

Part ~~HK~~HK:

Shopfront Design, Signage and Security

Contents

~~HK12~~HK12. General design considerations

~~HK23~~HK23. Shopfront design

~~HK34~~HK34. Signs and advertisements

~~HK45~~HK45. Hot Food Takeaways

~~HK56~~HK56. Shopfront Security

This part of the Development Requirements SPD provides further detailed guidance on the interpretation of the following Core Strategy policies, as appropriate:

CS.9 Design and Distinctiveness

CS.23 Retail Development and MainCentres

This section of the SPD provides information and advice on how applicants can ensure that issues of shopfront design, signage, ~~and~~ shopfront security and Hot Food Takeaways are achieved in new development.

It will be used by Stratford-on-Avon District Council to help reach decisions on whether to approve or refuse planning applications. Making sure that applications comply with the guidance contained within SPD will make it easier for the Council to grant planning permission. The Council's Planning Policies are set out in the Core Strategy, available at www.stratford.gov.uk/corestrategy

Key words or terms which appear throughout the document, are included in the Glossary.

~~K1.~~ Introduction

~~HK1~~**2.** General design considerations

The character and appearance of buildings and streets can be affected to a surprising degree by shopfront design, signs and advertisements. Ill-considered and overly intrusive designs can have a very detrimental effect. Unfortunately, changes in retail methods which have favoured larger shop units and widespread use of relatively cheaper materials and standardisation of shopfront design have led to a gradual decline in shopfront design. For example, the introduction of plate glass into simple buildings that originally had small windows and pitched roofs has significantly detracted from the character of the townscape.

In addition, national multiples' desire to standardise style through a corporate image does not always benefit the overall shopping environment. The District Council will expect corporate advertising to be adapted to fit buildings and townscape, particularly on listed buildings and in conservation areas.

Poorly designed and positioned signage can also have a detrimental effect on the character of the townscape. For example, where too many signs and shopfronts rival for the attention of a limited number of passers-by, the situation can lead to an escalation in the desire to grab attention. The next new sign has to be bigger and brighter than the last in order to stand out. The escalation tends to create a kind of visual noise that drowns out of all the signs. This leads to an over-intensive and often visually disruptive environment. Such an environment is generally at odds with the overall character of most settlements in the District. The result can also be degradation in the quality and attractiveness of the street as a place for trading and commercial activity. The aim should therefore be for new shopfronts and signage to enhance buildings and townscapes and improve on the previous shopfront or signage that it is replacing.

The overriding principle for the design of shopfronts and the design and placement of advertisements should be restraint.

Signs and shopfronts should work within the overall form and structure of a building and be subservient to it. Well-designed shopfronts and signage in the right place can make a very positive contribution to the quality of townscape.

~~HK2~~**3.** Shopfront design

There is considerable variation in the design of shopfronts across the District. The starting point for any design should, therefore, be the shop building itself and other shops in the immediate surroundings. Information submitted with an application should show the entire building both as existing and proposed. Supporting information showing examples of other shops in the area of the proposal can also be helpful but should not be used to justify a continuation of poor quality designs. Figures ~~HK1~~, 2 and 4 below illustrate examples of well-designed traditional and modern shopfront design.



Fig.HK1 - A good example of traditional shopfront design in Stratford-upon-Avon.

If, for example, the building is symmetrical, the design of the shopfront should maintain the overall symmetry. If the building is in a Classical or Georgian style, for example, some of the characteristic features that define the style should be carried forward into the new design such as proportions of openings, patterns of glazing or moulding profiles.

If a traditional style replacement is to be used, it should be appropriate to the building and locality. It must never appear to be of earlier date than the rest of the building.

Good design does not necessarily need to be traditional and there are many locations where a well-designed modern shopfront (See Fig 2) below will be acceptable but it must be sympathetic to the building above and street scene.



Fig HK2. shows a well-designed modern shopfront.

It should be remembered that the shopfront creates a solid visual base to the building above and therefore total removal of a shopfront to open up the frontage will be unacceptable.

The purpose of the shopfront is to display goods for sale and project an image of the retailer. Traditionally, shopfronts include the elements shown in Fig HK.3 below.

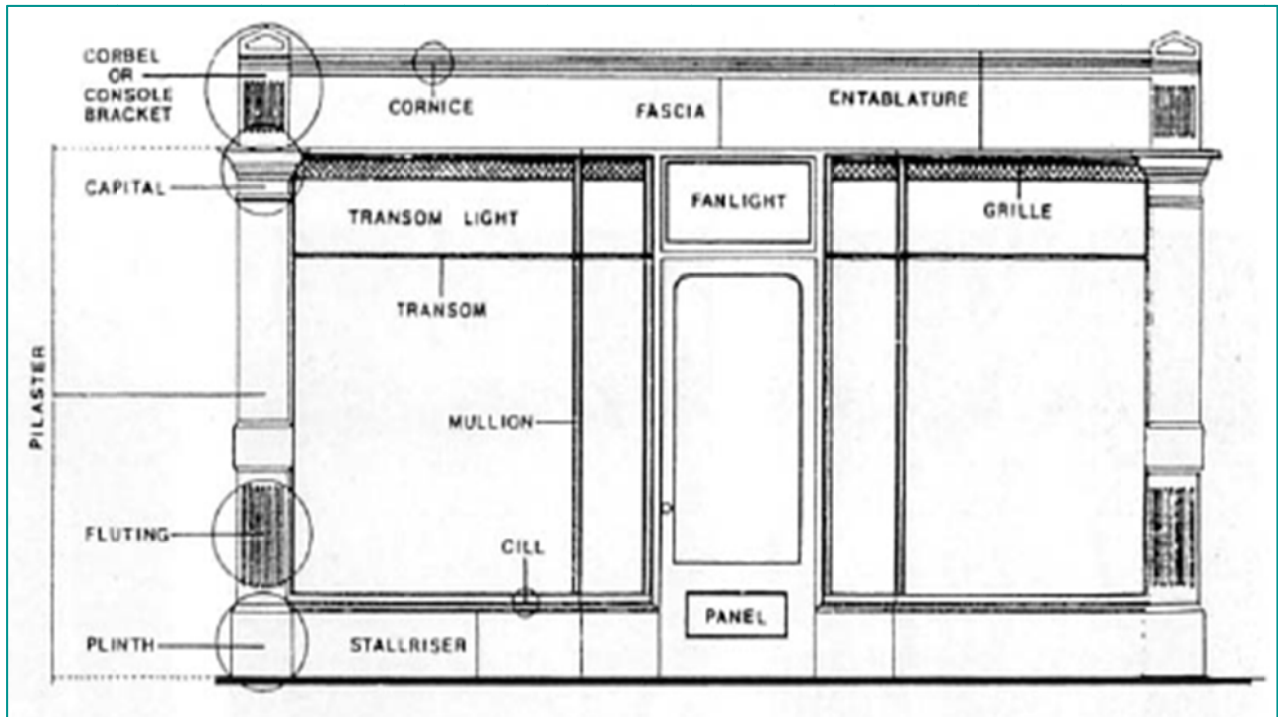


Fig Hk3 shows elements of a traditional shop front.

Shop front terminology

The various elements of a shopfront have a visual and practical function. The pilasters identify the vertical division between the shopfronts. The fascia provides space for advertising and the cornice gives a strong line at the top of the shopfront and protection from the weather. The stall riser offers protection at ground level and provides a solid base.

Windows

New shop windows should reflect the vertical emphasis of the building above and window subdivisions, mullions and piers should be used for this purpose. Horizontal emphasis leaves upper storeys apparently floating in mid-air and it should be avoided.

A well-lit and well-designed window display provides the best form of advertisement, tells the shopper far more about the goods on sale than an overhead sign, whilst contributing to a lively shopping street. Doorways and recesses make a significant impact on the overall appearance of a building by adding relief to the frontage.

Extensive glazing should be avoided so that a shopfront looks structurally supported whilst also framing the display window. A design with strong vertical lines will hold the customers' eyes for a longer period than those with horizontal emphasis.

Illumination

The highlighting of buildings and pedestrian spaces makes for a lively and safe night-time environment. Shop signs do not need special illumination if the level of street lighting and light from shop windows is adequate. External illumination of buildings and signs will normally be resisted. Careful flood-lighting of key buildings of particular architectural quality may, however, be permitted and in some cases encouraged.

Limited lighting of hanging signs and fascias may be allowed in the case of businesses open in the evening such as restaurants, pubs, theatres and clubs but not in addition to floodlighting. In such cases, the principal purpose of the external lighting should be to make signs legible at night. The lighting should not be a feature in itself and the fittings should be as small and unobtrusive as possible.

Swan necks are large lamps often brass, angled to illuminate the fascia. Although reminiscent of Victorian and early 20th century lamps they often lack the quality of traditional lighting and obscure the fascia signage itself. Swan necks are generally unacceptable.

Stallrisers

A stallriser gives protection to a shop window and creates a solid visual base to a building. Stallrisers often consist of panelled timber or brick forming a deep moulded skirting which is painted. Occasionally glazed tiles or marble are used. The depth of stallriser must be in sympathy with the overall design of the shopfront and the inclusion of a stallriser in the door may also be appropriate. The inclusion of stallrisers has the additional benefit of providing some protection against 'ram raiders'.

Hanging Signs

Depending on the height of the building, brackets for hanging signs should be fixed so that the sign hangs at a level between the ground and first floor windows. In some cases a hanging sign may be positioned between the cill and head of the first floor window. It is very unlikely that a hanging sign positioned above the head of a first floor window will be acceptable.

Hanging signs should be restricted to one per shop or business. The size of hanging signs should be proportionate to the building.

It should not dominate the facade or obscure architectural details or adjacent buildings. Lettering and symbols should be proportionate to the size of the sign. Painted or low relief boards should be used as opposed to 'box' signs.

In the interest of contributing to the liveliness and quality of the street scene, pictorial, iconic or 'object' signs are encouraged, together with well-designed decorative brackets.

Blinds

Where a blind is proposed it should be retractable and designed to be integral with the shopfront and retracts into the fascia. Fixed blinds of the curved plastic type are seldom compatible with the buildings in most commercial areas and will normally be resisted. It should be noted that any non-retractable blind on the front face of a building requires Planning Permission. Also, blinds that include advertisements may require (Express) Advertisement Consent as discussed below.

In all cases the shopfront should remain subservient to the building and appear as a component part of it.

Flags

Flags for purposes of advertisement are not normally acceptable on business premises.

HK34. Signs and advertisements

The display of advertisements is controlled by the Town and Country Planning (Control of Advertisements) Regulations 1992. The following sets out the guidance which the District Council will take account of when determining applications for advertisements.

There are three categories of advertisement consent:

- Permitted adverts (which do not require 'Express' consent from the local planning authority, but which are governed by certain criteria and conditions);
- Deemed Consent adverts (which also do not require consent from the local planning authority as long as they comply with certain restrictions);
- Express Consent adverts which will need the consent of the local planning authority to be displayed via an application for Advertisement Consent (and which might be the subject of other conditions laid down by the authority).

In part of Stratford-upon-Avon town there is an Area of Special Control in which the restrictions on which advertising can be considered to have 'Permitted' or 'Deemed' Consent are more rigorous. If signage is on a listed building then Listed Building Consent is likely to be needed in addition to any Advertisement Consent that might be required. To help you determine which regulations apply in a particular instance the following link will assist.

<https://www.gov.uk/guidance/advertisements>

The following guidance applies generally to proposed signs and advertisements within the District and especially those that require Express Consent or Listed Building Consent.

The overall principle for the design and placement of advertisements should be restraint.

The aim should be to create an environment in which the buildings and activities themselves are the principal attraction and visual interest, not the signs.

In general, signs and advertisements should be kept within the commercial, 'shopfront' area. This tends to be limited to the ground floor, street frontage of the building.

- Signs should remain secondary to any individual building and help to maintain the character and rhythm of the building and the street frontage;
- Signs should not clutter or dominate the facade of a building nor, by extension, the entire street frontage;
- The colour, material and illumination of signs should be subdued and not harsh or aggressive.

Position and size of signs and advertisement

Signs should be positioned to work within the structure of the shopfront or building.

Signs and advertisements should be positioned below the level of the first floor window cill.

No signs should be displayed on an elevation that does not contain a shop window or main customer entrance. Where no proper frontage or fascia exists, signs are best made up of individual letters fixed to the external wall.

Fascias or signs should not run continuously across two or more adjacent buildings.



Fig. HK4 – Traditional shopfront and signage in Shipston-on-Stour.

The lettering and symbols of signs, particularly on fascias, should not exceed 40cm. in height.

For free standing signage within the curtilage of buildings to be acceptable it should be visually harmonious in the street scene and appropriate to the character of the area and not harm highway safety, for example by blocking visibility, causing obstruction or causing undue distraction. Justification for such signage will also be necessary from those applying for it.

Content

As a general rule, the content of all signs should be limited to the name, nature and services of the shop or business. Advertising for particular brands or products should be avoided.

Materials

The materials and construction of signs and advertisements should be robust and of high quality. The signs should appear solid and permanent as opposed to flimsy and temporary.

Harsh and shiny or reflective surfaces such as many acrylics and plastics and chrome should be avoided as should bright and garish colours.

