 'Planning Obligations and Code of Practice,' November 2000, was adopted as Supplementary Planning Guidance to provide a clear statement of its policy towards planning obligations, the areas to be covered and the manner in which negotiations with developers will be carried out. It is currently subject to review as stated in the Cannock Chase Local Development Scheme, 2005, and will incorporate the outcome of the Government's current review of developer contributions. Both documents will need to be read in conjunction with each other.

10.8 There is growing demand on the commuter route to Birmingham that requires improvements to the frequency of services and station facilities. The Strategic Rail Authority Route Utilisation Strategy 2005, emphasises that local funding needs to be sought to secure rail infrastructure enhancements as a first step to improve local rail services. There are ongoing negotiations involving CENTRO to examine the possibility of developing a rail 'Showcase' to achieve consistently elevated service standards.

10.9 The District Council will seek to enter into planning obligations with developers to provide funding towards the following transport schemes related to their development proposals:-

- 1) Improvements to Cannock, Hednesford and Rugeley Town railway stations, including car parks serving these.
- 2) Improvements to Cannock, Hednesford and Rugeley bus stations, including car parks serving these.
- 3) The provision of infrastructure appropriate to a Travel Plan as detailed in paragraphs 9.3-9.4.
- 4) The revenue/capital costs of new or improved bus or rail services and infrastructure serving major development sites.
- 5) The provision or improvement of walking and cycling facilities, including provision at bus and rail stations.

ANNEX 1

Consultees on Parking Standards, Travel Plans & Developer Contributions for Sustainable Transport SPD

Advantage West Midlands
Amateur Motorcycle Association Ltd.
Association of Friends of Cannock Chase
Arriva Midlands
Brereton and Ravenhill Parish Council
Bridgtown Parish Council
Brindley Heath Parish Council
British Waterways
Cannock and District Access Group
Cannock Chase Chamber of Commerce & Industry
Cannock Chase Primary Care Trust
Cannock Town Centre Manager
Cannock Wood Parish Council
Central Trains Ltd
CENTRO
Chase & District Ramblers Association
Cyclists Touring Club
Development control agents (80+)
Disability West Midlands
Environment Agency
Friends of the Earth
Government Office for the West Midlands
Heath Hayes & Wimblebury Parish Council
Hednesford Town Council
Highways Agency
House Builders Federation
Lichfield District Council
Midlands Electricity
Network Rail
Norton Canes Parish Council
Rugeley Town Council
Severn Trent Water
Sport England
Stafford Borough Council
Staffordshire County Council
Staffordshire Police Architectural Liaison Officer
South Staffordshire District Council
SUSTRANS
Transco
Walsall Metropolitan Borough Council
West Midlands Regional Assembly