Parking & Highway Layout in Development

Supplementary Planning Document

boroughofpoole.com

Planning and Regeneration Services, 2011

Adopted 18th July 2011

Striving for Excellence

Public Consultation & Adoption

The Supplementary Planning Document was issued on 14th December 2010 and was the subject of an 8 week public consultation. The resulting changes were agreed by the Council and the document was adopted by the Borough of Poole on 18th July 2011.

This SUPPLEMENTARY PLANNING DOCUMENT contains guidance and greater detail on parking provision to help implement Core Strategy policies: **PCS5** - Broad Locations for Residential Development, **PCS8** - Lifetime Homes, **PCS15** - Access & Movement, **PCS16** - The East-West Bournemouth-Poole (A35) Corridor, **PCS19** - Other Prime Transport Corridors & Main Routes, **PCS22** - Local Centres, **PCS26** - Delivering Locally Distinctive, Self-Reliant Places,

This SPD also supports Policy DM8 Demand Management in the Emerging Site Specific Allocations and Development Management Development Plan Document.

Further information

Planning and Regeneration Services including Building Consultancy Services:
Civic Centre
Poole BH15 2RU Tel. 01202 633321

Email enquiries: planning@poole.gov.uk www.**borough**of**poole**.com/planning

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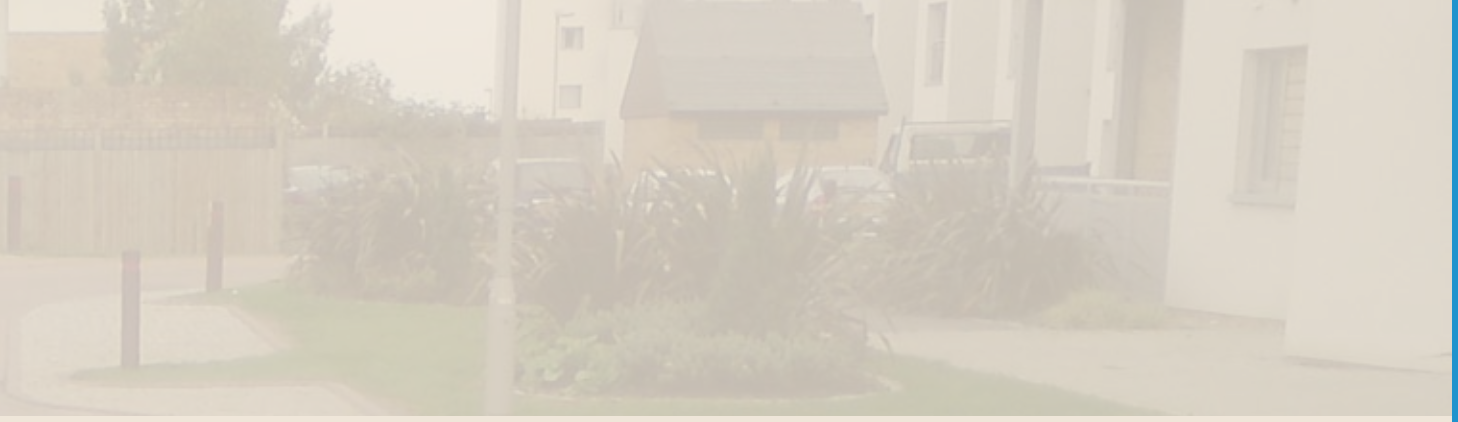
Part 1 Summary

1.0 This Supplementary Planning Document (SPD) sets out the Borough of Poole's approach to parking and highway layout in development schemes. It forms part of the Local Development Framework, supporting the objectives of the Poole Core Strategy 2009 and emerging Development Plan Documents set out in Poole's Local Development Scheme (2010). This document supersedes the Council's existing guidance on parking (adopted 2004) and reflects the government's Placeshaping agenda, which allows for local choice in promoting the distinctiveness of different places, rather than applying fixed national standards. The following are the current overarching national planning policies which apply:

- The overarching national planning policy documents against which all new planning policies should be developed. **Planning Policy Statement 1:** Delivering Sustainable Development (2005) and its Supplement: Planning and Climate Change (2007). **Planning Policy Statement 4:** Planning for Sustainable Economic Growth. This provides the recommended approach to developing parking policies for non-residential development. **Planning Policy Statement 3:** Housing (June 2010) places an emphasis on planning authorities developing residential parking policies taking into account expected levels of car ownership whilst continuing to promote all the principles of high quality design in residential development. **Planning Policy Guidance 13: Transport (2001 and updated in January 2011)** is at the core of the government's agenda to integrate planning and transport at the national, regional and local levels. A key aim is to reduce the need to travel by car. This has implications for car parking policies which should seek to promote a wider shift to more sustainable means of travel. By applying the objectives of PPS1, PPS3, PPS4 and PPG13, local planning authorities can seek a balance between car parking needs, promoting sustainable travel and ensuring that residential and commercial development responds to the principles of good urban design to realise the aim of sustainable development.