It should be noted that where there are examples of in existing poorly designed shop fronts; they will not be used as the rationale to allow further poor design quality. Instead, they should be used as opportunities either to restore traditional shopfront design or enhance and protect the character of the local area.

HK4. Hot Food takeaways

With our busy, modern lifestyles, hot food takeaways (Use Class A5) represent a popular, cheap and convenient service. They provide an important complementary use in our local centres and can attract trade and provide local jobs. They can also have a part to play in creating a lively night-time economy. However, it is recognised that hot food takeaways have a greater potential than other retail uses to create disturbance and detract from residential amenity and local character through increased litter, odours, noise, parking and traffic issues. Where there are high concentrations of hot food takeaway shops, this can also have a detrimental impact on the vitality and viability of a local retail centre by reducing the range of services available to local communities as other retailers will find the area less attractive as there will be less active frontages as units will remain closed during daytime resulting in less footfall during the day. The over dominance of hot food takeaways can also negatively impact health and wellbeing by providing easy access to largely unhealthy food. National Planning Policy Guidance considers that “Local Planning Authorities can have a role in enabling a healthier environment by supporting opportunities for communities to access a wide range of healthier food production and consumption choices.” (Paragraph: 006 Reference ID: 53-006-20170728)

Consequently, there is a need to ensure that the District’s local retail centres (Stratford Town and the Main Rural Centres) contain a diverse range of facilities and services that meet local needs and are appropriate to the location, retail function and local character. In order to encourage and maintain this diversity, it is important that the concentration of hot food takeaways is managed so that the primary purpose and diversity of our local retail centres are not undermined.

The table below shows the current concentration of Hot food takeaways within the Town and Main Rural Centres (MRC’s) and currently shows a higher concentration of A5 uses in Bidford-on-Avon and Studley than the other MRCs.

<u>Name of settlement</u>	<u>Number of hot food takeaways as at January 2019</u>	<u>Total number of commercial units (including vacant units)</u>	<u>Percentage of total units in use as takeaways</u>
<u>Alcester</u>	<u>6</u>	<u>92</u>	<u>6.52%</u>
<u>Bidford –on-Avon</u>	<u>4</u>	<u>32</u>	<u>12.5%</u>
<u>Henley in Arden</u>	<u>3</u>	<u>83</u>	<u>3.61%</u>
<u>Kineton</u>	<u>TBC</u>		
<u>Shipston-on-Stour</u>	<u>3</u>	<u>75</u>	<u>4.0%</u>
<u>Southam</u>	<u>TBC</u>		
<u>Stratford-upon- Avon</u>	<u>4 + 65 restaurants and cafes</u>	<u>432</u>	<u>0.9%</u>
<u>Studley</u>	<u>14</u>	<u>74</u>	<u>18.92%</u>
<u>Wellesbourne</u>	<u>1</u>	<u>36</u>	<u>2.78%</u>

The NPPF states that, LPAs should prepare planning policies and take decisions to achieve places that promote “strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity”.

Within the District Council’s adopted Core Strategy Policy CS.23 Retail Development and Main Centres states ‘Retail (Class A1) should remain the predominant activity at ground floor level on the primary shopping streets in Stratford –upon-Avon town centre as defined in the Policies Map. At least 60% of the total gross floor space at ground floor level on each primary street should be retained in this use. Some centres are currently not meeting this policy target, for example, there are currently 39 A1 units within Studley village centre, which equates to 52% of the total number of units.

Policy CS.1 Sustainable Development state that “Development should be located and designed so that it contributes towards the maintenance of sustainable communities within the District”.

Policy CS.23 requires that retail development and other commercial uses are provided in a manner that helps to strengthen the function and character of the District’s centres for the benefits of residents, businesses and visitors. Concentrations of A5 hot food takeaway uses can lead to the loss of vibrancy in a local centre, inhibit the ability of that local centre to meet the everyday shopping and service needs of the community it serves and also ultimately be detrimental to the health of communities in the District. As an example of this the Studley Parish Plan 2017-2020 states that:

“40% of respondents consider the range of shops in Studley to be fairly poor or very poor and many respondents would like to see greengrocers, cafes and restaurants with a decrease in the level of take away restaurants and hairdressers”.

When considering whether a proposed hot food takeaway would result in an over-concentration of such uses to the detriment of the vitality and viability of Stratford Town and the Main Rural Centres regard will be had to:

- The number of existing hot food takeaway establishments in the immediate area and their proximity to each other;
- The prevalent local character and distinctiveness of an area;
- The type and characteristics of other uses, such as housing, shops and public houses;
- The size and scale of the proposed unit
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- The potential benefits of the proposal for the wider community; and
- Hours of operation
- Parking provision and measures to control illegal parking
- Management of odours and fumes
- Management of noise
- Storage of waste and control of litter
- Any other known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Therefore, within Stratford or a Main Rural Centre in order to address these adverse impacts consideration should be given in proposals for hot food takeaways as what proportion of A5 use to other A uses would be appropriate. Consideration should be given to whether more than two A5 units located adjacent to each other would have an adverse

impact on the character and vitality of the area (by creating inactive frontages and deterring footfall and hence vitality and also whether there would be any benefits in maintaining at least two non A5 units between individual and/or groups of hot food takeaways. This should be considered on a case by case basis as no two centres are identical in their makeup and character.

For locations outside of Stratford town and the Main Rural Centres such uses will only be appropriate where they do not create or exacerbate the concentration of A5 uses to the detriment of the character and/or amenity of that area.

HK56. Shopfront security

The importance of security for business premises is recognised by the Council, but the need for security should not detract from the attractiveness of a streetscape. This is particularly important where retail premises are situated within Conservation Areas or comprise listed buildings.

Security measures may be introduced to a shopfront to combat theft, vandalism and ram raiding. The need for and level of security measures will also depend on many different factors including type of business and location. A shopping area that is well lit and lively in the evening with a mix of businesses is more likely to deter crime than streets that are deserted due to inappropriate security measures installed in retail premises.

Security measures should be considered at the design stage when designing a new shopfront or altering an existing shopfront. The use of smaller paned glass set in mullions and transoms make premises more difficult to break into and enter than large areas of glass. The cost of replacing smaller paned glass can be considerably less.

Glass Type

Building Regulations often requires the use of safety glass in shopfronts, especially where large panes are used. Whilst 'toughened' glass is much stronger than ordinary glass, it can still shatter allowing access into a building. 'Laminated' glass on the other hand will crack, but will still stay intact ensuring that the window remains as a barrier to access. The use of polycarbonate materials is not usually considered an appropriate alternative to glass.

Reinforced stallriser

The stallriser provides protection from ram raiding. If constructed from stone, brick, brick and render or brick with a timber panelled front the stallriser shall be reinforced considerably. The use of recessed doorways provides further protection against ram raiding.

Internal layout

The internal layout of a business can also help to prevent crime. By ensuring that the area behind the window allows for open views into the premises from outside, coupled with sensor controlled lighting, will mean that any activity inside will be on clear display to passers-by.

External roller shutters and grilles

External roller shutters are often proposed to provide security by preventing access to the shopfront itself, thereby protecting the glass. These are usually a pull down shutter that are housed in a surface mounted box that forms part of the fascia or set above or below it. To ensure that the shutter cannot be pulled away from the shopfront the shutter is set into runners that are affixed to the sides of the shopfront. Roller shutters create a blank, unappealing appearance to a shopfront and streetscape. They often invite graffiti or flyposting which gives an area a run down, uncared for appearance. This can invite more crime and leads to fewer people wanting to shop in the area. Solid roller shutters prevent views into the business thus hiding any undesirable activity inside from passers-by. This type of security measures are only acceptable in exceptional circumstances, where their use has been fully justified.

Some external roller shutters are perforated or appear as a lattice grille (sometimes combined with clear polycarbonate panels). These allow for views into the premises and are less likely to be subject to graffiti or fly posters. They are preferable over solid roller shutters but can still appear cumbersome with their large shutter boxes and side rails. Where deemed acceptable, in a high risk area, the shutter box shall need to be internal or be incorporated entirely behind the fascia of the shopfront.

The use of external roller shutters or grilles on listed buildings or within conservation areas will not be acceptable.

Internal grilles

Where there is no alternative to a security screen, an open lattice grille, painted black, fixed internally is preferred. These allow the shopfront in its entirety to be seen as well as views into the premises. Allowing vision into the shop allows for window shopping after closing and offers some security in itself by encouraging people into an area. Planning permission is not required for internal grilles. Listed Building Consent is likely to be required where proposed inside a listed building.

Alarms and cameras

Alarm boxes can act as a deterrent but are often unsightly and bulky items and become an undesirable feature of a streetscape. They need to be positioned as carefully as possible, be small and where possible coloured to match the shopfront or fascia when affixed to the shopfront itself. Where an alarm box is positioned on the face of the building it should be positioned as discretely as possible.

Many parts of the town centres are covered by CCTV cameras avoiding the need for additional CCTV. Where it is essential for a business to have a CCTV camera on its shopfront, they should be positioned as discretely as possible. Cameras come in a variety of shapes and sizes. The smallest practicable camera should be chosen, it is however advisable to seek further advice from a CCTV specialist.

Part OF:

Parking and Travel

Contents

- OF1 Introduction
- OF2 Parking
- OF3 Parking Standards: Residential
- OF4 Parking Standards: Non-residential
- O5 Parking Design
- OF6~~5~~ Motorcycle Parking
- OF7~~6~~ Cycle Parking
- F7~~—~~ Electric Vehicle Charging Points
- OF8 Transport Assessments
- OF9 Travel Plans

This part of the Development Requirements SPD provides further detailed guidance on the interpretation of the following Core Strategy policies, as appropriate:

- CS.2 Climate Change and Sustainable Construction
- CS.9 Design and Distinctiveness
- CS.26 Transport and Communications

QF1. Introduction

The Development Requirements SPD provides detailed advice and guidance to applicants when submitting planning applications. It will be used by Stratford-on-Avon District Council to help reach decisions on whether to approve or refuse planning applications. Making sure that applications comply with the guidance contained within the SPD will make it easier for the Council to grant planning permission. The SPD accompanies the Core Strategy which set out the Council's planning policies. The guidance in this SPD is also consistent with national planning policies set out in the NPPF.

This section of the SPD provides information and advice on how applicants can ensure that issues of adequate parking and safe travel are achieved in new development. It should be read in conjunction with other parts of the SPD, in particular ~~Part C: Design Principles~~, [Part C: Access and Connectivity](#) and [Part D: Buildings and Layout](#).

Key words or terms which appear throughout the document are included in the Glossary.

QF2. Parking

The NPPF (para.105~~39~~) makes it clear that in setting local parking standards planning authorities should take into account:

- [The accessibility of the development;](#)
- [The type, mix and use of development;](#)
- [The availability of and opportunities for public transport;](#)
- [Local car ownership levels; and](#)
- [The need to ensure an adequate provision of spaces for charging plug-in and other ultra low-emission vehicles.](#)

~~local circumstances such as the accessibility of the development, its type, mix and use, and the availability of public transport.~~

The demand for and the management of parking are growing problems in the District, particularly in the town of Stratford-upon-Avon. This is due to high levels of car ownership and usage. There is no doubt that different user groups, individuals, and different types of development have different parking needs. The definition of parking standards should therefore reflect these varied needs.

The car parking standards should be taken as a starting point by applicants and the proposed scheme will be assessed accordingly. Applicants should explain how the standards have been applied to their individual proposal and, where appropriate, how and why they have deviated from them.

The Council's car parking standards reflects the [mainly](#) rural nature of Stratford-on-Avon District, where private car travel is necessary between many of its smaller settlements and the small market towns ~~and Stratford-upon-Avon~~. In addition to this, the limited availability of public transport [in these areas](#) has led to a greater reliance of the private motor for residents and businesses in order to carry out day-to day necessities, such as travelling to work, shopping and visits to GPs and hospital.

Compared to other areas of the District, Stratford-upon-Avon town centre benefits from higher levels of public transport accessibility and is well served by cycle and walking facilities and public car parking. The town centre also accommodates an extensive range of shops and services and, through the Council's new Local Industrial and Economic Development Strategy, there is a need to promote economic growth and increase productivity.

