

Stratford-on-Avon District Local Development Framework

Car and Cycle Parking Standards

Supplementary Planning Document



APRIL 2007

**Car and Cycle Parking Standards for Stratford-on-Avon District
Supplementary Planning Document**

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CAR AND CYCLE PARKING STANDARDS

SECTION 1

1. Introduction

- 1.1 The demand for and the management of parking are growing problems in Stratford-on-Avon District, in particular in the town of Stratford-upon-Avon. This is due to high levels of car ownership and an increasing use of the car. There is no doubt that different user groups, individuals, and different types of development have different parking needs. The Parking Standards therefore reflect these varied needs.
- 1.2 The management of the demand for and supply of parking spaces can be an effective tool in influencing a shift in the mode of travel from car-based journeys to alternatives such as public transport.
- 1.3 Planning Policy Guidance (PPG) 13 calls for stricter controls on the level of parking spaces that should be associated with development. In particular, it advocates the use of maximum instead of minimum standards for broad classes of development. The car parking policy in the Local Plan Review (Policy DEV.5) has been modified to reflect the government guidance. Accordingly, this principle will apply to the parking provision for development in the district. However, in applying the maximum standards, it will be necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development and the need to manage demand.
- 1.4 The previous parking standards of the District Council were published in 1993. This predates the publication of PPG13 and the government's White Paper on the future of Transport - A New Deal for Transport. These documents signalled a significant shift in transport policy, both in term of national policy on transport and the way that it should be delivered at the local level. The parking standards must reflect current approach to transport policy as expressed in relevant documents such as PPG13, PPG3, the Warwickshire Structure Plan, and the Local Plan Review.
- 1.5 Policy DEV.5 of the Local Plan Review provides the policy context for the review of the parking standards and it requires the introduction of maximum car parking standards. Policy DEV.5 - Car Parking states that:

The provision of car parking associated with development proposals will be expected to comply with the maximum car parking standards of the District. In applying the standards, it will be necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development, the objectives of the parking standards and the need to minimise congestion and avoid any increase in highway danger. The framework for the parking standards is set out in Annex 4. Detailed car parking standards will be provided through Supplementary Planning Guidance.

Where on-site car parking cannot be provided in accordance with the specified standards, the proposal may be supported subject to the applicant making a contribution towards transport related schemes in the area. Schemes may include those identified by the County Highway Authority, through the Local Plan or in Parish Appraisals (or their equivalent) which would benefit existing communities and the occupiers of the proposed development.

The development and application of the parking standards is derived from the policy framework set out above. The policy is emphatic about the need to strike an effective balance between the provision of adequate car parking to serve the development and the need to avoid highway danger and the District Planning Authority will seek to ensure that this objective is achieved when considering planning applications.

- 1.6 The parking standards do not sit in isolation. The standards are part of an integrated package of transport policies, strategies and measures designed to work together to resolve the transport problems of the District. This includes Policy IMP.7 - Green Commuter Plans, Policy SUA.4 - Provision of Park and Ride, and other measures such as introduction of decriminalisation of parking enforcement and an Urban Traffic Management Control system.

- 1.7 It is intended that the car parking standards will apply throughout the District. Only in exceptional circumstances will the District Planning Authority be prepared to exercise its discretionary powers to apply standards that may be appropriate to specific situations if a case can be made. Such a case might need to be supported by a transport assessment.

2. 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 environmentally friendly 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
- to strike a balance between the provision of adequate car parking to serve the development and the need to avoid highway danger.

3. How to use the Standards

- 3.1 The standards relate to uses defined in the Town and Country Planning Use Classes Order. 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.
- 3.2 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.
- 3.3 Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards. This includes ancillary uses such as office use within an industrial development or a bar open to non-residents within a hotel etc.
- 3.4 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. Similarly, when considering a redevelopment or a change of use the level of parking provision will relate to the net increase in requirements.
- 3.5 The Standards apply to developments in the whole of the District except where it is otherwise stated. In particular, where appropriate, specific standards have been formulated for Stratford-upon-Avon and the Central Area of Stratford-upon-Avon. For the purpose of applying the standards, the Central Area of Stratford-upon-Avon is defined by the attached Map A. For the same purpose, Stratford-upon-Avon is defined by the settlement boundary of Stratford together with the allocations identified in the Inset Map 1.1 as amended in the second Deposit Draft of the Local Plan Review.
- 3.6 PPG13 sets maximum parking standards for certain classes of uses above certain development thresholds. However, in specific circumstances, these standards have been adopted for smaller developments below these thresholds. Where this is the case, the District Planning Authority has taken the view that the standards are appropriate for the locality and will assist in delivering the objectives of the parking standards.
- 3.7 The document is structured into four main sections. The first section deals with introduction, objectives, design principles and associated policies. The second section sets the specific car parking standards with justifications. The third section summarises the standards in a form of a table and the fourth section deals with cycle parking standards.

4. Types of Parking Space

There are two types of spaces required:

- 4.1 **Operational Parking Space** : means space required for cars and other vehicles regularly involved in the operation of business on a particular site, including commercial service vehicles.
- 4.2 **Non Operational Space:** means space required for vehicles, which do not need to park or wait precisely at the premises in question. The term includes cars of commuting employees as well as those belonging to shoppers and business callers.
- 4.3 The standards set out are required to meet non-operational parking needs only. In addition to the standards indicated it would be necessary to provide within the site sufficient operational space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The requirements for operational space will be assessed on the merit of individual proposals.

5. Cycles and Motorcycles

One of the key objectives of the parking standards is to assist in achieving an effective balance between car-based travel and environmentally friendly alternatives such as cycling. In this regard, developers should be aware of the needs of cyclists and motorcyclists for the parking of their vehicles. Pedal cyclists in particular require space to adequately and safely secure their cycles and additional standards for cycle parking have been developed to meet this important need.

6. Parking for People with Disabilities

- 6.1 The specific needs for people with disabilities should be catered for by 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 1996 and Policy DEV.9 of the Local Plan Review emphasise the importance of this provision. Traffic Advisory Leaflet 5/95 - Parking for Disabled People, published in 1995 provides clear guidance on the amount of parking provision that should be provided for disabled people. It specifies that parking spaces for people with disabilities should be at least 3.3m wide and 6.6m 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 vehicles for wheelchair storage. Where direct access is provided to a footpath at the side or rear, spaces should be at least 2.7m wide and 4.8m long. Parking spaces for people with disabilities should be located adjacent to the entrance of proposed development, with the route from the space to the entrance capable of use by a person with a disability. In setting the parking standards for people with disabilities, account has been taken of the existing parking standards for the District.

6.2 Parking Standards for Disabled Car Parking

Development of 25 car parking spaces or more: 1 bay for each disabled employee plus 4% of total capacity.

7. Green Transport Plans

- 7.1 The District Council has published guidelines for Green transport Plans. These guidelines provide advice about how organisations manage, monitor and evaluate the travel needs of their staff and encourage through an agreed programme, a shift from car based travel to environmentally friendly alternatives such as walking, cycling and public transport. This policy is consistent with and complementary to the achievement of the objectives of the car parking standards. In particular, the guidelines for Green Transport Plans set a clear target for modal shift and parking standards can play a useful role in achieving this.

7.2 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 less 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 character of the area and on highway safety. Such measures and targets should be in accordance with the requirements of the guidelines on Green Transport Plans set out in the Planning Practice Notes of the Council. A judgement on the specific measures of any plan would be made based on the following factors:

- the nature of the built environment
- on street parking capacity
- the nature and width of the road network
- the level of traffic in the area
- accessibility to services and facilities by means other than the car
- the trip generation rates of the proposed development
- the impact on access and amenities of nearby residents.

7.3 In Stratford-upon-Avon, a new methodology has been adopted to secure developer contributions towards sustainable transport schemes. This will apply to residential developments of 5 dwellings or more and commercial development of 250sq.m floorspace. Elsewhere, contributions will be based on the individual merits of the proposals. For the purpose of applying the new methodology for calculating developer contributions, Stratford-upon-Avon is defined by the settlement boundary of Stratford together with the allocations identified in the Inset Map 1.1 as amended in the second Deposit Draft of the Local Plan Review.