Design

1.1 The national framework is supported by government design guidance to drive up the quality of new development and ensure that environments being created where people live, work and socialise will be enjoyed by all. This is particularly important when planning for parking provision as good design arises from an understanding of place and context. Table 1 sets out design guidance (not an exhaustive list) to assist agents, developers and applicants in applying high quality urban design principles into parking schemes. The guidance sets out practical examples of how these have applied, using the case study approach.

Table 1:
Recommended Design Guidance for Parking and Highway Layout in Development

Design Guidance	Weblink
ENGLISH PARTNERSHIPS - The Urban Design Compendium 1 (2000) and The Urban Design Compendium 2 – Delivering Quality Places (2007)	http://www.urbandesigncompendium.co.uk/
Car Parking: What Works Where (2006)	http://www.homesandcommunities.co.uk/english-partnerships.htm
Building for Life (2008) – Criteria 12: Car Parking	http://webarchive.nationalarchives.gov.uk/20110107165544/http:/www.buildingforlife.org/criteria/12
Manual for Streets 1 (2007) & 2 – Wider Application of the Principles (2010)	http://www.dft.gov.uk/pgr/sustainable/manforstreets/

Local Transport Plan 3 (adopted 29 April 2011)

1.2 The Bournemouth, Poole and Dorset Local Transport Plan 3 (2011-2026) is a statutory sub-regional Plan which provides the overall Transport Strategy, Targets and Implementation programme for managing traffic in South East Dorset. It has strong links with documents within the Poole Local Development Framework as one of its key priorities is to support developments in accessible locations and encourage smarter travel choices and influence car parking policies to reflect this.

Poole's Local Evidence Base – Residential Car Parking Study (2010) and Poole New Build Evaluation Report 2008

1.3 The findings of the Bournemouth, Poole and Dorset Residential Car Parking Study 2010 together with residential surveys undertaken in Poole, provide the evidence base for this SPD. The New Build Evaluation Project Report (February 2008) summarises that residential satisfaction level are affected by under-provision of car parking and is a cause of tension amongst residents. Summaries and links to these documents are given in **Appendix G**. PPG13 (2011) encourages local planning authorities to use local evidence to develop parking policies and ensure parking standards are delivered as part of a package of measures to promote sustainable transport choices.

1.4 The content of this SPD is a material consideration of planning applications received by the Council and will be used by Development Management Officers and the Council's Planning Committee in determining planning applications.

Part 2 Introduction

2.0 Accommodating parked vehicles has become a key function of many streets, particularly in residential areas. The level of provision of parking and its location has influences on the choices people make when deciding where to live, when travelling, and on the appearance and form of a development. Parking and highway layout should aim to provide a safe, convenient pattern of movement into, across and out of a site, putting pedestrians, cyclists and those with mobility restrictions at the top of the hierarchy of road users. As one of the five principle functions of a street, parking should not be detrimental to its other functions including the movement of traffic, accessibility, accommodating utilities and its function as a 'place' in the public realm. Vehicle parking should be designed to allow unimpeded access for those who wish to walk or cycle. Poor parking provision can not only diminish the environmental quality of a place but also have a huge impact on the quality of people's lives. The Council would wish to emphasise the importance of well-designed, responsive parking that is not considered in isolation from principles of good urban design, in line with government Guidance **(see Table 1)**, it is essential that the need to provide car parking is balanced with the aim of achieving active streets that feel safe to use and support sustainable attractive residential and commercial development.

2.1 This Car Parking and Highway Layout in Development Supplementary Planning Document (SPD) replaces the Borough of Poole Parking Guidelines Supplementary Planning Guidance (2004). It forms part of the Local Development Framework and as such, is a spatial planning document which will contribute to strategic objectives and policy outcomes in the adopted Poole Core Strategy **(see Table 2)**. This SPD sets out the key objectives to clarify the Council's proposed approach to ensure that car parking is integrated within a high-quality public realm; and seeks to promote pedestrian and cycle-friendly streets.