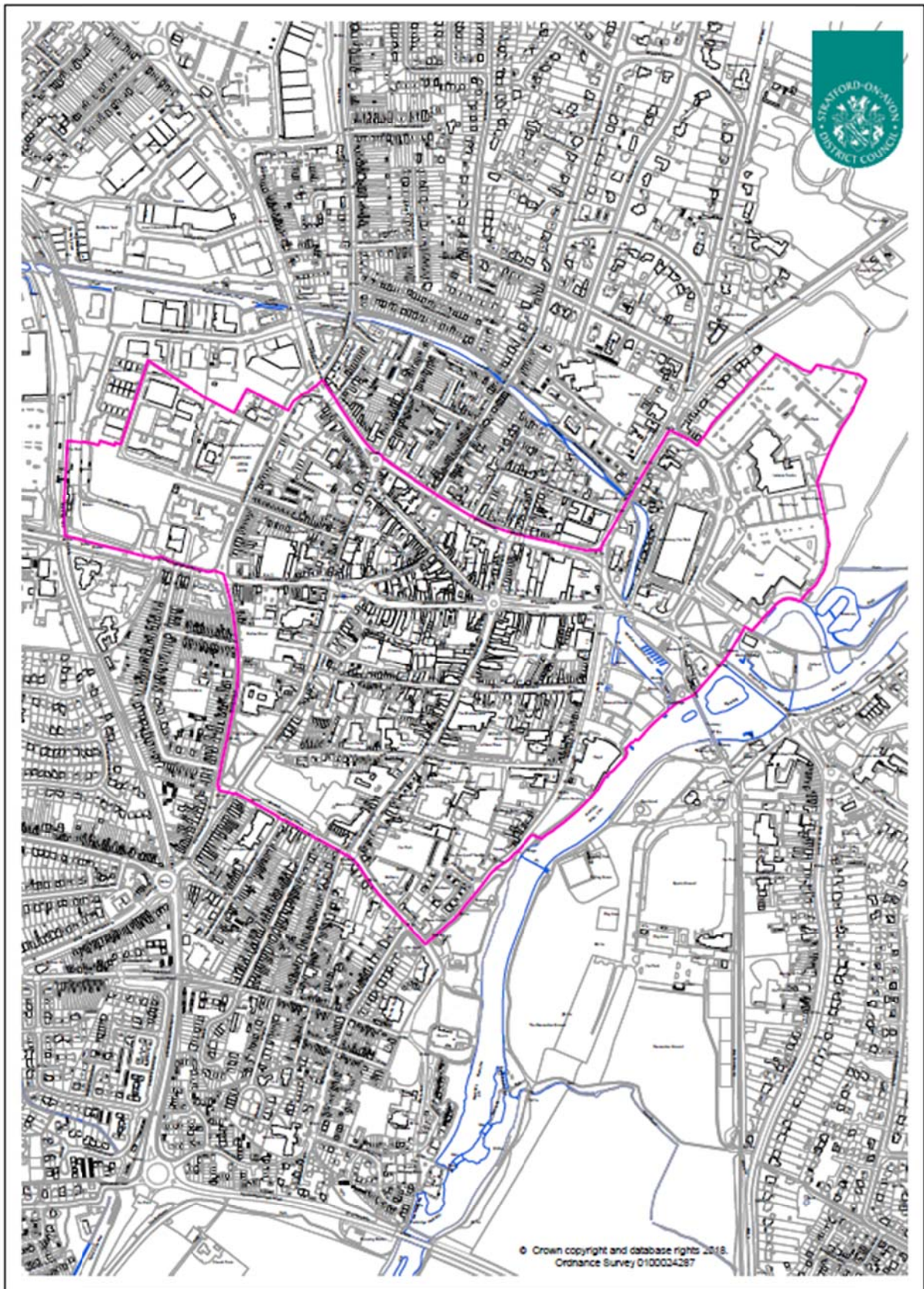
For the above reasons the Council applies a zonal approach to parking standards based on two zones:

- Zone A – Stratford-upon-Avon Town Centre (applying a lower standard for Residential and A Class Retail uses); and
- Zone B – Remainder of the District

The overarching principle of the zonal approach is that developments located within Stratford-upon-Avon Town Centre, close to good public transport services and local facilities, will require less parking than equivalent developments in other areas of the District with lower levels of public transport accessibility and availability of services. A map identifying the boundary of Zone A is set out in Figure O1.

Exceptions

~~For non-residential schemes within or very close to the centres of Stratford-upon-Avon and the 8 Main Rural Centres, a smaller number, a smaller number of spaces than specified in the standards may be appropriate given the availability of off-street parking, greater scope to use public transport and potentially lower than average levels of car ownership, as the propensity to travel by private car could be less. The standards will however be applied on a case-by-case basis.~~



Stratford-upon-Avon Town Centre Boundary

Figure O1: Zone A boundary map of Stratford-upon Avon Town Centre

In circumstances where it is not possible to provide sufficient parking on site, the applicant should discuss the matter with the case officer to see if there is sufficient provision nearby that can be used without detriment to other occupiers/users or whether the demand for parking can be reduced through some form of management.

For schemes involving the redevelopment or reuse of an existing building, for example conversion of a large house into separate flats, the need for additional car and cycle parking will be assessed on a case-by-case basis.

In certain locations there may be cases where car-free development can be considered acceptable in principle. These may include:

- extension, alteration or re-use of an existing building with no access to parking;
- reversion of a previously converted property to its original residential use, including flats above shops;
- where arrangements are made to share an existing car park within the vicinity of the site which can reasonably accommodate the parking demand generated by the development.

In all instances applicants will be required to demonstrate why a car-free development represents the best available option.

Parking Design

~~Part D of the Development Requirements SPD provides guidance on the design approach to parking, including sizes of parking spaces.~~

Whilst the contribution of on-street parking to meeting the standards is not generally supported, there may be circumstances where wider than usual roads can be provided within a scheme to adequately accommodate parked vehicles and passing traffic without compromising the design integrity of the scheme as a whole. Applicants should discuss proposals with both Stratford-on-Avon District Council as the Planning Authority and Warwickshire County Council as the Highway Authority.

Domestic Garages

Where domestic garage/car ports meet the minimum sizes set out in [section F5: Parking Design](#)~~Part D~~, they can contribute to meeting the parking standards set out below. In such cases, the Council may impose planning conditions preventing their future loss under the permitted development regime.

QF3. Parking Standards: Residential

The residential parking standards apply to all developments involving the provision of 1 or more dwelling units (gross). Provision should normally be made within the curtilage of properties, in shared parking areas, or a combination of the two. The standards apply equally to both market and affordable housing as there is little evidence that the level of vehicle ownership differs between such tenures, particularly in respect of the proportion of households with one car.

The standards will be used as a guide, having regard to the size of the dwelling that is to be created, the likely parking demand arising, the impact upon highway safety and the level of provision that already exists on site.

The District Council will apply the following principles in respect of parking standards:

- ~~(a)~~ (a) The number of spaces derived from applying the standards to allocated spaces will be rounded down to the nearest whole number in Zone A and rounded up in all other areas. ~~The number of spaces derived from applying the standards should be rounded up to the next whole number.~~
- ~~(b)~~ (a) Where a development incorporates two or more uses to which different standards are applicable, the standards appropriate for each use should be applied in a proportionate manner.
- ~~(c)~~ (b) Shared use provision may be appropriate if this would not cause conflict, for example where uses operate at different times of the day or days in the week.
- ~~(d)~~ (c) Staff members will be calculated on a Full Time Equivalent (FTE) basis, eg. two part-time job sharing staff equals 1 FTE member of staff.
- ~~(e)~~ (d) Tandem parking spaces should not be used where residential parking is unallocated in shared circumstances as they can be inconvenient and may deter the full use of off-street parking provision.

There is a clear distinction between the provision of allocated parking spaces and those that are unallocated. The former are specifically for the use of occupiers of dwellings and are either provided within an individual curtilage or as identified spaces in parking courts. Non-allocated spaces are additional to this and intended to provide scope for visitors. These can be provided within the dwelling curtilage, on-street if the design of the road is appropriate, or in shared parking courts. By their nature, it would not be practicable to apply non-allocated parking standards to scheme involving extensions to dwellings.

It is not possible to identify parking standards for every potential type of residential development/use. Where a development/use does not have an ascribed standard the likely parking requirements will be assessed taking into account the nature of the intended use, location of the site and other relevant factors.

The standards will be used as a guide, having regard to the size of the dwelling that is to be created, the likely parking demand arising, the impact upon highway safety, the accessibility of the development and the level of provision that already exists on site.

Draft Development Requirements Supplementary Planning Document (SPD)

Table 1: Residential Development*				
Type of development	Threshold/ Criteria	No. of allocated spaces	No. of unallocated spaces	Cycle parking standards
Residential, including extensions resulting in associated increase in number of bedrooms [NB. Includes holiday homes]	1-bedroom dwelling (or 1 bedroom extension if insufficient provision on-street)	1 space	0.4 space per original dwelling	1-2 bedroom dwellings – 1 space
	2/3 bedroom dwelling (or 2/3 bedroom extension if insufficient provision on-street)	2 spaces		3-4 bedroom dwellings – 2 spaces
	4+ bedroom dwelling (or 4+ bedroom extension if insufficient provision on-street)	3 spaces		5+ bedroom dwellings – 3 spaces
				Visitor parking to be provided in larger developments of over 25 dwellings
Sheltered/Extra Care or similar for active elderly	Residents	1 space per unit		1 space per 5 units
	Non-resident staff	1 space per 2 staff		1 space per 5 staff
	Visitors	1 space per 10 units		1 space per 10 units
Nursing homes or similar accommodation for frail elderly	Warden	1 space per resident warden		1 space per 5 staff
	Non-resident staff	1 space per 2 staff		
	Visitors	1 space per 5 units		1 space per 10 units

* = Please refer to sections F2, F3 and F6 of this SPD for guidance on applying the Standards.

Draft Development Requirements Supplementary Planning Document (SPD)

Table O1. Residential Development Parking Standards

<u>Property type and size</u>	<u>Car Parking Standard*</u>				<u>Cycle Parking Standard*</u>	
	<u>Zone A Stratford-upon-Avon Town Centre**</u>		<u>Zone B Remaining Areas**</u>		<u>All Areas**</u>	
<u>Includes extensions resulting in associated increase in the number of bedrooms (NB. includes holiday homes)</u>	<u>No. of allocated spaces</u>	<u>No. of unallocated visitor spaces</u>	<u>No. of allocated spaces</u>	<u>No. of unallocated visitor spaces</u>	<u>No. of allocated spaces (houses)</u>	<u>No. of unallocated visitor spaces (apartments)</u>
<u>1 bed units</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0.2 space</u>	<u>1</u>	<u>1 space per 3 dwellings</u>
<u>2 bed units</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0.2 space</u>	<u>1</u>	
<u>3 bed units</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0.2 space</u>	<u>2</u>	
<u>4 bed units</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0.2 space</u>	<u>2</u>	
<u>5+ bed units</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0.2 space</u>	<u>3</u>	
	<u>All Areas**</u>				<u>All Areas**</u>	
<u>Sheltered / Extra Care or similar for active elderly (self-contained dwellings)</u>	<u>Residents</u>	<u>1 space per unit</u>			<u>1 space per 5 units</u>	
	<u>Non-resident staff</u>	<u>1 space per 2 staff</u>			<u>1 space per 5 staff</u>	
	<u>Visitors</u>	<u>1 space per 10 units</u>			<u>1 space per 10 units</u>	
<u>Nursing homes or similar accommodation for frail elderly (dwellings which are not self-contained)</u>	<u>Warden</u>	<u>1 space per resident warden</u>			<u>1 space per 5 staff</u>	
	<u>Non-resident staff</u>	<u>1 space per 2 staff</u>				
	<u>Visitors</u>	<u>1 space per 5 units</u>			<u>1 space per 10 bedrooms</u>	

*Where Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.

**The number of spaces derived from applying the standards will be rounded down to the nearest whole number in Zone A and rounded up in all other areas.

QF4. Parking Standards: Non-Residential

The non-residential parking standards apply to all developments that result in the creation of non-residential floorspace. This includes the extension of existing non-residential premises and changes of use.

Stratford-on-Avon District Council will apply the following principles in respect of parking standards:

- ~~(a)~~ ~~—The number of spaces derived from applying the standards should be rounded up to the next whole number.~~ The number of spaces derived from applying the standards to allocated spaces will be rounded down to the nearest whole number in Zone A and rounded up in all other areas.
- ~~(b)~~ (a) The amount of floorspace proposed should be calculated on the gross floor area of the development (measured externally).
- ~~(c)~~ (b) Where a development incorporates two or more uses to which different standards are applicable, the standards appropriate for each use should be applied in a proportionate manner.
- ~~(d)~~ (c) Shared use provision may be appropriate if this would not cause conflict, for example where uses operate at different times of the day or days in the week.
- ~~(e)~~ (d) Staff members will be calculated on a Full Time Equivalent (FTE) basis, eg. two part-time job sharing staff equals 1 FTE member of staff.
- ~~(f)~~ (e) Tandem parking spaces should not be used as they can be inconvenient and may deter the full use of off-street parking provision.

Where mixed-use schemes for residential and commercial developments are proposed, the parking requirements for each element should be calculated individually. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements, e.g. the use of business car parking facilities by residential developments during evenings and weekends.

Most new Class A developments tend to be through changes of use in existing town and local centres. As such, existing on-street and off-street parking might be available. The nature and extent of existing provision will be assessed for each individual scheme to determine whether this is sufficient and would not cause harm to the amenity of the area or to highway safety.

Many community facilities (Class D1 and D2), eg. museum, library, community hall, cinemas and leisure centres, tend to be provided in town or local centres where existing on-street and off-street parking is often available in the vicinity. The nature and extent of existing provision will be assessed for each individual scheme to determine whether it is sufficient and would not cause harm to the amenity of the area or to highway safety.

It is not possible to identify parking standards for every type of potential development/use. Where a development/use does not have an ascribed standard the likely parking requirements will be assessed taking into account the nature of the intended use, location of the site and other relevant factors.