8. Design standards for car parking

Policy DEV.1 of the Local Plan Review stresses the need for development proposals to contribute to the character and quality of the local area through the layout and design of buildings. The Stratford-on-Avon District Design Guide which was published in April 2001 provides detailed advice for the design and layout of parking spaces. The following points should be fully considered:

- The position of parking within development will depend on the plot types used and the building types within the plot. The position and character of the street as a whole is a further consideration and constraint.
- If parking is accommodated within the plot, it should be placed within, beside or behind the plan outline of the main building.
- Garaging that is integral with the main house should not project forward of the main façade of the house. Preferably it should be flush with or set back from the main front.
- With terraced plots, the entrance might be through a gap between houses or a carriageway with building over. It is also essential that there is sufficient overlooking of the parking area from the houses.
- Particular solutions should be appropriate to the position within the settlement and street and should start with examples found in similar circumstances in the settlement in which the development takes place.
- Generally speaking, the dimensions of a car parking space shall be 4.8m x 2.4m. 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.
- Parking spaces alongside a wall or fence should be 3m wide. Parking spaces between walls or fences should be 3.5m wide.
- Single garages shall have minimum internal dimensions of 3m wide and 5.5m long.

- Parking areas can be unattractive unless they are well landscaped. Consideration should be given to subdivision of large parking areas by low walls or planting between bays, screening car park boundaries by tree planting, walls or fences, use of different surfacing materials to break up large areas and to make out pedestrian ways. Full landscaping details should be submitted with all detailed planning applications.
- In new developments there is an opportunity for on-street parking bays to be incorporated into the overall width of the street. Also, the creation of home zones could be carefully considered to create a safe and an attractive environment for all users of the street. Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle) being accommodated.
- The above set of principles, together with any other relevant policies and documents of the District Council such as the District Design Guide will set the framework for designing the layout of parking spaces.

9 Monitoring of the Parking Standards

The parking standards are driven by their overall objectives. In order to ensure that the objectives of the standards are being achieved, it is vital that there is an in-built monitoring mechanism to measure its performance. Also, there are a number of transport schemes whose implementation will impact upon the demand and supply of parking spaces. A key example is the introduction of park and ride facilities in Stratford town. Data from the development control system and other survey data will be used to assess the effectiveness of the standards. The need for a review will be assessed every three years. These assessments will determine any future review of the standards and how it should be reviewed.

SECTION 2

This section sets out detailed **maximum** parking standards for the broad classes of uses.

THE CAR PARKING STANDARDS/JUSTIFICATION - MAXIMUM PARKING STANDARDS

USE CLASS A1 - SHOPS

- **District-wide Standards**

Customers

Shops	- food	1 space per 14sq.m
	- non food	1 space per 20sq.m

Staff

1 space per 100sq.m

- **Specific Standards for Central Area Stratford-upon-Avon**

Customers

Shops	- food	1 space per 50sq.m
	- non food	1 space per 50sq.m

Staff

1 space per 100sq.m

Adequate provision should be made in all cases for the parking and turning of service vehicles delivering goods to the premises.

Justification

PPG13 recommends 1 space per 14sq.m for food retail and 1 space per 20sq.m for non-food retail over a threshold of 1000sq.m. These standards will apply district-wide except for developments in the Central area of Stratford-upon-Avon where more stringent standards are introduced to reflect the relatively high level of public transport accessibility to facilities and services, other transport infrastructure and the unique transport and parking problems of the town.

USE CLASS A2 - FINANCIAL AND PROFESSIONAL SERVICES

This includes such as Banks, Estate Agents, Solicitors, Betting Shops.

- **Standards apply to staff and customers**

Standard for Central Area Stratford-upon-Avon	1 space per 25sq.m
District-wide standards	1 space per 20sq.m

Justification

PPG13 does not provide guidance for this Use Class. However, there is evidence to suggest that these types of uses tend to be located mainly at the central area of the main rural centres where public transport infrastructure is relatively available. It is intended that the existing standards be retained as maximum standards. It is anticipated that any additional demand for parking could be met through measures to improve alternative modes of travel.

USE CLASS A3 - FOOD AND DRINK

The description of Class A3 has changed to reflect the new definition in the Use Classes Order. The new description is Restaurants and cafes (ie. places where the primary purpose is the sale and consumption of food and light refreshment on the premises). This excludes internet cafes which are now A1.

- **Standards**

Customers

Restaurants/cafes	1 space per 5sq.m
-------------------	-------------------

The standards relate to the floor area of customer space and excludes spaces such as offices, kitchens, stores and toilets.

Staff

1 space per staff member

Justification

The standards are adapted from the previous standards.

USE CLASS A4 PUBLIC HOUSE, WINE BAR OR OTHER DRINKING ESTABLISHMENTS (IE. PREMISES WHERE THE PRIMARY PURPOSE IS THE SALE AND CONSUMPTION OF ALCOHOLIC DRINKS ON THE PREMISES)

● **Standards**

Customers	1 space per 5 sq.m
Staff	1 space per staff

USE CLASS A5 TAKE-AWAY (IE. PREMISES WHERE THE PRIMARY PURPOSE IS THE SALE OF HOT FOOD TO TAKE AWAY)

● **Standards**

Customers	1 space per 14 sq.m
Staff	1 space per staff

USE CLASS B1 - BUSINESS USE - STANDARDS APPLY TO STAFF PLUS VISITORS

This includes offices (other than a use within Use Class A2), research and development businesses, light industrial processes which can be carried out in residential areas without detriment to the amenity of that area by reason of noise, vibration, smell etc. (including ancillary office space).

● **Standards**

Development of up to 1000sq.m (including offices Of up to 100sq.m).	1 space per 30sq.m
Development over 1000sq.m (including offices of up to 100sq.m)	1 space per 40sq.m

● **Specific Standards for *Central Area of Stratford-upon-Avon***

Development of up to 1000sq.m (including offices of up to 100sq,m)	1 space per 50sq.m
Development over 1000sq.m (including ancillary office space)	1 space per 100sq.m

Justification

These standards have been adapted from PPG13 and the previous parking standards. The previous parking standards for this Use Class were generally within the requirements of PPG13. A transport assessment and a Travel Plan will be required as part of any development proposal deemed to have significant traffic impacts in accordance with the requirements of PPG13 and the District Council's guidelines on Green Commuter Plans. Specific standards are set for the central area of Stratford to reflect the transport problems of the area and the relative availability of public transport infrastructure.

USE CLASS B2 - GENERAL INDUSTRIAL

● **Standards**

Industrial and ancillary floorspace up to 200sq.m (including offices up to 100sq.m)	1 space per 30sq.m
Additional floorspace between 200sq.m and 1000sq.m	1 space per 40sq.m
Additional floorspace over 1000sq.m	1 space per 60sq.m
Ancillary office space over 100sq.m within an industrial building)	1 space per 30sq.m

Justification

As Use Class B1 above (except that PPG13 does not provide guidance for B2 use. However the principles of PPG13 equally apply)

USE CLASS B8 - STORAGE OR DISTRIBUTION

• Standards

Warehousing and ancillary floorspace up to 200sq.m (including office floorpace)	1 space per 30sq.m
Additional floorspace above 200sq.m	1 space per 100sq.m

Justification

These standards have been adapted from the principles established in PPG13 and the previous parking standards. The previous standards met the requirements of PPG13.

USE CLASS C1

This includes hotels, motels, boarding or guesthouses.

• Standards

- | | |
|--|---|
| a. Hotels, motels, boarding or guest houses | |
| Resident staff (to meet operational need only) | 1 space per staff member |
| Resident guest | 1 space per 1 bedroom |
| b. Hostels | 1 space per staff member plus
1 space per 10 occupants |
| Specific Standards for Stratford-upon-Avon
plus | 1 space per staff member
1 space per 15 students |

USE CLASS C2 - RESIDENTIAL INSTITUTIONS

This includes accommodation for people in need of care such as nursing homes for the elderly, hospitals and residential school, college or training centre.