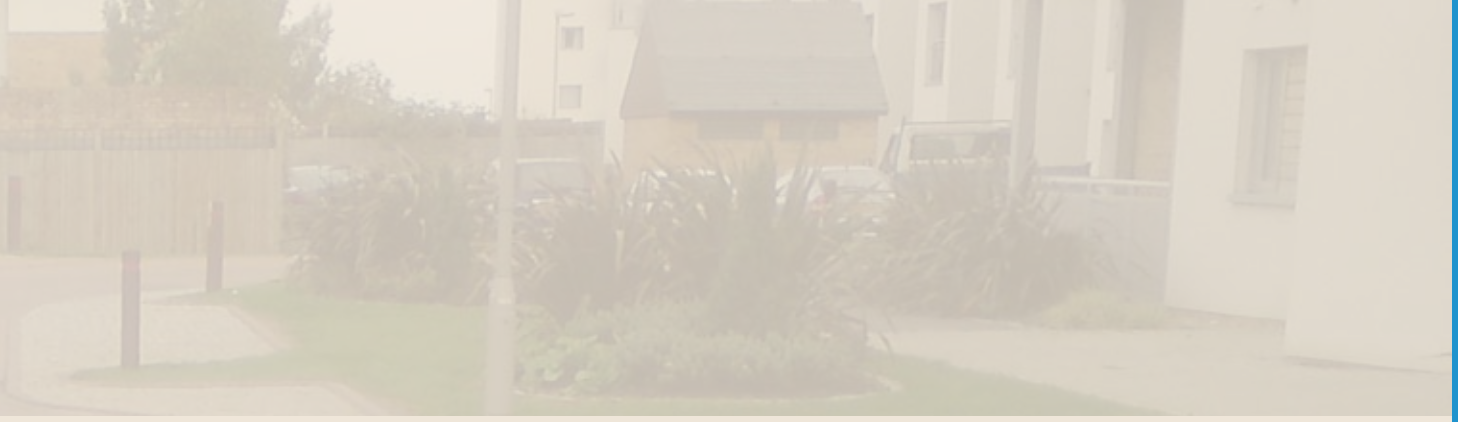
2.2 A key priority for the Council and the wider South East Dorset sub-region is to carefully manage the growth in traffic and additional pressure on the road network as a result of new residential and commercial development coming forward. In Poole there is a significant emphasis on the Town Centre, the Regeneration Area linked by the Twin Sails Bridge and other accessible locations to deliver new development. It is important to Poole's future success that development creates better places that are responsive to the needs of local residents and visitors. This success depends on providing a range of measures to provide flexibility and choice to achieve a safe environment in line with Bournemouth, Poole & Dorset Local Transport Plan 3 objectives and the findings of the South East Dorset Multi-Modal Transport Study (2009-2011).

2.3 It is expected that flats and other high density and mixed use development will be delivered in highly sustainable locations well served by public transport, a range of facilities, amenities and local services. This Parking and Highway Layout in Development SPD promotes the efficient use of land by incorporating parking zones which in turn provides clarity to developers, agents and applicants to meet optimum level of car parking sought by the Council in the area where development is proposed.

Part 3 Role, Objectives & Structure of the Document

3.1 The role of this document is to:

- Set out its context in terms of existing and emerging national policies and guidance, the Local Development Framework and the placeshaping agenda.
- Reflect the policies of the adopted statutory Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026).
- Provide clarity for developers and agents on the Council's expectations for car and non-car parking provision in new development.
- Amplify and support the aims, strategic objectives, key outcomes and policies in the Poole Core Strategy 2009 **(see Table 2)**.
- Identify a hierarchy of parking zones within which, optimum levels of parking provision will be applied when determining planning applications for residential, non-residential, commercial and mixed used development.



3.2 As with all Local Development Documents, it is essential that developers and agents have regard to this SPD at an early stage of developing their proposal. The Council recommends pre-application discussion for all developments involving parking provision and highway layout.

3.3 The objectives of this document are to:

- Promote high quality, sustainable, well-designed parking provision
- Promote and prioritise criteria which encourages sustainable travel - cycling, car clubs, travel plans, public transport to address climate change and road congestion.
- Ensure that development promotes inclusive, safe and convenient access for all highway users.
- Provide flexibility and choice in meeting parking needs for new residential and commercial development, as a package of measures to include a range of alternative methods of travel, dependent upon development type and location.
- Set out parking zones and standards which take account of the particular needs and requirements of the community and expected levels of car ownership of those living and working in the Borough of Poole.