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Table 2: Non-Residential Development*			
Type of development	Threshold/ Criteria	No. of allocated spaces	Cycle parking standards
Food Retail (Class A1)	Up to 500 sqm floorspace	1 space per 15 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
	Additional floorspace (500+ sqm)	1 space per 10 sq. m	
Non-Food Retail (Class A1)	All floorspace	1 space per 20 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
Garden Centres (Class A1)	Indoor and outdoor display areas	1 space per 50 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
Financial and professional services (Class A2)	All floorspace	1 space per 20 sq. m	1 space per 100 sq. m to include visitor parking
Food and drink (including restaurants, cafes, pubs, hot food takeaways)(Classes A3, A4 and A5)	All floorspace	1 space per 5 sq. m of the indoor customer area	Customers & staff – 1 space per 50 sq. m of the indoor customer area
Offices (B1a)	Up to 1000 sq. m floorspace	1 space per 20 sq. m	1 space per 250 sq. m
	Additional floorspace (1000+ sq. m)	1 space per 30 sq. m	1 space per 250 sq. m
Research and development (Class B1b)	Up to 1000 sq. m floorspace	1 space per 30 sq. m	1 space per 250 sq. m
	Additional floorspace (1000+ sq. m)	1 space per 40 sq. m	

*= Please refer to sections F2, F4 and F6 of this SPD for guidance in applying the Standards.

Draft Development Requirements Supplementary Planning Document (SPD)

Type of development	Threshold/ Criteria	No. of allocated spaces	Cycle parking standards
Light Industrial (Class B1c)	Up to 1000 sqm floorspace	1 space per 30 sq. m	1 space per 250 sq. m
	Additional floor space (1000+ sq. m)	1 space per 40 sq. m	1 space per 250 sq. m
General Industrial (Class B2)	Up to 1000 sqm floorspace	1 space per 30 sq. m	1 space per 500 sq. m
	Additional floor space (1000+ sq. m)	1 space per 40 sq. m	
Storage and Distribution (Class B8)	Up to 1000 sqm floorspace or open storage area	1 space per 50 sq. m	1 space per 1000 sq. m
	Additional floorspace or open storage area (1000+ sqm)	1 space per 80 sq. m	
Hotels and Guest Houses (Class C1)	Guests	1 space per guest bedroom	Guests – 1 spaces per 5 bedrooms 1 space per 5 staff
	Resident staff	1 space per resident staff bedroom	
	Non-resident staff	1 space per 2 staff	
Non-residential Institutions (Class D1) – clinics and surgeries, including vets	Staff & Visitors	3 spaces per consulting room	1 space per consulting room for staff and visitors
Non-residential Institutions (Class D1) – Day Nurseries and crèches	Staff & Visitors	1 space per 1 staff plus sufficient space for dropping off and collecting children (Assessed on a case by case basis)	Staff – 1 space per 5 staff Visitors – 1 space per 10 car parking spaces

Draft Development Requirements Supplementary Planning Document (SPD)

Type of development	Threshold/ Criteria	No. of allocated spaces	Cycle parking standards
Non-residential Institutions (Class D1) – Education establishments	Staff & Pupils	1 space per 2 staff	1 space per 20 pupils aged between 5 and 11 (i.e. Primary Schools) 1 space per 5 pupils aged over 11 (i.e. Secondary Schools, Sixth Forms, Colleges etc.) Staff – 1 space per 5 staff
Assembly (Class D2) – cinemas, concert halls, conference centres	Staff & Visitors	1 space per 3 seats	Visitors – 1 space per 100 sq. m of public area Staff – 1 space per 5 staff
Leisure (Class D2) – sports centres, swimming pools	Staff & Visitors	1 space per 20 sq. m	
Leisure (Class D2) – outdoor sport	Staff & Visitors	1 space per 100 sq. m	
Vehicle service stations	Staff & Customers	2 spaces per 50 sq. m	1 space per 5 staff
Car showrooms	Staff & Customers	2 spaces per 100 sq. m including outdoor display areas	1 space per 5 staff

Draft Development Requirements Supplementary Planning Document (SPD)

Table O2: Non-Residential Development Parking Standards

<u>Type of development</u>	<u>Threshold/Criteria</u>	<u>Number of allocated spaces*</u>		<u>Cycle parking standards*</u>
		<u>Zone A Stratford-upon-Avon Town Centre**</u>	<u>Zone B Remaining Areas**</u>	<u>All Areas**</u>
<u>Food Retail (A1)</u>	<u>Up to 500 sq. m floorspace</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 15 sq. m</u>	<u>Customers & Staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m</u>
	<u>500+sq. m floorspace</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 10 sq. m</u>	
<u>Non-Food Retail (A1)</u>	<u>All floorspace</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 20 sq. m</u>	
<u>Garden Centres (A1)</u>	<u>Indoor and outdoor display areas</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 50 sq. m</u>	
<u>Financial and Professional Services (A2)</u>	<u>All floorspace</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 20 sq. m</u>	<u>1 space per 100 sq. m to include visitor parking</u>
<u>Food and drink including restaurants, cafes, pubs, hot food takeaways (A3-A5)</u>	<u>Indoor Customer area</u>	<u>1 space per 20 sq. m</u>	<u>1 space per 5 sq. m</u>	<u>Customers & staff – 1 space per 50 sq. m</u>

*Where Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.

**The number of spaces derived from applying the standards will be rounded down to the nearest whole number in Zone A and rounded up in all other areas.

Draft Development Requirements Supplementary Planning Document (SPD)

<u>Type of development</u>	<u>Threshold/Criteria</u>	<u>Number of allocated spaces**</u>	<u>Cycle Parking Standards**</u>
<u>Offices (B1a)</u>	<u>Up to 1000 sq. m floorspace</u>	<u>1 space per 20 sq. m</u>	<u>1 space per 250 sq. m</u>
	<u>Additional floorspace (1000+ sq. m)</u>	<u>1 space per 30 sq. m</u>	
<u>Research and Development (B1b) & Light Industrial (B1c)</u>	<u>Up to 1000 sq. m floorspace</u>	<u>1 space per 30 sq. m</u>	<u>1 space per 250 sq. m</u>
	<u>Additional floorspace (1000+ sq. m)</u>	<u>1 space per 40 sq. m</u>	
<u>General Industrial (B2)</u>	<u>Up to 1000 sq. m floorspace</u>	<u>1 space per 30 sq. m</u>	<u>1 space per 500 sq. m</u>
	<u>Additional floorspace (1000+ sq. m)</u>	<u>1 space per 40 sq. m</u>	
<u>Storage and Distribution (B8)</u>	<u>Up to 1000 sq. m floorspace or open storage area</u>	<u>1 space per 50 sq. m</u>	<u>1 space per 1000 sq. m</u>
	<u>Additional floorspace or open storage area (1000+ sq. m)</u>	<u>1 space per 80 sq. m</u>	
<u>Hotels and Guest Houses (C1)</u>	<u>Guests</u>	<u>1 space per guest bedroom</u>	<u>Guests – 1 space per 5 bedrooms</u>
	<u>Resident staff</u>	<u>1 space per resident staff bedroom</u>	<u>1 space per 5 staff</u>
	<u>Non-resident staff</u>	<u>1 space per 2 staff</u>	
<u>Non-residential institutions (D1) – Clinics and surgeries, including vets</u>	<u>Staff and Visitors</u>	<u>3 spaces per consulting room</u>	<u>1 space per consulting room for staff and visitors</u>
<u>Non-residential institutions (D1) – Day Nurseries and Crèches</u>	<u>Staff and Visitors</u>	<u>1 space per 1 staff plus sufficient space for dropping off and collecting children (assessed on a case by case basis)</u>	<u>Staff – 1 space per 5 staff</u> <u>Visitors – 1 space per 10 car parking spaces</u>
<u>Non-residential institutions (D1) – Education establishments</u>	<u>Staff and Pupils</u>	<u>1 space per 2 staff</u>	<u>1 space per 20 pupils aged between 5 and 11 (i.e. Primary Schools)</u> <u>1 space per 5 pupils aged over 11 (i.e. Secondary Schools, Sixth Forms, Colleges etc.)</u> <u>Staff – 1 space per 5 staff</u>
<u>Assembly (D2) – cinemas, concert halls, conference centres</u>	<u>Staff and Visitors</u>	<u>1 space per 3 seats</u>	<u>Visitors – 1 space per 100 sq. m or public area</u> <u>Staff – 1 space per 5 staff</u>

Draft Development Requirements Supplementary Planning Document (SPD)

<u>Type of development</u>	<u>Threshold/Criteria</u>	<u>Number of allocated spaces**</u>	<u>Cycle Parking Standards**</u>
<u>Assembly (D2) – sports centres, swimming pools</u>	<u>Staff and Visitors</u>	<u>1 space per 20 sq. m</u>	<u>Visitors – 1 space per 100 sq. m or public area</u> <u>Staff – 1 space per 5 staff</u>
<u>Leisure (D2) – outdoor sport</u>	<u>Staff and Visitors</u>	<u>1 space per 100 sq. m</u>	<u>Staff and Visitors – 1 space per 500 sq. m</u>
<u>Vehicle Service Stations</u>	<u>Staff and Customers</u>	<u>2 spaces per 50 sq. m</u>	<u>1 space per 5 staff</u>
<u>Car showrooms</u>	<u>Staff and Customers</u>	<u>2 spaces per 100 sq. m including outdoor display areas</u>	<u>1 space per 5 staff</u>

*Where Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.

**The number of spaces derived from applying the standards will be rounded up to the nearest whole number.

O5. Parking Design

Policy CS.9- Key Design Principles: Connected Proposals will incorporate effective measures to reduce crime and the fear of crime and to minimise danger from traffic.

Parking Principles

The ultimate outcome of parking design is that it does not dominate the public realm or inconvenience pedestrians, cyclists and other vehicles. The provision, location and type of parking should be considered at the earliest stage and be integrated into the overall design of a development. Sufficient spaces need to be provided in a manner where they are used and inappropriate parking should be designed out as much as possible by using carriageway widths, street furniture and planting.

The level and location of parking provision for all types of vehicles has a significant influence factor on the form and quality of a development. In particular, the way that vehicles are parked can affect a range of factors including:

- Safety on the street;
- Degree of spacing between buildings;
- Visual impact;
- Activity;
- Travel choice of residents;
- Social interaction between residents.

When considering the location and type of parking for a particular street, it is critical that the street hierarchy is taken into consideration and that the desired character of the street type informs the design process; for example a primary route with heavy traffic loads and bus routes should not have flows unacceptably hampered by on street parking. Conversely a secondary or minor street might use on street parking or front parking courts to calm traffic speeds. The standards for access to car parking areas should accord with the guidance set out in the Manual for Streets (2007)) or its successor document or Warwickshire County Council's highway design standards.

Developers will be required to demonstrate that the layouts of roads and parking places within the sites are adequate for safe and convenient parking, manoeuvring, loading and unloading of vehicles to fulfil operational requirements of the proposed development. It may be necessary to provide vehicles tracking plots to demonstrate that lorries and larger vehicles can manoeuvre and access parking places.

Parking may be provided by a variety of layouts within new development. They broadly fall into the categories of on-street parking and on-plot parking.

Generally, all car parking should be on-plot. Whilst parking in front 'on street' courts may be acceptable, the use of rear courtyard parking areas is unlikely to be appropriate in the majority of cases. This is due to the problems of accessibility, surveillance, crime and disorder and the creation of unattractive and poorly managed areas.

On Street Parking

Generally, new development should make provision for on-plot parking. Warwickshire County Council Highways should be consulted at the design stage of development proposals for discussion to determine suitable provision.

Unallocated car parking spaces on the street may enable visitors' space to park. However, parking for residents should be mostly accommodated within the curtilage of the dwelling. On street parking provides convenient access to frontages, can contribute to an active street and traffic calming: and keeps most vehicular activity on the public side of buildings.

- Perpendicular and angled parking bays can accommodate more cars than parallel parking, but increase the width of the road and due to limited visibility, are potentially more dangerous unless traffic speeds are appropriately controlled by the street design. Other potential adverse impacts to mitigate include preventing vehicle lights shining into windows at night and ensuring sufficient tree and shrub planting to lessen visual impacts;
- Continuous areas of communal street parking are visually intrusive and need to be broken up or the number of parking spaces restricted to one place;
- The proportion of on-street parking appropriate for a particular scheme will be considered on its own merits, within the local context with regard to the parking standards and the environmental impact of the proposals;
- Street layouts must be designed to discourage on-pavement parking without the use of bollards, where ever possible to avoid unattractive street clutter;
- The design and layouts should make it clear where on street parking is and is not appropriate.

Parking Squares

Parking perpendicular to the street can be arranged in parking squares. They should be designed with robust material and as attractive public spaces, which are capable of accommodating parked cars. Small squares can add interest and provide parking in a traffic calmed environment. Successful parking squares and on street parking areas usually consists of:

- Appropriate street trees (with protective guards as necessary) and planting;
- surfaces other than tarmac and which are semi-permeable for SuDS assistance;
- well-designed street furniture.