• Standards

- | | |
|---|---|
| a. Accommodation for people in need of care | 1 space per member of staff plus
1 space per 4 residents |
| b. Hospitals | |
| Medical/administrative staff | 1 space per member of staff |
| Ancillary staff | 1 space per 3 members of staff |
| Visitors | 1 space 2 bed spaces |
| Clinic and outpatients departments | 1 space per 5sq.m |
| c. Residential school, college or training centre | |
| Teaching, technical and administrative staff | 1 space per member of staff |
| Other ancillary staff | 1 space per 3 members of staff |
| Visitors | 1 space per 15 members of staff |
| College and training centres | 1 space per 15 students |
| The standard for students relates to the total number of students attending the college or training centre. | |

Justification

These standards seek to ensure that the needs of key workers are taken into account. The previous standards have effectively worked to ensure that the character of the locality is not compromised. These standards will continue to apply but as maximum standards. Most of the above uses tend to be located in the main urban and rural centres where public transport facilities are relatively available. It is anticipated that any additional demand for parking due to this change could be met through measures to improve alternative modes of travel.

Standards for college, students and training centres are adapted from PPG13.

USE CLASS C3 - DWELLING HOUSES

This include dwellings use as a dwelling house whether or not as sole main residence, by a single person or people living together as family and by not more than 6 residents living together as a single household.

● Standards

a. Dwellings - District-wide Standards

Up to three bedroom dwellings	2 spaces
4 bedroom dwellings or over.	3 spaces
Specific Standards for Stratford-upon-Avon Central Area (defined by the attached Plan A)	1.25 space per dwelling
Rest of Stratford-upon-Avon	
Up to three bedroom dwellings	1.5 spaces per dwelling
4 bedroom dwellings or over	2 spaces per dwelling

b. Self-contained dwellings to accommodate the active elderly

Residents	1 space per unit
Visitors	1 space per 10 units.

c. Very sheltered housing for the frail

Elderly, incorporating full warden coverage and communal facilities

Warden	1 space per resident warden
Non-resident staff	1 space per 2 members of staff
Visitors	1 space 5 units

Where 1.5 or 1.25 spaces per unit is applied, it will be applied as an average on a site by site basis. For developments of single dwellings, this can be rounded up or down to 2 spaces or 1 space depending on the location, existing transport problems and the character of the area.

By parking space for residential development, a garage space constitutes parking space(s). In addition, an access to a garage may also be counted as a parking space provided that the clearance between the face of the garage and the highway boundary is a minimum of 5.5 metres. Where no garage is provided and the space abuts a wall this clearance may be reduced to 5.0 metres.

Justification

PPG3 provides guidance on parking standards for residential development. It emphasises that development with more than an average of 1.5 off street car parking spaces per dwelling are unlikely to accord with the government's objective of securing sustainable residential environments. Fewer parking spaces will be required than the previous standards for residential development. However, the District Planning Authority takes the view that it is appropriate for these standards to be introduced in Stratford-upon-Avon. Stratford-upon-Avon has a higher level of public transport infrastructure. Its key facilities and services are relatively very accessible to alternative means of transport other than the private car. There are significant number of key proposals in the pipeline to improve the general parking situation in the town. Besides, the transport problems of the town is unique compared to the rest of the district and there is a consensus among the general public about the need to do something about it. So clearly, there is justification for a different approach to be applied in Stratford.

USE CLASS D1 - NON-RESIDENTIAL INSTITUTIONS

• Standards

- | | |
|---|--|
| a. Consulting rooms such as Doctor's, Dentists and Vets including separate rooms used by visitors or other specialists, | 1 space per consulting room plus
1 space per 10 patients |
| b. Creche, day nursery and day centre | 1 space per 2 members of staff
plus 1 space per 10 persons
attending to be reserved for setting
down and picking up |
| c. Education centres
Teaching, technical and administrative staff | 1 space per 2 members of staff plus
1 space per 4 ancillary staff/ visitors |
| d. Students | 1 space per 15 students |
| Note - | Provision should also be made for the setting down and picking up of children,
by coach where appropriate for ALL educational facilities. |
| e. Art galleries, museums and libraries | 1 space per 30sq.m |
| f. Public halls, exhibition halls, places of worship | 1 space per 10sq.m |

Justification

Standards are adapted from the principles set out in PPG13 and the previous parking standards.

USE CLASS D2 - ASSEMBLY AND LEISURE

• Standards

- | | |
|--|---|
| Cinemas, conference facilities, concert halls,
bingo halls, casino, dance halls | |
| Staff | 1 space per 3 members of staff |
| Customer | 1 space per 5 seats |
| Golf Courses | 4 spaces per hole |
| Other Uses under Class D2 | 1 space per 22sq.m plus
1 space per 3 members of staff |

Justification

Adapted from PPG13 and the previous parking standards.

SECTION 3

SUMMARY OF CAR PARKING STANDARDS

Use Class	Description of Land Use	District-wide car parking standards	Specific standards for Stratford-upon-Avon
A1	Shops - Customers - Food - Non - Food - Staff	1 space per 14sq.m 1 space per 20sq.m 1 space per 100sq.m	1 space per 50sq.m 1 space per 50sq.m 1 space per 100sq.m (standards apply to Central Area of Stratford only)
A2	Financial and Professional Services	1 space per 20sq.m	1 space per 25sq.m (standards apply to Central Area of Stratford only)
A3	Pubs, clubs, restaurants, roadside restaurants - Customers - Staff	1 space per 5sq.m 1 space per staff	
A4	Public house, wine bar or other drinking establishments (ie. premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises) - Customers - Staff	1 space per 5 sq.m 1 space per staff	
A5	Take-away (ie. premises where the primary purpose is the sale of hot food to take away) - Customers - Staff	1 space per 14 sq.m 1 space per staff	
B1	Development of up to 1000sq.m (including ancillary office space up to 100sq.m) Development over 1000sq.m (including ancillary office space up to 100sq.m)	1 space per 30sq.m 1 space per 40sq.m	1 space per 50sq.m (Central Area only) 1 space per 100sq.m (Central Area only)
B2	Industrial and ancillary floorspace up to 200sq.m (including offices up to 100sq.m) Additional floorspace between 200sq.m and 1000sq.m Additional floorspace over 1000sq.m Ancillary office space over 100sq.m within an industrial building	1 space per 30sq.m 1 space per 40sq.m 1 space per 60sq.m 1 space per 30sq.m	

Use Class	Description of Land Use	District-wide car parking standards	Specific standards for Stratford-upon-Avon
B8	Storage or Distribution Warehousing and ancillary floorspace up to 200sq.m (including office floorspace) Additional floorspace above 200sq.m	1 space per 30sq.m 1 space per 100sq.m	
C1	Hotels, motels, boarding houses Resident staff (for operational need only) Resident guest Hostels	1 space per staff 1 space per bedroom 1 space per staff plus 1 space per 10 occupants	1 space per staff plus 1 space per 15 occupants
C2	Residential institutions: Accommodation for people in need of care Hospitals : Medical/administrative staff Ancillary staff Visitors Clinic and outpatients department Residential school, college and training centre: Teaching, technical and administrative staff Other ancillary staff Visitors College and training centres	1 space per staff plus 1 space per 4 residents 1 space per staff 1 space per 3 staff 1 space 2 bed spaces 1 space per 5sq.m 1 space per staff 1 space per 3 members of staff 1 space per 15 members of staff 1 space per 15 students	
C3	Dwelling: Up to 3 bedroom dwellings 4 bedroom and more Self-contained dwellings to accommodate the active elderly: Residents Visitors Very sheltered housing for the frail elderly, incorporating full warden coverage and communal facilities: Warden Non-residents Visitors	2 spaces per unit 3 spaces per unit 1 space per unit 1 space per 10 units 1 space per resident warden 1 space per 2 members of staff 1 space per 5 units	1.5 spaces per unit 2 spaces per unit 1.25 space per unit for development in the central area of Stratford