3.4 The remainder of this document is set out as follows:

Part 4: Policy Context – National and Local

Part 5: Evidence Base

Part 6: Development Parking

Part 7: Travel Plans and Car Clubs

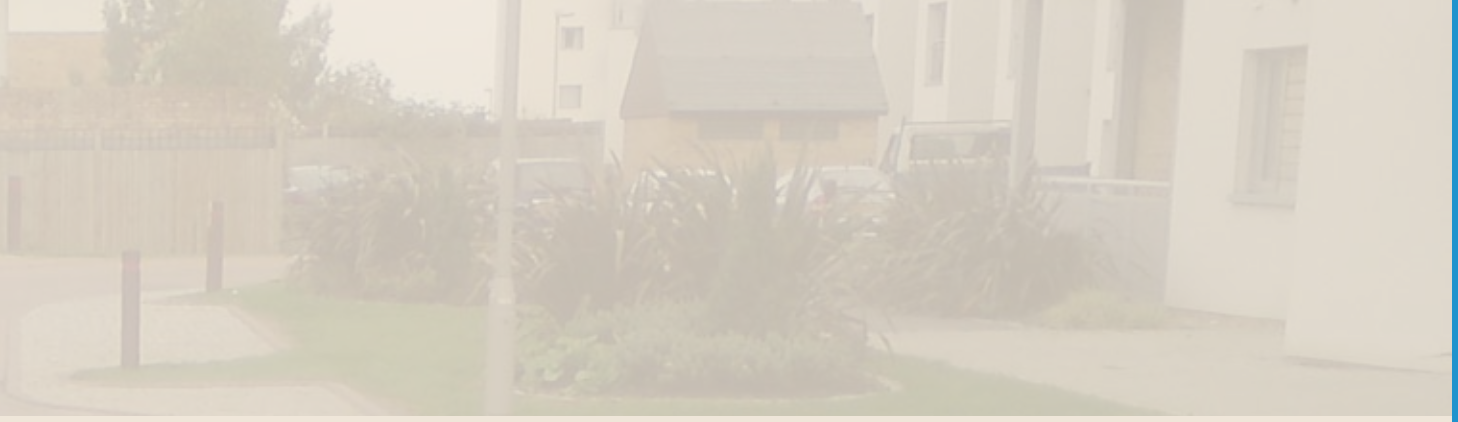
Part 8: Development Layout

Part 9: Appendices

Part 4 Policy Context

4.0 The planning policy framework in which car parking and sustainable travel will be considered is provided by relevant Government Planning Policy, the statutory Development Plan consisting of saved Local Plan Policies and the Local Development Framework together with other relevant Guidance, Strategies, Plans and Studies. Figure 1 shows significant influences shaping this Parking and Highway Layout in Development SPD. Summaries of relevant planning policy can be found at **Appendix A**.

Figure 1: Influences shaping the Parking and Highway Layout in Development SPD



National Policy

4.1 At the national level the Government has set out its policy framework and the following planning statements and guidance documents form the context of this SPD:

Planning Policy Statement 1: Delivering Sustainable Development (2005)

4.2 PPS1 sets out the Government's key principles which support the core principle of sustainable development that underpins planning. The following key principles are relevant to this document:

- Addressing climate change and reducing the need to travel by private car.
- Planning policies that promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just in the short term but over the lifetime of the development.
- Prepare development plans that contain clear policies to benefit the entire community.

Supplement to Planning Policy Statement 1: Planning and Climate Change (2007)

4.3 This companion guide states that a key priority for planning is to tackle climate change and that local planning authorities should ensure that communities are resilient to the threat climate change. It promotes the creation of new development that supports sustainable transport in line with PPG13, as follows:

- To ensure safe and attractive walking and cycling opportunities/facilities.
- To provide for and manage car parking.
- Through the preparation and submission of Travel Plans to support new development.

Planning Policy Statement 3: Housing (2010)

4.4 PPS3 (June 2010:para 51) states that LPAs should develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. PPS3: Housing (June 2010) has retained the emphasis from its revision four years prior in PPS3: Housing (2006) that local planning authorities should develop residential parking policies to take account of expected levels of car ownership.

Planning Policy Statement 4 : Planning for Sustainable Economic Growth (2009)