On-Plot Parking

The benefits of this type of parking include:

- greater security and crime reduction;
- better ease of access;
- helps keep pavements clear for users;

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- helps prevent on-street congestion.

The negatives of on plot-parking may include:

- a less efficient use of space than unallocated parking;
- does not contribute to on-street traffic calming;
- when located in front of houses it breaks up the frontage and can be over-dominant;
- can restrict passive surveillance.

To mitigate the negative impacts, it is better for on-plot parking to be placed to the side of the dwelling and where possible, behind its building line to minimize its dominance of the plot, allow for front gardens with planting and to avoid a repetitious layout. The surfacing for private drives should be small unit permeable pavers, or other materials which will allow sustainable drainage and contrast with standard tarmac, raising the environmental quality of the area.

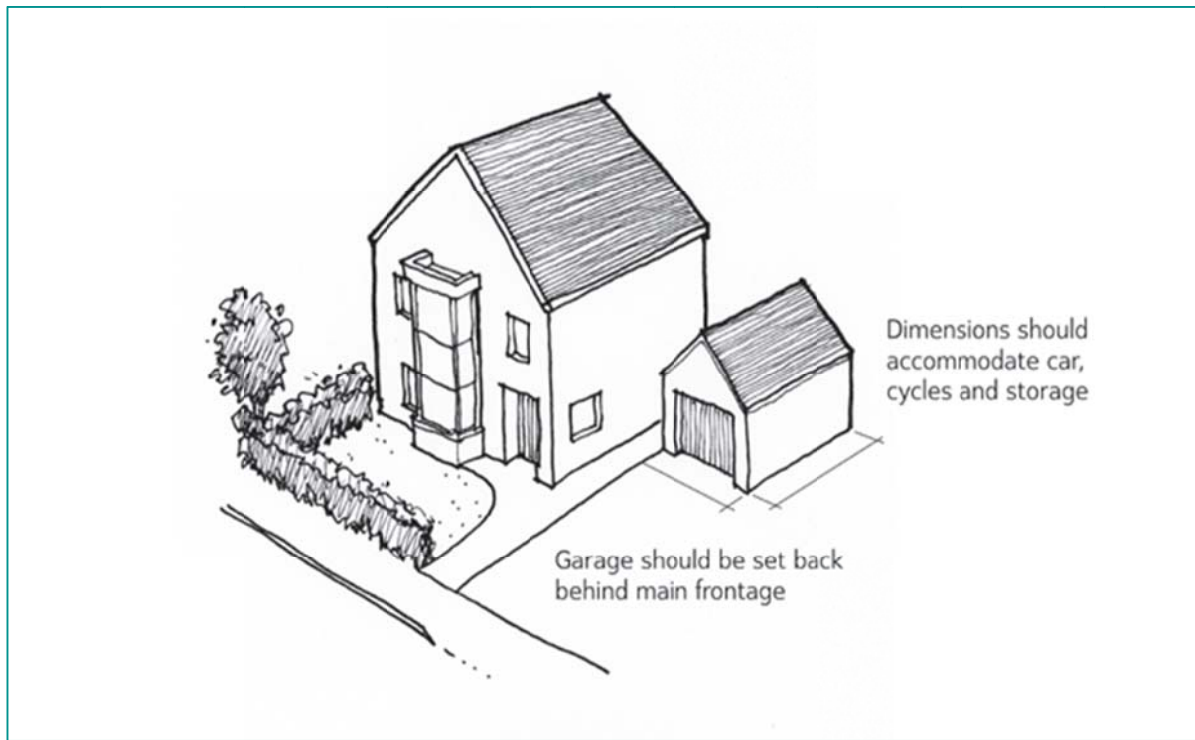


Fig.02 - Shows on-plot parking with a well-designed garage set back to the side of the house and a planted front garden.

Where plot widths are narrow (below 5.5 m) or in the case of terraced houses with no space to the side of the house, the parked car may visually dominate the front of the house. This effect will be magnified if this method is repeated at regular intervals in a street.

As a general rule, no more than three adjoining narrow-fronted properties utilising this approach should be grouped together to reduce the visual impact.

Appropriate soft landscaping and boundary treatments should also be employed to provide variety.

Private car spaces and drives visible from the street should be surfaced in small unit permeable pavers, or other materials which will allow sustainable drainage and contrast with standard tarmac, raising the environmental quality of the area.

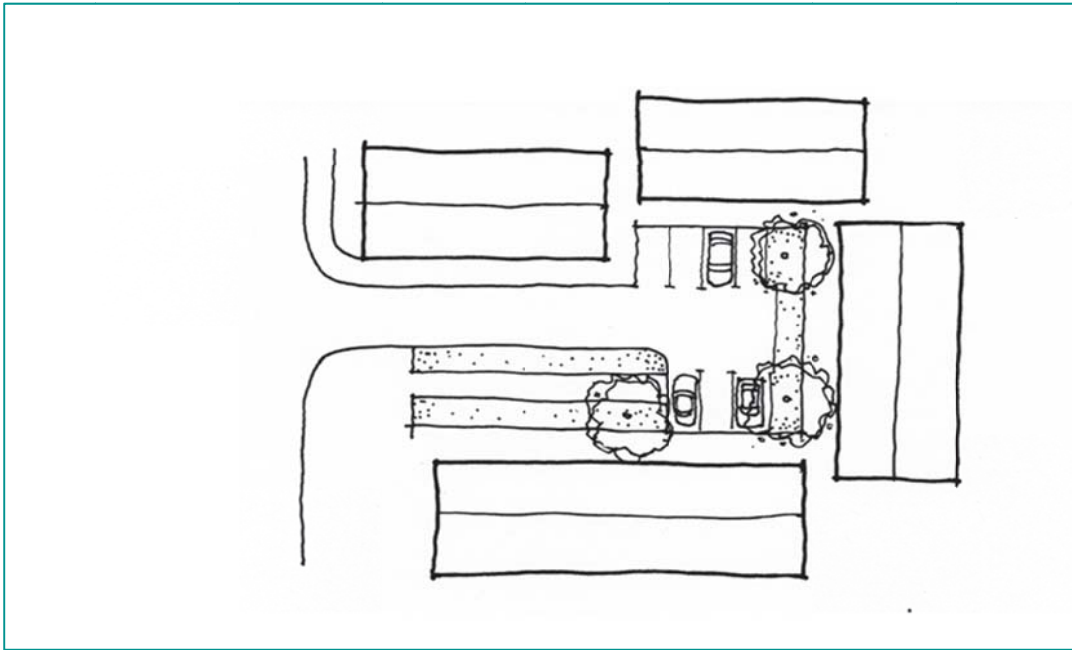


Fig. O3 - Shows an example of off-plot parking to the front of dwellings.

NB. The illustration is for indicative purposes only as car parking arrangements will vary from site to site, depending on the nature of the site.

Size of Parking Spaces

The diagram below shows the minimum dimensions required for parking places and should be read in conjunction with the notes below.

For many years the recommended minimum dimensions for a car parking space has been 4.8m by 2.4m. However, in view of the increasing trend for larger vehicles, the standard is failing to meet current car parking needs. Table O3 below sets out dimensions for parking bays in various scenarios.

A road of aisle minimum width of 6.0m width is required for car parks where multiple spaces are laid out in perpendicular to the access or aisles. Alternative layouts such as parallel or herringbone parking have different space requirements and may be served by narrower aisle or roads. The aisle widths need to be determined on a site specific basis, with regard for Manual for Streets 2.

<https://www.gov.uk/government/publications/manual-for-streets-2>

Where spaces are bordered by walls, fences or, landscape design (or otherwise restrained) they need to be enlarged above the minimum width by at least 300mm on each restrained side.

Parking spaces on-street and in laybys parallel to the carriageway must be a minimum

Table O3: Parking Bay Sizes

<u>Circumstance</u>	<u>Width</u>	<u>Length</u>
<u>Where no boundary features nearby</u>	<u>2.5m</u> 2.4m	<u>5.0m</u> 4.8m
<u>Where boundary feature to one side</u>	<u>2.75m</u> 2.7m	<u>5.0m</u> 4.8m
<u>Where boundary features to both sides</u>	<u>3.0m</u>	<u>5.0m</u> 4.8m
<u>Where boundary feature to end of bay</u>	<u>2.5m</u> 2.4m	<u>5.5m</u> 5.0m
<u>Disability Parking</u>	<u>3.6m</u>	<u>6.0m</u>
<u>On-Street Parallel Parking bay by footway</u>	<u>2.0m</u>	<u>6.0m</u>

Access and Visibility to Parking Places

Sufficient space must be provided to ensure vehicles can easily and safely enter and leave parking spaces and be parked without overhanging the footway or road.

There should also be adequate visibility between the parking space, footpath and road to enable visibility between drivers and other highway users – particularly vulnerable users on the footpath.

Where parking places are perpendicular and adjacent the carriageway they should be offset at least 1.0m from the road edge to enable passing pedestrians and drivers to see a vehicle moving before potentially coming into conflict with it. This arrangement also allows passengers to load or unload the vehicle without standing in the road.

Similarly parallel parking places should be wide enough to enable doors to be at least partially opened before encroaching on the carriageway. Normally, this will be 2m where parking is adjacent to a footway and 2.4m elsewhere.

Garages

The provision of parking in garages provides the most secure form of private car accommodation.

There are several design considerations which should take account of the local context:

- Generally, garages should be to the side and rear of dwellings and set behind the building line. To maintain the primacy of the dwelling as the most important feature of the plot garages should not be built in the front of the dwelling or its plot unless there are exceptional circumstances.
- Integral garages should have well designed doors with glazing where appropriate and are best accommodated in wide fronted buildings at least 7m width and at least 2 storeys in height and incorporating ground floor front windows to a habitable room to limit garage door visual dominance and encourage informal surveillance of the street.

Minimum Size of Garages

It is recognised that despite being an important design feature of residential developments, garages are used for a number of purposes, such as general storage.³ It is acknowledged that storage space is important, particularly as many properties do not have much storage space within the dwelling itself. This has led to increased pressure

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Where a garage is intended as an allocated car parking space, additional provision of a minimum of 3 sqm floor area for household and garden storage, along with cycle parking within the garage is normally required. Alternatively, a separate weather proof structure should be suitably designed and sited within the curtilage of the dwelling for garden or cycle storage etc.

Garages will only be acceptable as a car parking space and cycling store if they are at least 7.0m long and a minimum width of 3.5m (3.15 between piers), and have a door width of at least 2.4 metres. These dimensions provide sufficient space to access a car and reasonable amount of space for cycle, garden and household storage. In order to access cycles without the need to remove the car, a personal side door may be necessary towards the rear of the garage with an external access route to the street.

Where the character and density of development allows, a space in front of the garages should be either of sufficient size to accommodate a second car to be parked (6.0m is needed to allow the garage to be opened) or short enough to discourage parking which would overhang the shared surface or footpath.

Where there is alternative convenient covered and secure cycle parking, garages 6.0m in length and 3.0m in width internally.

Basement, Covered and Under Croft Parking

In appropriate circumstances under croft, basement, multi-level and covered parking can be a useful way of reducing visual intrusion and land take. Due to the proximity of walls and pillars, spaces generally need to be larger than in normal surface car parks to ensure that vehicles can manoeuvre into them with reasonable ease, and doors and boots can be opened. Care also needs to be taken with gradients between levels to avoid vehicles grounding and enable access for people with mobility difficulties. The access width should be at least 5.5m width to accommodate access for service vehicles.

Lifts should be considered if there are multiple levels of parking.

Driveways and Other Residential Parking Places

Residential parking places should provide sufficient space around vehicles to allow for safe and convenient loading and unloading, and enable vehicle maintenance and cleaning without encroachment on the adjacent footpath or property. Whilst Table O3 above sets out standards for parking bays, it is recommended that for optimum accessibility driveways and parking places adjacent to homes should be a useable area not less than 3.0m ~~3.5m~~ by 6.0m particularly where spaces abut plot boundaries. Tandem spaces with a garage should be at least 10.5m ~~11.5m~~ in length in total. This is to allow for 5.0m ~~6m~~ in front of a garage, 5.0m for a vehicle to rear and 0.5m for the door to open. Where tandem parking is proposed without a garage, it should be at least 10m ~~10.5m~~.

It should be possible to access both sides of parked vehicles and fully open vehicle doors on at least one side to provide convenient access for people with impaired mobility and parents with babies and young children.

There must be sufficient room to enable garage doors to be opened and bins, cycles

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Mobility Difficulties

In residential developments the parking and site layout must permit access to the property for persons with mobility difficulties, for example, people using wheelchairs or mobility scooters, prams and cycles.

In specialist housing such as care homes and supported housing, it may be appropriate to integrate storage and electric charging facilities for motorised disability buggies. This will be considered on a case by case basis depending upon the circumstances of the individual scheme.

In shared parking areas, spaces for disabled people need to be properly marked and meet the Part M of the Buildings Regulations. It is preferable to provide these spaces in unallocated areas, including on-street, as it is not normally possible to identify which properties will be occupied by or visited by disabled people. Spaces for disabled people should be located as close as possible to building entrances.