Use Class	Description of Land Use	District-wide car parking standards	Specific standards for Stratford-upon-Avon
D1	<p>Consulting rooms such as Doctors, Dentist, Vets (including separate rooms used by health visitors or other specialists)</p> <p>Creche, day nursery and day centre</p> <p>Education centres, teaching, technical and administrative staff</p> <p>Students</p> <p>Note: provision should also be made for the setting down and picking up children, by coach where appropriate for ALL educational facilities.</p> <p>Art galleries, museums, libraries</p> <p>Public halls, exhibition halls,</p>	<p>1 space per consulting room plus 1 space per 10 patients (daily average)</p> <p>1 space per 2 members of staff</p> <p>1 space per 2 members of staff</p> <p>1 space per 15 students</p> <p>1 space per 30sq.m</p> <p>1 space per 10sq.m places of worship</p>	
D2	<p>Assembly and Leisure: Cinemas, conference concert halls, bingo halls, casino, dance halls</p> <p>Staff</p> <p>Customers</p> <p>Golf Courses</p> <p>Other uses under Class D2</p>	<p>1 space per 3 staff</p> <p>1 space per 5 seats</p> <p>4 spaces per hole</p> <p>1 space 22sq.m plus 1 space per 3 members of staff</p>	

OTHER USES

(Not contained within the Town and Country Planning (Use Class) Order 1987

Use	Standard	Justification
Stadia	1 space per 15 seats - Transport Assessment and Travel Plan will be required	Adapted from PPG13
Theatre	1 space per 3 members of staff 1 space per 5 customer seat 1 space per 10sq.m dressing room space	Adapted from PPG13
Caravan sites: Residential sites/mobile homes	1 space per caravan	Adapted from previous standards
Transit or static holiday site	1 space per caravan	
Visitors	1 space per 5 pitches	
Garden Centres: Internal/external display areas	1 space per 50sq.m	Adapted from previous standards

Use	Standard	Justification
Marinas	1 space per 2 mooring berths	New standard based on good practice
Taxi or vehicle hire registered cars	1 space per permanent member of staff plus 1 space per 5	New standard based on good practice
Garages and service stations, tyre and exhaust centres: Staff Customers	1 space per 50sq.m for staff 1 space per 25sq.m for storage/workshop areas and parts departments 1 space per 100sq.m for car display area	Adapted from the previous standards

SECTION 4

1. Cycle Parking Standards

This section sets out **minimum** cycle parking standards for the broad classes of uses.

- 1.1 The District Council has an adopted Parking Strategy for Stratford-upon-Avon. The Strategy emphasises the following key relevant objectives:
- to use the management of parking as one of the essential tools to influence a shift in the mode of travel to environmentally friendly alternatives such as walking, cycling and public transport, thereby cutting down the levels of pollution and congestion and meeting the travel needs of all sections of the community;
 - to create a safe, clean and welcoming environment, particularly in the town centre, which gives priority to the pedestrian, cyclists, public transport and the car in that order.
- 1.2 These objectives are equally applicable to the rest of the District, in particular, the main rural centres.
- 1.3 The Warwickshire Local Transport Plan set a target to double cycle use in the major urban areas by 2006 and double it again by 2011 from a base of 1.8% of total trips in 2000.
- 1.4 The provision of convenient secured cycle parking and associated facilities is critical to attracting a modal shift to cycling from car journeys over shorter distances thereby assisting in meeting the above objectives and targets.
- 1.5 Developers will also need to demonstrate that they have considered additional needs for cyclists such as lockers, changing rooms and shower facilities etc.
- 1.6 The standards set out below represents minimum cycle parking standards. This approach is in line with the requirements of PPG13.
- 1.7 There is no previous cycle parking standards for the District. There is also limited guidance in PPG13 on cycle parking standards. The cycle parking standards is therefore formulated based on best practice examples available and other useful sources of data such as the census data.

Use Class	Description of Land Use	Minimum Cycle Standards
A1	Shops - Food Non-food	1 space per 200sq.m 1 space per 200sq.m (for staff and customers)
A2	Financial and professional services	1 space per 200sq.m (for staff and customers)
A3, A4 & A5	Food and Drinks	1 space per 60sq.m (excluding associated residential accommodation)
B1	Business use	1 space per 200sq.m
B2	General industrial	1 space per 500sq.m
B8	Storage and distribution	1 space per 1000sq.m
C1	Hotels, boarding and guest houses	1 space per 5 staff 1 space per 10 guest rooms 1 space per 60sq.m for restaurant/entertainment area
C2	Residential institutions Hospitals Residential schools, colleges, halls of residence or training centres	1 space per 5 staff 1 space per 5 staff plus 1 space per 30 bed spaces 1 space per 10 students

Use Class	Description of Land Use	Minimum Cycle Standards
C3	Dwelling houses	1 space per 2 flats
D1	Non-residential institutions: Consulting rooms Creche/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 200sq.m for visitors 1 space per 5 staff plus 1 space 3 students 1 space per 15 staff plus 1 space per 60sq.m 1 space per 10 seats
D2	Assembly and leisure (cinemas, theatres, bingo, concert halls, swimming baths, leisure centres or other indoor sports) Park and Ride Public car parks Camping sites Garden centres Marinas	1 space per 5 staff plus 1 space per 100sq.m 1 space per 10 car parking spaces 1 space per 10 car parking space 1 space per 5 staff plus 1 space per 10 pitches 1 space per 200sq.m for staff and customers 1 space per 10 moorings

2. Design and Layout of Cycle Parking

- 2.1 Cycle parking should be conveniently located within developments, particularly near to the entrance of buildings. It should be well-lit, well-signed, fully secured, weather protected and not hidden out of sight.
- 2.2 As a general guide, the Sheffield stands or cycle lockers are a good example of acceptable types of cycle parking. However, the Council will be prepared to consider any innovative types that satisfies the above principles.
- 2.3 Stands that grip only the front wheel are not suitable, as they do not provide adequate support or security.

SECTION 5

A SCHEDULE OF NEW AND PREVIOUS CAR PARKING STANDARDS

SUMMARY OF CAR PARKING STANDARDS

Use Class	Description of Land Use	New Districtwide car parking standards (max)	Previous District wide car parking standards (min)	New Specific standards for Stratford-upon-Avon
A1	Shops: - Customers - Food - Non - Food - Staff	1 space per 14sq.m 1 space per 20sq.m 1 space per 100sq.m	Up to 2000sq.m: Comm. Areas - 1 per 50sq.m Outside Comm. Areas - 1 per 25sq.m Over 2000sq.m: Comm. Areas - 1 per 25sq.m Outside Comm. Areas - Food - 1 per 10sq.m - Non-food - 1 per 25sq.m	1 space per 50sq.m 1 space per 50sq.m 1 space per 100sq.m (standards apply to Central Area of Stratford only)
A2	Financial and Professional Services	1 space per 20sq.m	1 space per 20sq.m	1 space per 25sq.m (standards apply to Central Area of Stratford only)
A3	Restaurants, cafes - Customers - Staff	1 space per 5sq.m 1 space per staff	1 space per 5sq.m 1 space per staff	
A4	Public house, wine bar or other drinking establishments (ie. premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises) - Customers - Staff	1 space per 5 sq.m 1 space per staff		
A5	Take-away (ie. premises where the primary purpose is the sale of hot food to take away) - Customers - Staff	1 space per 14 sq.m 1 space per staff		