~~A disability parking space should measure 2.4m wide by 4.8, plus 1.2 clearance to the side and to the rear of the space. Communal parking of less than 17 spaces should normally provide at least one disability space.~~An off-street Mobility Space should normally be 6.0m in length and 4.8m in width to allow appropriate access space (1.2m) to each side and the rear of the vehicle.

³ URBED 'Space to Park' (November 2013)
<http://urbed.coop/projects/space-park>

Find out more

Department of Transport 'Inclusive Mobility' (2005)

<https://www.gov.uk/government/publications/inclusive-mobility>

Access for blind people in towns (January 2014)

<http://www.theihe.org/new-access-blind-people-towns-guidance-note/>

Department of Transport Local Transport Note 1/11: Shared Space (October 2011)

QF65. Motorcycle Parking

Motorcyclists prefer to park close to their destination, in places where they can secure their machine. Designated motorcycle parking facilities that fail to meet these requirements will probably be overlooked in favour of informal spaces that are considered more suitable by owners. Motorcycles are prone to theft as they can be readily lifted into another vehicle. Security should therefore be a key consideration when providing parking facilities for motorcycles. Physical security need not be difficult or expensive to provide. Fixed features, such as rails, hoops or posts designed to provide a simple locking point to secure a motorcycle should be provided.

In planning for motorcycle parking, in most situations motorcycles will be able to use car parking spaces, but in some situations it will be appropriate to provide designated motorcycle parking areas, particularly:

- where there is a high density of development and where car parking is likely to be intensively used; and
- where demand for motorcycle parking is expected to be significant.

QF76. Cycle Parking

Cycling is recognised for the contribution it can make as a sustainable and healthy form of transport and is a growing pursuit. To support this, measures should be incorporated into development schemes that make the choice to cycle more convenient and safer. However, whilst there is a growing understanding of good principles for cycle parking in the public realm, little thought has been given to what should be done where most journeys begin and end, i.e. at home. Consequently having good quality cycle parking within residential development can be a positive selling point for developers.

The appropriate amount of provision will vary depending on the type of development. Greater consideration should be given to the provision of cycle storage in new residential development. Each dwelling should provide for an appropriate level of cycle parking within its plot or be part of an appropriate shared parking provision. Shared cycle parking needs to be secure, covered, have good surveillance and be designed and located to be convenient to use.

Cycle parking needs to be designed early on in the process, as space needed to accommodate cycles can be significant. The importance of well thought out design is critical. Cycle parking facilities will be underused if it is difficult to manoeuvre cycles into the designated space or the location is inconvenient. This in turn leads to cycles being left attached to railings or street furniture with associated visual harm, highway impediments and risk of theft or damage.

It is imperative that cycle parking forms an integral part of any full or reserved matters planning application, rather than treating it as a secondary issue to be resolved by condition. Full details of matters such as the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be provided.

On larger developments it may be appropriate to incorporate provision for recharging individual electric cycles. In addition there may be opportunities to introduce grouped locations of cycles for hire. This type of provision will be considered on a case by case basis depending upon the circumstances of the individual scheme and the potential benefits that such infrastructure could provide.

Design, Layout and Siting of Cycle Parking

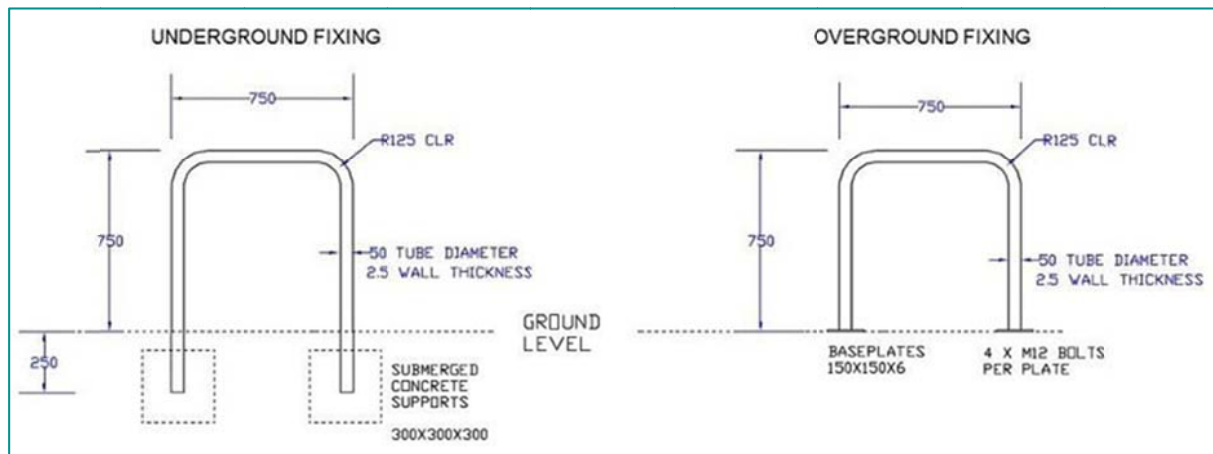
The following key considerations for cycle parking are outlined below:

<ul style="list-style-type: none"> • Conveniently sited 	<ul style="list-style-type: none"> • All cycle parking should be positioned in a manner that encourages the use of a cycle as first choice for short trips.
<ul style="list-style-type: none"> • Accessible and easy to use 	<ul style="list-style-type: none"> • All parking facilities should be easy to get to, with no inconvenient detours, steep slopes or narrow access ways.
<ul style="list-style-type: none"> • Safe and Secure 	<ul style="list-style-type: none"> • Facilities should always be secure and give cyclists the confidence that their cycle will still be there when they return.
<ul style="list-style-type: none"> • Covered 	<ul style="list-style-type: none"> • Parking provided for residents should always be covered and, where appropriate, this should also apply to visitor parking.
<ul style="list-style-type: none"> • Fit for purpose 	<ul style="list-style-type: none"> • The recommended choice of rack is the 'Sheffield' type stand due to its practical and durable design. (see below)
<ul style="list-style-type: none"> • Well managed and well maintained 	<ul style="list-style-type: none"> • Shared residential cycle parking in flats and apartments should be the subject of a funded maintenance regime.
<ul style="list-style-type: none"> • Attractive 	<ul style="list-style-type: none"> • The design of cycle parking facilities should be in keeping with their surroundings.

Stands

The use of butterfly racks or similar which only grip the wheel are not considered appropriate as they are less secure, do not support the bike, can damage it and cause a trip hazard to pedestrians.

The Sheffield type stand will be required as a minimum. This is the most common, simple and reliable design of stand, constructed from a single tube with two right angle bends. The addition of a horizontal bar approximately 500mm above ground level is recommended as it makes it easier to secure children's cycles and 'step through' cycles and reduces the likelihood of cycles slipping down the stand if properly locked.



Draft Development Requirements Supplementary Planning Document (SPD)

The minimum spacing between Sheffield stands should be 1000mm. This distance is always measured from the centre line and at right angles to the longitudinal axis of the stand, even when stands are at an angle to a wall or kerb line. When used in the public realm they should be sited towards the front of the buildings. The first and last stands in a row should be fitted with a tapping rail for the benefit of blind and partially sighted people. Stands should always be fixed at right angles to any slope. This overcomes any tendency for the parked cycles to roll downhill.

If unavoidable, where cycle parking is provided to the rear or sides of buildings, the access way should preferably be 1500mm wide or a minimum of 1200mm over a distance of no more than 10 metres and surveillance should be maximised.

Cycle parking for residents and employees should be provided in a secure, covered and lockable enclosure, preferably within the footprint of the building. To promote ease of use and cycling as the preferred modal choice, parking facilities should usually be at the front of the building, either in a specially constructed cycle shed or an easily accessible shed or garage. The former should be designed with careful consideration in terms of its setting and urban design.

When provided within the footprint of the building or as a freestanding shed/garage, cycle parking should be accessed by means of a door (secured by mortice lock) at least 1000mm wide and be at least 2000mm deep.

With regard to flats, apartments and employment sites, cycle parking (whether provided internally or externally), should be sited within 20m of the relevant entrance of the building and in all cases closer than the nearest non-disabled car parking space. It should be well lit, create a sense of personal safety, and included in any premises' CCTV surveillance system. External cycle parking should be overlooked by the windows of buildings and not hidden by landscape design or planting. In all cases, secure compounds must not have unsecured apertures large enough for anyone to climb in or a cycle to be passed through.

The preferred solution is for the cycle parking to be within the building footprint with an individual cage for each dwelling or a rack space for each cycle. Cycle parking provided outside of the building should be within a lit, covered enclosure, again with cages or racks. If the parking area has open access, the enclosure should be lockable.

Parking areas should preferably be housed internally on the ground floor. As a general rule, it is not recommended that parking for cycles should be accommodated within individual apartments above ground floor level. Where lifts are provided for the use of cyclists these should be sufficiently large to accommodate their cycles, i.e. at least 2m deep and preferably 2m wide with an overall door aperture of 1.2m.

The cycling parking standards set out in Tables 1 and 2 will be applied, unless specific circumstances are applicable to a particular type or location of proposed development:

Find out more

Cyclenation, Making Space for Cycling, 2014

<http://www.makingspaceforcycling.org/>

Sustrans, Cycle Parking, November 2014

<http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Cycle-Parking-31-10-14.pdf>

~~F7. Electric Vehicle Charging Points~~

~~The UK Climate Change Act and its Carbon Budgets requires an ambitious shift in transport technology towards ultra-low carbon alternatives. Electric vehicles have no emissions (carbon dioxide, nitrogen dioxide and particulates) at the point of use and the 'wheel to wheel' carbon dioxide emissions are 30-40 per cent lower than comparable petrol or diesel fuelled vehicles.¹ The Government has therefore identified the low emission and ultra-low emission vehicles (ULEVs) as playing a vital part in its plans for modern transport systems (public and private) that promote economic growth and deliver on climate change targets. It presents the opportunity to decarbonise road transport and enable mobility and stimulate a greener economy and provide sustainable development.~~

~~The Government also recognises the importance that low emissions vehicles play as one of the measures to reduce air pollution and subsequently improve air quality and noise. The negative impacts of air pollution on people's health and wellbeing, and on the natural environment are well documented by up to date research.² National and European legislation requires local authorities to monitor air quality within their areas and Stratford-on-Avon District Council has identified two Air Quality Management Areas (AQMAs) in the district, namely Stratford-upon-Avon and Studley.~~

~~A key theme of the NPPF is that development should enable future occupiers to make more environment friendly transport choices. In particular, paragraph 35 of the NPPF states that development should be designed where practical to incorporate facilities for charging and plug-in and other low emission vehicles.~~

~~The use of electric vehicles is an important measure in reducing emissions locally and consequently the provision of infrastructure which promotes the use of electric vehicles is essential. The uptake in electric vehicles has steadily increased with a forecast of 1 million ULEVs by 2022 (DfT) and it is therefore important that planning encourages its continued growth and responds to the future demands. National data highlights the increased level of growth in the electric vehicles market nationally since 2011, as shown in Fig.1 below.~~

~~Furthermore, it is considered that in rural areas where frequent public transport is not always available and walking and cycling are not practical options, the private car is the only realistic alternative for many communities; low emission vehicles have the potential to contribute towards low carbon transport and improved air quality.~~

¹Driving the future today: a strategy for ultra-low emission vehicles in the UK (OLEV 2013)

²Every breathe that we take: The lifelong impact of air pollution (Royal College of Physicians & Royal College of Paediatrics and Child Health, 2016)

<https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>
The UKREATE Project (DEFRA & NERC, 2010) <http://ukreate.defra.gov.uk/Background.htm>

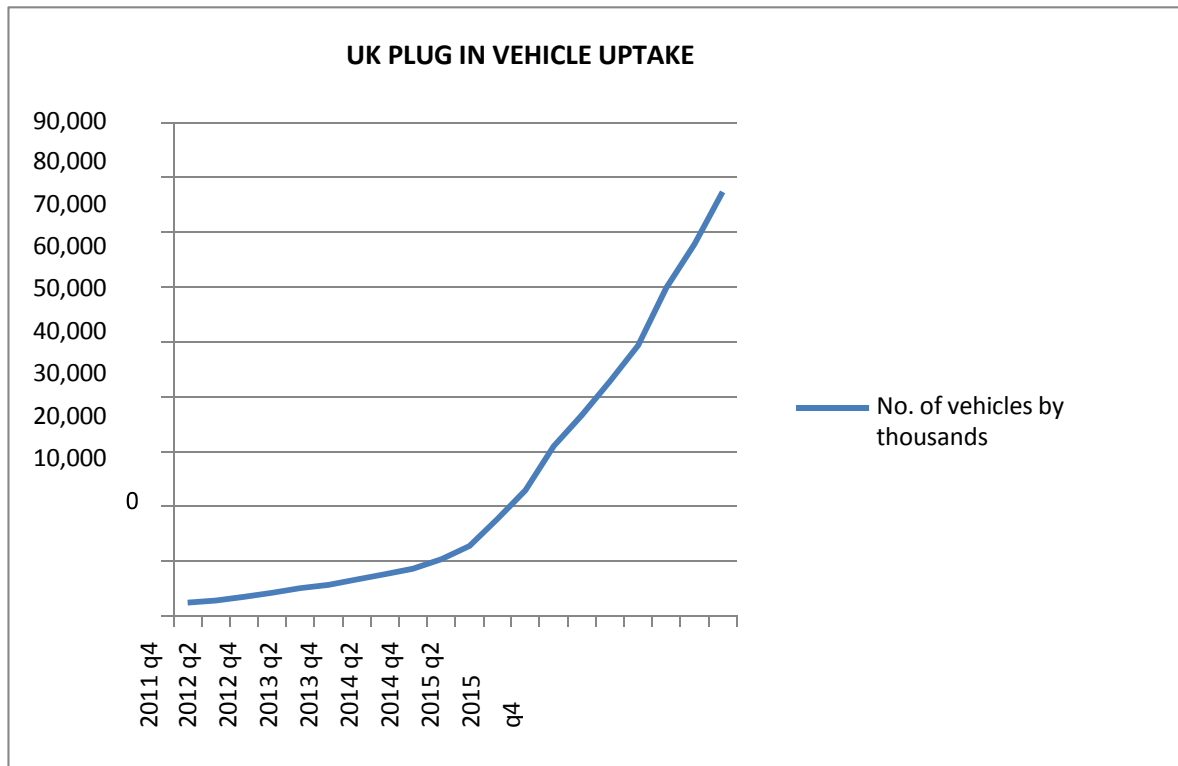


Fig. 1 – UK plug-in Vehicle Uptake (Office of Low Emission Vehicles).