Use Class	Description of Land Use	New Districtwide car parking standards (max)	Previous District wide car parking standards (min)	New Specific standards for Stratford-upon-Avon
B1	Office, studio research and development Light industrial (including ancillary office space upto 100sq.m Additional floor-space between 200sq.m and 1000sq.m Additional floor-space over 1000sq.m	Standards for B1 use have been rationalised. See Sections 2 and 3	1 space per 20 sq.m 1 space per 20sq.m 1 space per 40sq.m 1 space per 60sq.m	Standards for B1 use for the Central area of Stratford have been rationalised. See Section 2 and 3.
B2	Industrial and ancillary floor-space up to 200sq.m (including offices up to 100sq.m) Additional floor-space between 200sq.m and 1000sq.m Additional floor-space over 1000sq.m Ancillary office space over 100sq.m within an industrial building	1 space per 30sq.m 1 space per 40sq.m 1 space per 60sq.m 1 space per 30sq.m	1 space per 20sq.m 1 space per 40sq.m 1 space per 60sq.m 1 space per 30sq.m	
B8	Storage or Distribution: Warehousing and ancillary floorspace up to 200sq.m (including office floorspace) Additional floor-space above 200sq.m	1 space per 30sq.m 1 space per 100sq.m	1 space per 20sq.m 1 space per 100sq.m	
C1	Hotels, motels, boarding houses Resident staff Resident guest Hostels	1 space per staff 1 space per bedroom 1 space per staff plus 1 space per 10 occupants	1 space per staff 1 space per 2 bedrooms 1 space per bedroom 1 space per staff plus 1 space per 6 occupants	1 space per staff 1 space per bedroom 1 space per staff plus per 15 occupants

Use Class	Description of Land Use	New Districtwide car parking standards (max)	Previous District wide car parking standards (min)	New Specific standards for Stratford-upon-Avon
C2	Residential institutions: Accommodation for people in need of care Hospitals : Medical/administrative staff Ancillary staff Visitors Clinic and out-patients department Residential school, college and training centre: Teaching, technical and administrative staff Other ancillary staff Visitors College and training centres	1 space per staff plus 1 space per 4 residents 1 space per staff 1 space per 3 staff 1 space 2 bed spaces 1 space per 5sq.m 1 space per staff 1 space per 3 members of staff 1 space per 15 members of staff 1 space per 15 students	1 space per staff plus 1 space per 4 residents 1 space per staff 1 space per 3 staff 1 bed space 1 per 5sq.m 1 space per staff 1 space per 3 members of staff 1 space per 10 members of staf 1 space per 2 students	
C3	Dwelling: Up to 3 bedroom dwellings 4 bedroom and more Self-contained dwellings to accommodate the active elderly: Residents Residents Visitors	2 spaces per unit 3 spaces per unit 1 space per unit 1 space per unit 1 space per 10 units	Up to 75sq.m - 2 per unit 75sq.m - 120sq.m - 3 per unit 120sq.m or more - 4 per unit 1 space per unit 1 space per unit 1 space per 5 unit	1.5 spaces per unit 2 spaces per unit For all development in the Central area of Stratford - 1.25 space per unit

Use Class	Description of Land Use	New Districtwide car parking standards (max)	Previous District wide car parking standards (min)	New Specific standards for Stratford-upon-Avon
	Very sheltered housing for the frail elderly, incorporating full warden coverage and communal facilities: Warden	1 space per resident warden	1 space per resident warden	
	Non-residents	1 space per 2 members of staff	1 space per 2 members of staff	
	Visitors	1 space per 5 units		
	Self-contained dwellings to accommodate the active elderly:			
	Residents	1 space per unit	1 space per unit	
	Residents	1 space per unit	1 space per unit	
	Visitors	1 space per 10 units	1 space per 5 unit	
	Very sheltered housing for the frail elderly, incorporating full warden coverage and communal facilities:			
	Warden	1 space per resident warden	1 space per resident warden	
	Non-residents	1 space per 2 members of staff	1 space per 2 members of staff	
	Visitors	1 space per 5 units		
D1	Consulting rooms such as Doctors, Dentist, Vets (including separate rooms used by health visitors or other specialists)	1 space per consulting room plus 1 space per 10 patients (daily average)	4 per consulting room	
	Creche, day nursery and day centre	1 space per 2 members of staff	1 per 2 staff	
	Education centres, teaching technical and administrative staff	1 space per 2 members of staff plus 1 space per 4 ancillary/visitors	1 per staff plus 1 space per 3 ancillary/visitors	

Use Class	Description of Land Use	New Districtwide car parking standards (max)	Previous District wide car parking standards (min)	New Specific standards for Stratford-upon-Avon
	Students	1 space per 15 students (provision should also be made for the setting down and picking up of children, by coach where appropriate)		
	Art galleries, museums, libraries	1 space per 30sq.m	1 space per 30sq.m	
	Public halls, exhibition halls, places of worship	1 space per 10sq.m	1 space per 5sq.m	
D2	Assembly and Leisure: Cinemas, conference concert halls, bingo halls, casino, dance halls			
	Staff	1 space per 3 staff	1 per 3 staff	
	Customers	1 space per 5 seats	1 per 3 seats	
	Performers	1 space per 10sq.m dressing room space	1 per 10sq.m dressing room space	
	Golf Courses	4 spaces per hole	1 space per hole	
	Other uses under Class D2	1 space 22sq.m plus 1 space per 3 members of staff		
	Leisure/sport centre, swimming bath			
	Staff		1 per 2 staff	
	Customers		1 per 10sq.m	
	Squash courts, tennis, badminton			
	Staff		1 per 2 staff	
	Customers		2 per court	
	Playing field/ team games areas		1 per 2 team members present at busiest time	

OTHER USES**(Not contained within the Town and Country Planning (Use Class) Order 1987**

Use	Standard	Justification
Stadia	1 space per 15 seats - Transport Assessment and Travel Plan will be required	Adapted from PPG13
Theatre	1 space per 3 members of staff 1 space per 5 customer seat 1 space per 10sq.m dressing room space	Adapted from PPG13
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	Adapted from previous standards
Garden Centres: Internal/external display areas	1 space per 50sq.m	Adapted from previous standards
Marinas	1 space per 2 mooring berths	New standard based on good practice
Taxi or vehicle hire	1 space per permanent member of staff plus 1 space per 5 registered cars	New standard based on good practice
Garages and service stations, tyre and exhaust centres: Staff Customers	1 space per 50sq.m for staff 1 space per 25sq.m for storage/workshop areas and parts departments 1 space per 100sq.m for car display area	Adapted from the previous standards



Location : Parking Standards Central Area of Stratford-upon-Avon

Parish : Stratford

Scale 1:10000



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APPENDIX 1.

SUSTAINABILITY APPRAISAL OF SUPPLEMENTARY PLANNING DOCUMENT

CAR AND CYCLE PARKING STANDARDS FOR STRATFORD-ON-AVON DISTRICT

1. Introduction

- 1.1 At the core of the need to carry out a sustainability appraisal (SA) of Local Plan Documents (LPD) and Supplementary Planning Documents (SPD) is the fundamental objective of the planning system to facilitate the delivery of the government's planning policy objective of achieving sustainable development. The quality of life in a particular area has a significant impact on its environmental quality. Although this notion is not entirely new in global social theories, an aspect of it which is new in western societies and which is giving cause for concern is the rapid pace with which it is becoming spatially distinct. This tendency has been exacerbated by the fact that some communities are unable to defend themselves from the environmental impacts of certain planning policies and proposals and the less emphasis that the planning system has been giving to social purposes, which were in fact the original foundation of the planning system. Sustainable development and the objectives it seeks to achieve give us the opportunity to revisit some of the original principles of social equity, the management of economic impacts, and proper mitigation of the environmental consequences of development. The shift in ethos of the planning system from land use planning to spatial planning provides a useful platform for the planning system to contribute significantly towards sustainable development.
- 1.2 However, it is often very difficult to balance the potential tensions that might exist between social, economic and environmental objectives. Sustainability Appraisals are a means for ensuring that a good balance is achieved between the three dimensions of sustainable development. It enables a critical assessment of each policy or proposal and the contribution they make towards sustainable development. It also enables weaknesses in plans to be identified and mitigation measures introduced to make them as sustainable as they could possibly be. More importantly, it enables these considerations to be taken into account at the early stages of the development plan process.
- 1.3 Sustainability Appraisal of Development Plan Documents and Supplementary Planning Documents is a requirement of the Planning and Compulsory Purchase Act of 2004. This is separate from the European Union Directive 2001/42/EC (SEA Directive), which require an assessment of the effects of certain plans and programmes on the environment. The key purpose of this European Directive is to provide adequate protection for the environment and contribute to the integration of environmental considerations into the preparation of plans and programmes.
- 1.4 The overall goal of the Stratford-on-Avon District Local Plan Review is "to make a significant contribution to the United Kingdom's (UK) sustainable development strategy by meeting the social and economic needs of communities throughout Stratford-on-Avon District whilst maintaining effective protection of the environment and ensuring the prudent use of resources". This goal acknowledges the important role that the Local Plan can play in supporting the socio-economic needs of local communities and promoting sustainable development.
- 1.5 The Revised Local Plan has already undergone a thorough Sustainability Appraisal as part of its preparation. The appraisal was independently verified to ensure its objectivity and the soundness of its approach. It was therefore an influential piece of work in defining the social, economic and environmental objectives of the plan.

In preparing the sustainability appraisal, the Council was concerned to ensure that the provisions of the SEA Directive had been met. Although it was not a requirement at the time to carry out a sustainability appraisal of the Local Plan, the Council did undertake a sustainability appraisal of the Plan. It did so because it had recognised that the concept of sustainable development encompasses a far broader agenda than just the consideration of environmental issues. It is however fair to say that much effort was not shown to demonstrate that the appraisal was rooted in a sound evidence base. It is important to stress that at the time the provision of such evidence base to justify the issues to be addressed was not a requirement of the appraisal methodology.

- 1.6 The methodology for carrying out sustainability appraisals and the evidence base required has moved on since and it is expected that the Local Development Framework will take that on board.
- 1.7 In clarifying the operational details of some of the policies of the Local Plan in order to manage the supply of parking in the District, the Council has prepared a Supplementary Planning Document – Car and Cycle Parking Standards for Stratford-on-Avon District. This Sustainability Appraisal Report is an integral part of this Car and Cycle Parking Standards SPD.

2. Summary and key objectives of the Car and Cycle Parking Standards

- 2.1 The demand and supply of parking are a growing concern in the District, particularly in Stratford-upon-Avon. There is a high level of car ownership and car use in the District. The District continues to attract investment and a significant number of tourists. There are a significant number of local plan allocations yet to come forward. The traffic pressures associated with the above are also of significant concern to all sections of the community. The management of parking to cope with the above is a critical issue. However, there is no doubt that different user groups, individuals, and different types of development have different parking needs. The Parking Standards have been prepared to reflect these varied needs. The parking standards are also in line with the provisions of Planning Policy Guidance (PPG) Notes 13 and are therefore maximum parking standards. The policy basis for the parking standards is Policy DEV.5 of the Local Plan Review and guided by the framework for applying car parking standards set out in Annex 4 of the Local Plan Review. Policy DEV.5 has already been through a thorough sustainability appraisal as part of the preparation of the Local Plan Review and its outcome taken into account in formulating the final policy.
- 2.2 The Parking Standards sets out **7 key objectives** and they include:
 - 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 environmentally friendly 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
 - to strike a balance between the provision of adequate car parking to serve the development and the need to avoid highway danger.

For the purpose of this sustainability appraisal, these objectives have been assessed to see how well they assist in delivering the key objectives of the Local Plan Review and its overall aim of achieving sustainable development. The matrix in Tables 2 and 3 shows the outcome of this assessment.

3. Baseline Information and Trends to justify this SPD

- 3.1 The District comprises of about 250 towns and villages spread over an area of 979 sq.km making it the largest District by area in Warwickshire. Public transport is relatively limited particularly in the rural parts of the District. The District has a population of 111,484 people. Unemployment rate is about 1.2% compared to UK average of 2.5%. A high degree of its residents are highly educated. About 70.4% of workers travel to work by car. Average household income of about £29,600 is above the national average of £26,200. In 2001, there were about 48,659 homes. Half the households have 2 or more cars. The combination of these factors and the healthy economy of the District together with attractive environment provide a recipe for significant pressure on parking in the District. This pressure is likely to continue unless we effectively manage its supply/demand. For example, there are about 9 public car parks that are operated by the District Council in Stratford-upon-Avon with a total capacity of about 2413 spaces. There are currently 1066 pay and display on-street car parking bays in Stratford. There is also a 720 space park and ride at the north of the town. This provides the potential to effectively manage the supply of parking associated with business uses than it has been in the past.
- 3.2 The Local Plan Review and the Annual Monitoring Report provides a full account of the present supply of housing and employment land in the District. There is no doubt that parking associated with these developments need to be carefully managed. This SPD is designed to offer a balanced control between the needs of development and the sustainability objectives of the District Local Plan Review.
- 3.3 It is also important to stress that whilst aiming for maximum parking standards, the SPD also aims to vary the standards between Stratford town and the rest of the District and between various uses to ensure that parking is designed to meet the needs of particular locations and uses.
- 3.4 The parking standards introduces for the first time standards for cycle provision in the District. There is now a dedicated motorcycle parking in Stratford. The objective is to encourage the use of sustainable transport modes such as cycling and also to provide for all types of users such as the motorcyclists.

4. Sustainability Appraisal Process

- 4.1 Ideally, the Office of the Deputy Prime Minister's (ODPM) guidance on sustainability Appraisal of Regional Spatial Strategies and Local Development Documents published in November 2005 sets out five key stages for the preparation of sustainability appraisals of SPDs. This include:
- setting the context and objectives, establishing the baseline and deciding on the scope;
 - developing and refining options and assessing effects;
 - preparing the sustainability appraisal report;
 - consulting on Draft SPD and Sustainability Appraisal Report;
 - monitoring the significant effects of implementing the SPD.

The interrelationship between the preparation of SPD and the SA process is set out in Figure 1 below.