Stratford-on-Avon District Council is committed to helping people travel in a more sustainable way. To promote a greater role for plug-in vehicles, the District Council will expect development proposals to provide for the use of electric vehicles.

Electric vehicles can be charged on-street or off-street, using different types of charging points. On-street charging points are post mounted or street light (footway) mounted and off street charging points in external car parks (usually surface level) or within the curtilage of a dwelling can be post or wall mounted. It may be appropriate in certain circumstances to only require the provision of cabling for electricity supply rather than the ‘above ground’ charging point equipment. A minimum 7Kw supply will be required, although higher voltage cabling may be required where large scale charging is envisaged. To understand how provision for charging may be achieved in development, Table 3 sets out what infrastructure should be provided in new development as a minimum. The Council will review the level of provisions for Electric Vehicle Charging Points (EVCP) as and when necessary to reflect the uptake of electric vehicles.

Table 3: Provision of charging points for electric vehicles in development (including conversions)	
Residential	Minimum 7Kw electricity cabling to the charging point(s). 1 electric vehicle charging point (EVCP) per dwelling with a garage or driveway. 1 charging point per 10 spaces of communal parking.
All other development	Minimum 7Kw electricity cabling to the charging point(s). 1 charging point per 10 spaces of parking.
Notes	(a) If less than 10 spaces = 1EVCP, between 11-20 spaces = 2 EVCP etc.) (b) To prepare for increased demand in future years, appropriate electricity capacity and cable provision should be included and ‘future proofed’ in scheme design and development in agreement with the local authority. (c) Phased provision of EVCPs may be acceptable in certain circumstances.

In addition to the standards set out in Table 3, charging points for mobility scooters and electric bikes (e-bikes) should be provided in new developments in a convenient location at ground floor level. This particularly applies to flatted developments and elderly persons housing where it may be difficult for occupants to charge scooters within the property itself.

Where on-street parking is proposed, ECVPs may be provided through a community hub setup, where multiple rapid charge points are provided locally for the community.

Details of EVCPs must accompany Full and Reserved Matters planning applications. Outline planning applications will need to include a commitment to provide details of EVCPs at reserve matters stage.

Layout and Design Considerations

When considering the layout of the electric vehicle charging infrastructure, the following considerations should be taken into account:

- Where provided the width of electric vehicles charging bays should be a minimum of 2.8 metres;
- EVCPs should be protected from collision and should be positioned to avoid becoming a trip hazard or an obstruction;
- Infrastructure should be designed to minimise street clutter, such as using existing street lighting to house ECVPs, where possible. Alternatively underground cabling with a minimum 7Kw electricity supply should be provided to EVCP points and the use of walkway ducting may be considered an acceptable option;
- Developers should work with the Distribution Network Operators e.g Western Power Distribution to ensure that an adequate electrical capacity to power EVCPs is provided.

Find out more

Government gears up for zero emission future with plans for UK charging infrastructure (Department of Transport Oct 2016)

[future-with-plans-for-uk-charging-infrastructure](#)

Making the Connection: The Plug-in Vehicle Infrastructure Strategy (Office of Low Emission Vehicles June 2011)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3986/plug-in-vehicle-infrastructure-strategy.pdf

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (Department of Transport, 2011)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3986/plug-in-vehicle-infrastructure-strategy.pdf

Guidance for implementation of electric vehicle charging infrastructure (Transport for London 2010)

QF8. Transport Assessments

The effect of traffic that is likely to be generated by new development will, in certain circumstances, need to be comprehensively examined to allow the determination of planning applications.

Transport Assessments (TAs) and Transport Statements (TSs) should be submitted in accordance with the Council's 'Planning Application Local List' which sets out the requirements for different scales of development. The latest list is available to view on the Council's website at the following link:

<https://www.stratford.gov.uk/planning-regeneration/planning-application-forms.cfm>

~~Transport Assessments (TA) should be submitted alongside a planning application for the following types and sizes of development (floor areas are gross floorspace measured externally):-~~

- ~~• Residential Development comprising 25 or more units (or 0.5 hectare in area in the case of outline applications where housing numbers are not known);~~
- ~~• Retail development of more than 1000 square metres (or 0.5 hectare in area in the case of outline applications where floorspace is unknown);~~
- ~~• Industrial development in classes B1 or B2, of more than 2000 square metres of floorspace (or 1 hectare in area in the case of outline applications where floorspace is unknown);~~
- ~~• Storage and Distribution development in Class B8 of more than 2000 square metres of floorspace and open storage space (combined) (or 1 hectare in area in the case of outline applications where floorspace/storage space is unknown);~~
- ~~• Other development of more than 2000 square metres (or 1 hectare in area in the case of outline applications where floorspace is unknown);~~

~~However,~~ ⁱ In certain circumstances a TA may be required for smaller scale developments of this nature or other forms of development, eg. education, health. This may be due to the scale or type of traffic movements likely to be generated and/or the specific conditions that prevail on the road network.

Where a TA is not required there may instead be a need for a Transport Statement or an Access Assessment. Potential applicants should consult with Warwickshire County Council (the Highway Authority) to agree on the existing traffic/transport conditions near the development site and the need for a formal TA or other traffic/transport document to be prepared.

Where a development proposes access to the strategic highway network, applicants are advised to consider DfT Circular 02/2013 (The Strategic Road Network and the Delivery of Sustainable Development).

Find out more

The Planning Practice Guidance provides advice on the content of Transport Assessments:

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

QF9. Travel Plans

The NPPF promotes Travel Plans as a means of reducing car usage and increasing the use of public transport, walking and cycling. The Council will require the submission of a comprehensive Travel Plan on all major non-residential developments (i.e. comprising 10,000 sq. m or more or a site area of 2 hectares or more). A Travel Plan will also be sought on other schemes where the achievement of a modal shift is considered to be particularly necessary. In the case of residential development, a Travel Plan is no longer sought by the County Council. However, a financial contribution towards the provision of Sustainable Travel Packs for the residents of new dwellings will normally be required for schemes of 10 dwellings or more, the current cost for these packs is £75 per dwelling.

Travel Plans should deliver a range of measures and incentives to facilitate the use of alternative modes of transport. These measures should be based on a thorough understanding of the actual or projected travel movements of employees, visitors and students (in relation to educational establishments), according to the nature of the scheme. Clear targets should be set to allow the Travel Plan to be monitored and reviewed. In the event that agreed, tangible targets contained in the Plan are not met, enforcement action will be considered by the Council.

In recent years, there has been growing awareness of the importance of 'soft' measures in influencing people's travel behaviour away from car use towards more sustainable modes of transport. The term 'Smarter Choices' is widely used to describe a range of measures which seek to encourage more people to choose sustainable travel by improving information, opportunities and the attractiveness of alternative modes. These include:

- Workplace and School Travel Plans;
- Personalised travel planning;
- Travel awareness campaigns;
- Public transport information and marketing;
- Car clubs;
- Car sharing schemes.

Both the District and County Councils will encourage 'Smarter-Choices' through the development process. They will expect promoters of larger-scale development schemes in particular to consider how to incorporate such measures.

In specific cases the applicant will be expected to provide funding for improvements to bus infrastructure and services, including their frequency, between the development site and settlements that support a wider range of facilities and jobs. Financial contributions towards improvements for walking and cycling facilities may also be appropriate in certain circumstances.

Find out more

The Planning Practice Guidance provides advice on the content of Travel Plans:

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Part: R

Air Quality

Contents

- R1. Air Quality
- R2. Air Quality Assessments for New Developments
- R3. Development Classification, Assessment and Mitigation
- R4. High Quality Design incorporating Good Practice Design
- R5. S106 Contributions

This part the Development Requirements SPD provides further detailed guidance on the interpretation of the following Core Strategy policies, as appropriate:

- CS.9 Design and Distinctiveness
- CS.26 Transport and Communications
- CS.27 Developer Contributions

<https://www.stratford.gov.uk/corestrategy>

This section of the SPD provides further information and guidance on air quality as required by Policy CS.26 in Stratford-on-Avon District Council's Core Strategy. It will be used by Stratford-on-Avon District Council to help reach decisions on whether to approve or refuse planning applications. Making sure that applications comply with the guidance contained within the SPD will make it easier for the Council to grant permission. The guidance in this SPD is also consistent with national planning policies in the NPPF.

R1. Air Quality

Poor air quality is a major influence on public health, causing particular problems for those with respiratory illnesses and cardio-respiratory conditions. Whilst air quality in Stratford-on-Avon District is generally good, there are localised air quality problems caused by road transport and traffic congestion, where levels of Nitrogen Dioxide (NO₂) are the key concern. Two Air Quality Management Areas (AQMA) have been declared within Stratford-on-Avon, the first in Studley and the second in Stratford-upon-Avon town in response to high levels of nitrogen dioxide. Whilst pollution levels have generally improved since their declaration, further improvements in air quality remain important to deliver benefits to all.

Stratford-on-Avon District Council's Vision for Air Quality

To encourage well designed sustainable development that reduces emissions and exposure to pollution, and contributes to better air quality management. Core Strategy Policies AS.1 (A.14) and AS.8 (A.5) reflect this vision.

www.stratford.gov.uk/corestrategy

Warwickshire Local Transport Plan 2011-2026

The Warwickshire Local Transport Plan provides a comprehensive area strategy for the Stratford-on-Avon District with particular emphasis on encouraging modal shift to a greater use of more sustainable forms of transport. The strategy seeks to deliver transport improvement across the district, reducing the environmental impact of traffic as well as reducing the dominance of vehicular traffic in Stratford-upon-Avon town centre and improving air quality within existing AQMAs.

Stratford-on-Avon District Air Quality and Planning Technical Guidance December 2018

The Air Quality and Planning Technical Guidance has been developed by across the Coventry and Warwickshire sub regional local planning authorities, including Coventry City Council Coventry City Council, Coventry & Warwickshire Public Health, Nuneaton and Bedworth Borough Council, Rugby Borough Council, Stratford-on-Avon District Council and Warwick District Council. The document was produced by consultant Andrew Whittles, Low Emissions Strategies Ltd. This technical guidance aims to simplify the consideration of air quality impacts associated with development schemes and focus on incorporation of mitigation at design stage, countering the cumulative impacts of aggregated developments, providing clarity to developers and defining of sustainability in air quality terms. Stratford-on-Avon District Air Quality and Planning Technical Guidance December 2018 is available on the Council's website, using the link below. (TBC)

R2. Air Quality Assessments for new developments

Core Strategy Policy CS.26 (D) will be applied to all proposals for new development, where it is considered justified by the scale of the development. An air quality assessment will be required where there is a risk of significant air quality effect either from a new development causing an air quality impact, or by creating exposure to high concentrations for new residents.