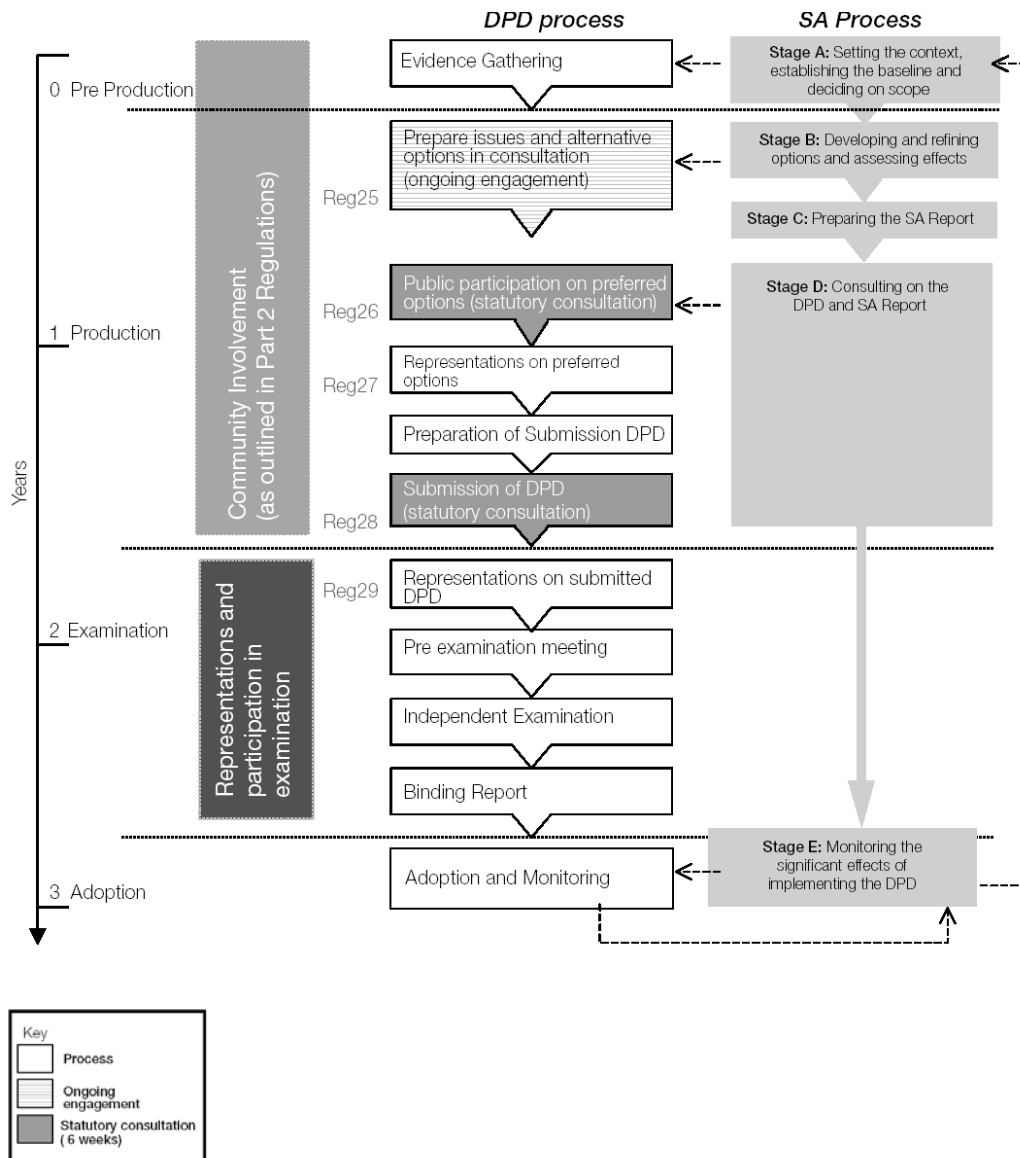


Figure 1

4.2 However, the provisions of the ODPM guidance allow scope for specific exemptions to be made for sustainability appraisal of SPDs that have no significant effects. A key question is whether an exemption would apply to this particular SPD. The Screening Flowchart provided by the ODPM to screen whether or not a plan or programme would require a sustainability appraisal had been applied to determine whether an exemption would apply to this SPD. It was concluded that a full sustainability appraisal would not be needed in this particular instance by reason of the fact that the SPD would have no significant social, economic and environmental effects beyond those already appraised in relation to Policy DEV.5 of the Revised Local Plan. The parking standards are only detailed interpretation of Policy DEV.5 and all its provisions are established within the context of the Policy. The SPD does not seek to make any additional policy requirements that are not clearly set out in Policy DEV.5. However, it is important to note that the parking standards is designed to achieve a clear set of objectives (see paragraph 2.2) and it is felt that for the purposes of the sustainability appraisal these objectives be assessed to see how well they assist in delivering the objectives of the Local Plan Review and its overall goal of achieving

sustainable development.

4.3 The Planning and Compulsory Purchase Act require the Local Planning Authority to produce a Sustainability Appraisal Report for all LDDs, including SPDs, regardless of whether there are likely to be any significant effects. Because the SPD had been judged not to require a full sustainability appraisal, the SA Report would concentrate of the following:

- Commentary of the sustainability effects of Policy DEV.5 of the Local Plan Review as established by the original sustainability appraisal of the Local Plan;
- Assessment of how well the objectives of the parking standards contribute towards the delivery of the objectives of the Local Plan Review;
- Assessments of how compatible the objectives of the parking standards are to the sustainability appraisal framework.

5. Commentary of the Sustainability Effects of Policy DEV.5 of the Local Plan Review.

5.1 The Policy basis for the parking standards is Policy DEV.5 of the Local Plan Review. Policy DEV.5 has undergone a thorough sustainability appraisal with an independent verification to assess the objectivity of the SA process. This section provides a commentary of the outcome of the appraisal, in particular, an assessment about how Policy DEV.5 contribute towards the achievement of social, economic and environmental objectives of the Plan. Table 1 summarises the effects of the policy when measured against the objectives of the Local Plan and the Plan’s overall goal of achieving sustainable development.

Table 1

Policies	Effect of Policy DEV.5 on Objectives of Plan	Effect of Policies DEV.5 on elements of sustainable development
DEV.5	Policy DEV.5 significantly assist in delivering the following Plan objectives – satisfying housing need, satisfying employment need, promoting alternative modes of transport, facilitating energy conservation and promote Stratford town centre. It could have potential negative impact on leisure that needs to be mitigated. This has been taken on board by promoting alternative modes of transport other than the use of private cars. For example, Policies COM.7, COM.8 and COM.9 seek to promote the use of public transport, walking and cycling.	The policy has significant positive impact on air quality, energy conservation and greater accessibility. It has neutral effects on all the other elements of sustainable development. There is no indication that the policy would have a negative effect on any of the elements of sustainable development.

6. Assessment of how well the objectives of the parking standards contribute to the achievement of the objectives of the Local Plan Review

6.1 An assessment is also made of how the implementation of the parking standards would assist in delivering the objectives of the Local Plan Review. This is essential to ensure that the objectives of the parking standards have a significant role in

assisting to deliver the Local Plan objectives, and where they are incompatible, to formulate appropriate mitigation measures to resolve them.

6.2 The manner in which the objectives of the parking standards contribute to achieving the objectives of the Local Plan Review will be measured as having either of the following with an assigned unique symbols:

- ++ Significant positive effect
- + Positive effect
- 0 No effect
- - Negative effect
- -- Significant negative effect.

For the avoidance of doubt, the objectives of the Local Plan Review are listed below:

7. Objectives of the Local Plan Review

- satisfy housing need
- satisfy employment need;
- secure high quality design;
- protect landscape character;
- to foster biodiversity;
- to protect historic heritage;
- alternative modes of transport;
- facilitate energy conservation;
- sustain water resources;
- assist rural diversification;
- stimulate rural centres;
- promote Stratford Town Centre;
- support sustainable tourism; and
- provide leisure opportunities.

The matrix in Table 2 below shows how the objectives of the parking standards are compatible with the objectives of the Local Plan Review.

Table 2 : Objectives of Local Plan Review/Objectives of Parking Standards compatibility matrix

	Reduce traffic congestion	Provide effective access to town centres	Improve economic viability of district	Promote alternative modes	Ensure safety in use of transport	Improve upon aesthetic quality	Avoid highway danger
Satisfy housing need	0	+	0	+	0	0	+
Satisfy employment need	+	+	+	+	0	0	+
Secure high quality design	0	0	0	0	0	0	+
Protect landscape character	0	0	0	0	0	0	0
Foster biodiversity	0	0	0	0	0	0	0
Protect historic heritage	+	0	0	0	0	+	+
Promote alternative modes of transport	++	+	0	++	+	0	0
Facilitate energy conservation	+	+	0	+	0	0	0
Sustain water resources	0	0	0	0	0	0	0
Assist rural diversification	0	0	+	0	0	0	0
Stimulate rural centres	+	++	+	0	0	+	0
Promote Stratford town centre	++	++	+	+	+	+	0
Support sustainable tourism	0	+	+	+	0	0	0
Provide leisure opportunities	0	0	0	0	0	0	0

8. Key conclusions from analysis of Table 2

8.1 There is no doubt that the successful implementation of the parking standards will assist in delivering most of the objectives of the Local Plan Review. In particular, it will significantly assist in encouraging the use of alternative transport modes other than the car, reduce energy consumption and improve the environment of Stratford town centre by reducing the level of congestion at the centre. There are other objectives of the Local Plan Review upon which the implementation of the parking standards would have a neutral impact. In particular, it would have no significant impact in sustaining water resources, fostering biodiversity, protecting the landscape and securing high quality design. It is also clear that the implementation of the parking standards would not lead to any demonstrable negative impacts in meeting the objectives of the Local Plan Review.