~~As a minimum an Air Quality Assessment will be required if the following criteria are met:~~

- ~~1. 10 or more residential units, or a site area of more than 0.5ha; OR~~
- ~~2. For all other uses – More than 1000 sqm floor space or a site area of more than 1ha. AND IF ANY OF THE FOLLOWING APPLY~~
- ~~3. A change in Light Duty Vehicle (LDV) * flows on local roads with relevant receptors, of:~~
 - ~~• more than 100 Average Annual Daily Traffic *(AADT) within or adjacent to an Air Quality Management Area (AQMA);~~
 - ~~• more than 500 Average Annual Daily Traffic (AADT) elsewhere.~~
- ~~4. A change in Heavy Duty Vehicle (HDV) ** flows on local roads with relevant receptors of:~~
 - ~~• more than 25 AADT within or adjacent to an AQMA;~~
 - ~~• more than 100 AADT elsewhere.~~
- ~~5. Realignment of existing roads by more than 5m, changing the proximity of receptors to traffic lanes.~~
- ~~6. Change to a highway junction near to relevant receptors.~~
- ~~7. A new or alteration to a bus station where bus flows will change by:~~
 - ~~• more than 25 AADT within or adjacent to an AQMA;~~
 - ~~• more than 100 AADT elsewhere.~~
- ~~8. New underground car park with an extraction system within 20m of a relevant receptor, coupled with more than 100 traffic movements per day (in and out).~~

~~9. Substantial combustion process where there is a risk of impacts on relevant receptors.~~

~~* Light Duty Vehicle includes cars and vans less than 3.5t gross vehicle weight.~~

~~* Heavy Duty Vehicle includes goods vehicles and buses more than 3.5t gross vehicle weight.~~

~~The content and assessment methodology of Air Quality Assessments for developments is not prescribed and needs agreement with the Council's Environmental Health Department before work is undertaken. The Council recommends that Air Quality Assessment should be submitted at the same as the planning application. Guidance is available in the IAQM publication: Land Use Planning and Development Control: Planning for Air Quality: (2017) and DEFRA Technical Guidance LAQM.TG (09):~~

~~<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>~~

Mitigation against unacceptable air quality impacts arising directly from the traffic of that development will need to be addressed by the submission of a Transport Statement or Transport Assessment and will be secured via planning condition, S106 or S278 obligation as appropriate. In addition, contributions towards strategic transport improvements and mitigation against impacts will be collected through the Community Infrastructure Levy as applicable.

R3. Development Classification, Assessment and Mitigation

The assessment of air quality for relevant planning applications should follow a three-stage process:

1. Determining the classification of the development proposal;
2. Assessing and quantifying the impact on local air quality;
3. Determining the level of a mitigation required by the proposal to make the scheme acceptable.

Stage 1 - Development Type Classification

The classification of developments is shown in tables 1 and 2. The assessment and mitigation of development proposals is shown in figure 1.

Table R1 – Air quality classification of developments

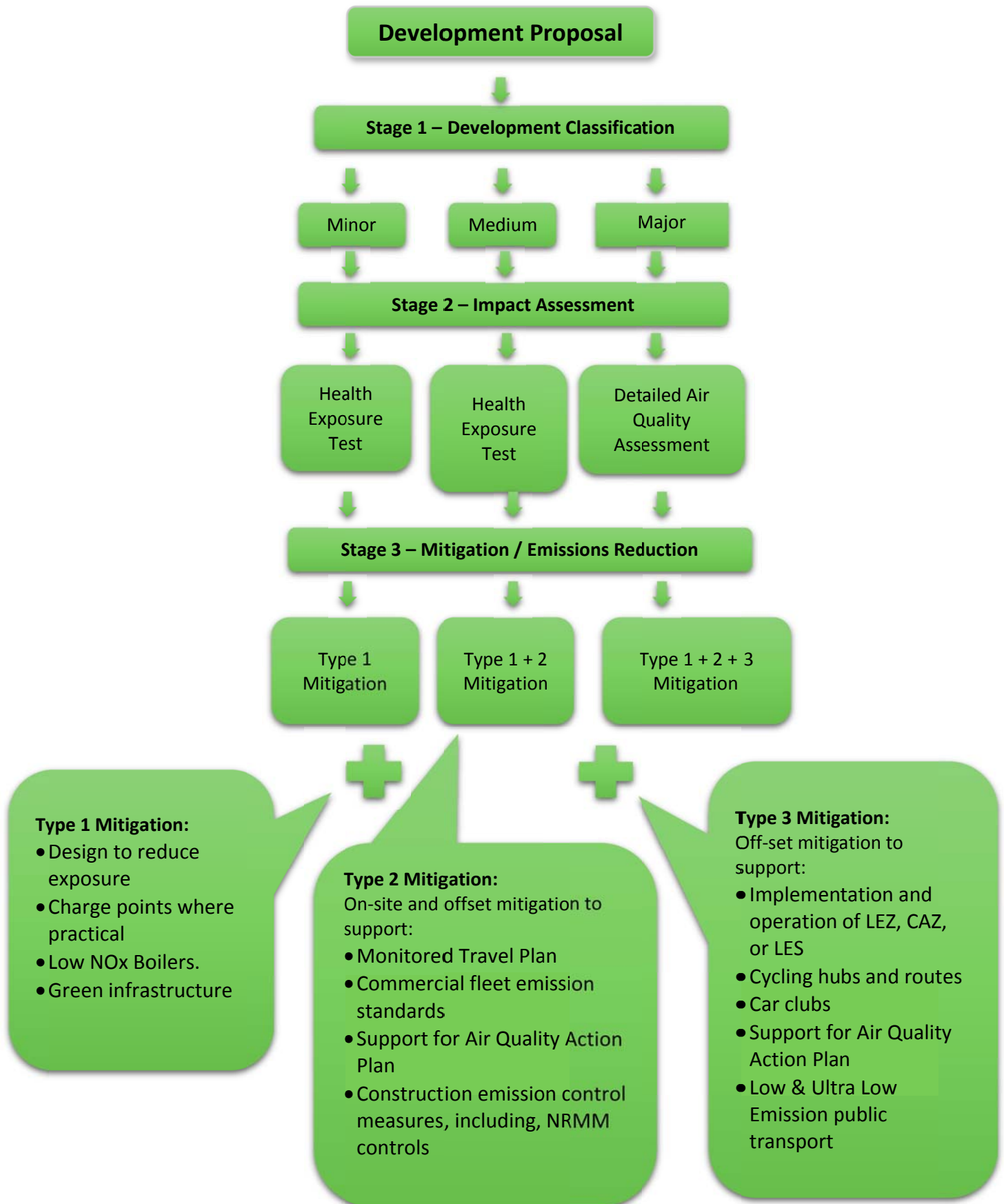
<u>Scheme Type</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>
<u>Threshold</u>	<u>Below threshold criteria for a Transport Assessment or Travel Plan¹</u>	<u>Meets threshold criteria for a Transport Assessment or Travel Plan</u>	<u>Medium type developments which also trigger any of the following criteria:</u> <u>i) Where development is within or adjacent to an AQMA</u> <u>ii) Where development requires an EIA and air quality is to be considered</u> <u>iii) Where any of the criteria in table 2 are triggered²</u>
<u>Assessment</u>			<u>Air Quality Assessment required including an evaluation of changes in emissions</u>
<u>Mitigation</u>	<u>Type 1</u>	<u>Types 1 and 2</u>	<u>Types 1,2 and 3</u>

Minor schemes are defined as proposals for 1 – 9 dwellings, new floor space and change of use. Medium and Major schemes include full and outline applications and variations.

¹ Contact Warwickshire County Council for further information about Transport Assessments and Travel Plans.

² For further information see the Stratford –on-District Air Quality and Planning Technical Guidance (LINK)

Figure 1R – Classification, assessment & mitigation of new developments



Type 1 Mitigation

Table 3 – Type 1 Mitigation

Plug-in Vehicle Re-Charging:

Residential:

1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision

Commercial/Retail:

10% of parking spaces (32 amp or 7kW) which may be phased with 5% initial provision and the remainder at an agreed trigger level, plus additional cabling for future provision. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour for public access car parks.

Industrial:

10% of parking spaces which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered

All charging unit shall be installed where practical. Developers installing public charging points shall ensure that the National Charge Point Registry is updated.

Low NOx heating and boilers (see Stratford-on-Avon Air Quality and Planning Guidance for further details)

Code of Construction Practice

Construction Environmental Management Plan (CEMP) to be incorporated into MEDIUM and MAJOR developments and agreed with Council Officers, usually via the Discharge of Planning Conditions. This shall include NRMM controls (see table 6)

Green Infrastructure

Where it can be shown that such infrastructure will reduce exposure from air pollution.

Plug in Vehicles

Plug in vehicles such as electric or hybrid vehicles can be charged on-street or off street, using different types of charging points. On-street charging points are post mounted or street light (footway) mounted and off street charging points in external car parks (usually surface level) or within the curtilage of a dwelling can be post or wall mounted. It may be appropriate in certain circumstances to only require the provision of cabling for electricity supply rather than the 'above ground' charging

point equipment. ~~A minimum 7Kw supply will be required, although H~~higher voltage cabling may be required where large scale charging is envisaged. ~~To understand how provision for charging may be achieved in development, Table 3 sets out what infrastructure should be provided in new development as a minimum. The Council will review the level of provisions for Electric Vehicle Charging Points (EVCP) as and when necessary to reflect the uptake of electric vehicles.~~

In addition, charging points for mobility scooters and electric bikes (e-bikes) should be provided in new developments in a convenient location at ground floor level. This particularly applies to flatted developments and elderly persons housing where it may be difficult for occupants to charge scooters within the property itself.

Where on-street parking is proposed, ECVPs may be provided through a community hub setup, where multiple rapid charge points are provided locally for the community.

Details of EVCPs must accompany Full and Reserved Matters planning applications. Outline planning applications will need to include a commitment to provide details of EVCPs at reserve matters stage.

Layout and Design Considerations

When considering the layout of the electric vehicle charging infrastructure, the following considerations should be taken into account.

- Where provided the width of electric vehicles charging bays should be a minimum of 2.8 metres;
- EVCPs should be protected from collision and should be positioned to avoid becoming a trip hazard or an obstruction;
- Infrastructure should be designed to minimise street clutter, such as using existing street lighting to house ECVPs, where possible. ~~Alternatively underground cabling with a minimum 7Kw electricity supply should be provided to EVCP points and the use of walkway ducting may be considered an acceptable option;~~
- Developers should work with the Distribution Network Operators e.g. Western Power Distribution to ensure that an adequate electrical capacity to power EVCPs is provided.

Type 2 Mitigation

The following tables provide a suite of measures to be considered where appropriate.

Table 4 – Type 2 Mitigation

- Monitored Travel Plan³
- Measures to support public transport infrastructure and promote use
- Measures to support cycling and walking infrastructure, including segregated cycleways
- Measures to support an Air Quality Action Plan
- Designated parking spaces and differentiated parking charges for low emission vehicles
- Non-road mobile machinery (NRMM) controls for built up areas (see table 6)

Commercial development specific:

- Use reasonable endeavors to use/require vehicle use complying with the latest European Emission Standard
- Provide a fleet emission reduction strategy/Low Emission Strategy, including low emission fuels and technologies, including ultra-low emission service vehicles

Type 3 Mitigation

Table 5 – Type 3 Mitigation

Off-set mitigation to support:

- Implementation and operation of Air Quality Action Plans (AQMA)emerging Low Emission Strategies (LES) or electric vehicle strategies(EVS)
- Growth in low and ultra-low emission public transport, including buses
- Car clubs (including electric) and car sharing schemes
- Cycling Hubs and corridors, including bike and e-bike hire
- Secure cycle storage both on and off site
- Plugged-in development and demonstration schemes eg new occupants given demonstration use of plug-in vehicles
- Low emission waste collection services
- Infrastructure for low emission, alternative fuels eg. refuse collection and community transport services
- Electricity sub-station capable of supporting electric vehicle provision(future proofing)

Further information on the suitability of mitigation for developments can be obtained from the Council Environmental Health Team

³ Where the developer funds the monitoring of a travel plan

R4. High Quality Development Incorporating Good Practice Design

It is beyond dispute that air quality is a major influence on public health and so improving air quality will deliver real benefits. The provision of well-designed development is considered an essential component in improving air quality and creating healthy communities. All developments that have not been screened out at the assessment stage should incorporate good practice design and thereby contribute towards the delivery of wider strategic public health objectives. [Part B](#), [Part C](#) [Part Part E](#) and [Part F](#) of this SPD provide further guidance on achieving high quality design proposals in our District.

New development should not contravene any measures set out in the Council's Air Quality Action Plan or any Air Quality Strategy and should be designed to minimise air quality impacts and public exposure to pollution sources. Development should aim to include measures to encourage sustainable means of transport.

Consideration will be given to whether additional measures are required to offset emissions or whether a financial contribution is required, based upon the nature and scale of the development and the level of concern about local air quality. The value assigned to emissions will be based on the 'damage cost approach' used by DEFRA. Proposed mitigation measures should clearly demonstrate their effectiveness. Further information may be found in the Council's Air Quality and Planning Technical Guidance [LINK](#)

R5. S106 Contributions

Stratford-on-Avon Council has adopted the Community Infrastructure Levy (CIL) and our CIL User Guide⁴ can be found on the Council website.

Subject to the rules on pooling, we will seek Section 106 Agreements (Town and Country Planning Act 1990) and other relevant obligations with developers to secure mitigation, including off-set, on larger schemes (Medium and Major), where appropriate, to make the scheme acceptable.

We will not seek Section 106 Agreements for mitigation that is included in our Regulation 123 list. [Section U](#) of the Council's Development Requirements SPD provide further guidance on the Council's approach to S106 and CIL.

⁴ [Stratford-on-Avon District's Community Infrastructure Levy www.stratford.gov.uk/cil](http://www.stratford.gov.uk/cil)

Find out more:

Further information regarding CIL, including the rates, where they apply, and how they should be paid can be found on the Council's website at:

www.stratford.gov.uk/CIL

The Infrastructure Delivery Plan and Schedule of Infrastructure Projects can be found on the Council's Core Strategy page under "Adoption Documents":

<https://www.stratford.gov.uk/corestrategy>

~~I14. High Quality Development Incorporating Good Practice Design~~

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