9. An assessment of the contribution that the objectives of the parking standards make towards achieving the Plan’s overall goal of sustainable development

9.1 An SA Framework has been developed as part of the preparation of the Core Strategy of the Local Development Framework to assess the sustainability of LPDs, including SPDs (see Table 3 below). The purpose of the SA Framework is to provide a consistent basis for describing, analysing and comparing the sustainability effects of the various DPDs and SPDs. The SA Framework also provides an indication of the objectives, which each element of the framework is seeking to achieve through the provisions of the various DPDs and SPDs. This framework has been used to assess the contribution that the parking standards make towards achieving sustainable development in the District. For the purpose of this report the Sustainability Appraisal Framework and the objectives that it seeks to achieve are set out below.

Table 3

THEME	OBJECTIVES
DEVELOPING THRIVING SUSTAINABLE COMMUNITIES	
Participation	Provide opportunities for communities to participate in and contribute to the decisions that affect their neighbourhoods and quality of life
Crime	Reduce crime, fear of crime and antisocial behaviour
Health	Improve health and reduce health inequalities by encouraging and enabling healthy lifestyles as well as protecting health and providing health services
Poverty	Tackle poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage
Access	Promote and improve access to services and opportunity, including education and lifelong learning, leisure, employment, health; and ensure that access is equitable, regardless of location, income, lifestyle or background
Culture & recreation	Improve opportunities to participate in the cultural and recreational activities that the District can offer
Housing	Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability for local needs, in clean, safe and pleasant local environments
Population	Balance the needs of local people and visitors, and establish the District as both a self-sufficient District for residents and a high quality place for visitors.
ENHANCE AND PROTECT THE ENVIRONMENT	
Environmental Assets	Value, enhance and protect the District’s environmental assets, including the natural and built environment and environmental heritage
Biodiversity	Value, enhance and protect biodiversity
Land use	Encourage development that optimises the use of previously developed land and buildings and creates high quality built environments incorporating high quality green space, design and encouraging biodiversity
Urban Development	Encourage urban development that improves the quality of the urban environment as a whole in order to stem the unsustainable decentralisation of people, jobs and other activities away from urban areas

THEME	OBJECTIVES
Stewardship	Encourage local stewardship of local environments
Pollution	Minimise/reduce air, water and soil pollution level and improve the quality of these features.
Flooding	Avoid, reduce and manage flood risk.
Climate change	Minimise and reduce the District's contribution to the causes of climate change while implementing a managed response to its unavoidable impacts
ENSURE PRUDENT AND EFFICIENT USE OF NATURAL RESOURCES	
Energy	Reduce overall energy use through increasing energy efficiency, and increase the proportion of energy generated from renewable sources
Conservation	Conserve use of natural resources such as water and minerals
Standards	Promote and ensure high standards of sustainable resource-efficient design, construction and maintenance of buildings
Planning	Ensure the location of development makes efficient use of existing physical infrastructure and helps reduce need to travel, especially by private car, allocate land for development in sustainable locations, and enhance the character of the District.
Transport	Encourage modal shift away from private car use and reduce the production of pollutants and congestion from transport while creating good accessibility for all people in the District
Waste	Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream
Local Sourcing	Encourage local sourcing of goods and materials, and rural economic growth.
DEVELOPING A FLOURISHING, DIVERSE AND STABLE ECONOMY	
Growth	Achieve sustainable economic growth and prosperity for the benefit of all the District's inhabitants
Employment	Create high quality employment opportunities suited to the changing needs of the local workforce, whilst recognising the value and contribution of unpaid work
Investment	Promote investment in future prosperity
Skills	Encourage ongoing investment and engagement in learning and skills development
Innovation	Encourage a culture of enterprise and innovation
Technology	Promote and support the development of new technologies, especially those with high value and low impact
Responsibility	Encourage corporate social and environmental responsibility, with local organisations and agencies leading by example
Tourism	Enhance the visitor experience and ensure Stratford in particular and the District as a whole establishes itself as a World Class place for tourists

The matrix in Table 4 shows how the implementation of the parking standards would help deliver sustainable development in the District.

Table 4 – Sustainability Appraisal Framework/objectives of parking standards Compatibility Matrix

	Reduce traffic congestion	Provide effective access to town centres	Improve economic viability of district	Promote alternative modes	Ensure safety in use of transport	Improve upon aesthetic quality	Avoid highway danger
crime	0	0	0	0	0	+	0
health	+	0	0	+	0	0	+
poverty	0	0	+	+	0	0	0
access	+	++	0	+	+	0	0
Culture and recreation	+	+	+	+	+	+	0
housing	0	+	0	+	0	0	0
population	0	+	+	+	0	0	0
Environmental assets	+	0	0	+	0	+	0
biodiversity	0	0	0	0	0	0	0
Land use	0	+	0	0	0	0	0
stewardship	0	0	0	0	0	0	0
pollution	+	+	0	++	0	0	0
Climate change	+	+	0	++	0	0	0
energy	+	+	0	++	0	0	0
conservation	+	+	0	+	0	0	0
Planning	+	+	0	0	0	0	0
transport	+	++	0	++	+	0	+
waste	0	0	0	0	0	0	0
growth	+	+	+	0	0	0	0
employment	+	+	+	0	0	0	0
investment	+	+	+	0	0	0	0
skills	0	0		0	0	0	0
innovation	0	0	+	0	0	0	0
technology	0	0	0	0	0	0	0
responsibility	0	0	0	0	0	0	0
tourism	+	+	0	+	+	0	+

10. Key conclusions of analysis of matrix in Table 4

10.1 The purpose of the above analysis is to find out the sustainability credentials of the SPD. In particular, it finds out whether the successful implementation of the parking standards is able to assist in delivering sustainable development in the District. The above matrix clearly demonstrates that the Parking Standards SPD has a strong and positive impact on most of the key elements of the sustainability appraisal framework. In particular, it would have significant positive impacts on

the following:

- providing effective access to town centres, services and facilities;
 - promote alternative modes of travel and facilitate energy conservation;
 - reduce pollution and contribute towards reduction of global warming;
 - enhance the environment Stratford town centre as a place to work and visit.
- 10.2 The implementation of the parking standards would also help improve air quality, and encourage the use of recreational activities in the district.
- 10.3 It is however true to say that the parking standards has neutral links with some of the elements of the sustainability appraisal framework. However, there are no instances where the implementation of the parking standards would undermine the Council's objective of achieving sustainable development.
- 10.4 By varying the supply of parking between various locations and uses, it is possible to tailor-make parking to meet the real needs of people and business. This would have significant positive social, economic and environmental benefits.

11. Conclusion

- 11.1 It is considered that the adoption of this SPD would be in the right direction towards achieving sustainable development in the District and contributing significantly towards meeting the objectives of the Local Plan review.

APPENDIX 2

STATEMENT OF CONSULTATION

An important and integral part of the SPD process is public consultation. The District Council was therefore concerned to ensure that the public is given the opportunity and adequate time to comment on the provisions of the SPD.

The Planning Development Section of the Council who are responsible for applying the SPD was fully consulted to find out any concerns they may have in applying the existing Parking Standards in the past three years.

Various groups and organisations representing a wide range of interested parties such as developers, housing associations, consultants and resident groups were directly consulted. In addition, all Parish Councils, all District Councillors and various officers of the District and County Councils were also directly consulted. Letters were sent to over 1000 consultees on the Council's community consultation database inviting comments of the Draft SPD. A full list of the organisations and individuals contacted during the consultation exercise is published in a separate document 'Car and Cycle Parking Standards for Stratford-on-Avon District – Supplementary Planning Document – Consultation Statement'. A copy of this document can be found on the Council's website (www.stratford.gov.uk) or obtained from the District Council offices.

The publication of the document was advertised in two local papers inviting comments from the general public. The consultation period lasted six weeks between 4 January 2007 and 15 February 2007.

The contents of the Draft document were put on the Council's website.

Copies of the document were put on deposit at the various Council offices and libraries.

Representations received and the Council's responses to these representations are in the public domain for general information and are also included in the published Statement of Consultation.

The Car and Cycle Parking Standards was considered by the Executive Committee of the Council on 2 April 2007 and by Full Council on 23 April 2007. It was adopted as SPD on 23 April 2007.