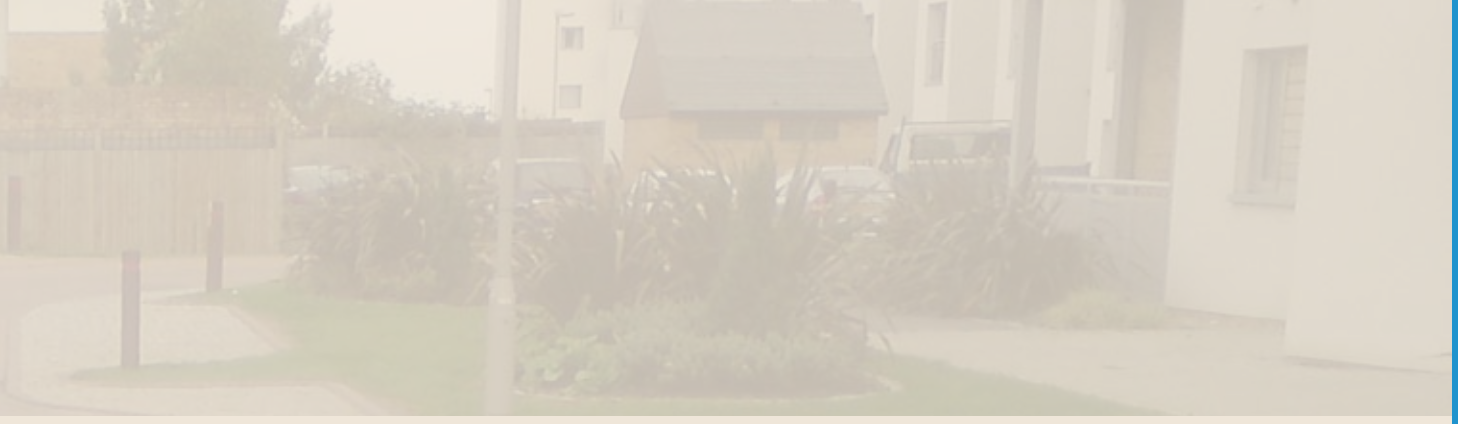
4.5 PPS4 sets out the governments overarching objectives to achieve sustainable economic growth. Its aims are to achieve prosperous economies by reducing inequalities and tackling deprivation. PPS4 recognises that sustainable economic growth is achieved through:

- Focusing new development in existing town and local centres to improve their vitality and viability
- Remedying deficiencies in areas of poor provision of shops and services or accessibility to facilities to meet the needs of a community.

PPS4 states that local authorities should set car parking standards through their Local Development Framework in alignment with the local transport plan, taking into account:

- Greater access to development for those without the use of a car and promote sustainable transport choices including cycling and walking.
- The need to promote shared use of car parking particularly in Town Centre sites and for major developments.

PPS4 (Policy EC18) clarifies that local parking standards should apply to individual planning applications for non-residential development unless the applicant demonstrates through a transport assessment that the development has a lesser need for parking. Town Centre Healthcheck at PPS4 (Annex D) provides a list of contributory indicators which can be used to measure the vitality and viability of a centre. A balance in the level of accessibility to town and local centres by car, public transport, cycling and walking is considered significant to enable a choice of travel options to be offered.



Planning Policy Guidance 13: Transport (2001) and PPG13 revision (2011)

4.6 Planning Policy Guidance 13: Transport (PPG13) (2001) was re-issued on 3rd January 2011). The following key changes have been effected to better reflect the localism agenda and ensure that parking provision meets local needs and strengthen the support for sustainable transport choices by:

- Encouraging local authorities to adopt higher parking standards for residential developments to reduce the level of on-street parking. The appropriate level of parking that is right for a particular community should be set by councils those parking standards to meet the pattern of car ownership in their own area.
- Ensuring that parking standards are used as part of a package of measures to promote sustainable travel, to include better pedestrian and cycle access from new residential development to local shops, facilities and services and employment opportunities.
- Identifying significant implications for the strategic highway network in terms of congestion
- Promoting the installation of electric vehicle charging infrastructure in new development, where it does not affect overall viability.

Sub-regional, local policy and Placeshaping

4.7 The Borough of Poole and its partner authorities have long-established joint policies to promote more sustainable patterns of travel, such as through the Local Transport Plan. In its capacity as both Highway Authority and Local Planning Authority the Council has responsibility for the management and control of parking and ensuring appropriate levels of parking in new development. The way the Council exercises its powers in this respect can play an important role in achieving key outcomes within the Poole Core Strategy, as well as priorities in corporate strategies.

4.8 It is essential that Placeshaping is recognised within the process of policy making. Poole's Sustainable Community Strategy 2010-2026 provides the overarching strategic vision. It shares its vision with Poole's Corporate Strategy 2010 - 2012 "Striving for Excellence" where the commitment to strengthening communities is one of the key priorities for the Council. It is essential that

partners develop a neighbourhood approach to enable people to deliver improvements in their local area. The Council is keen to involve interested parties in the planning process and strengthen its commitment to ensuring that Placeshaping is embedded in the existing and emerging policies contained within the Local Development Framework.

4.9 The Poole Core Strategy sets out the vision, broad principles and spatial approach for how Poole is expected to change in the future. This SPD must take account of the strategic objectives and key outcomes of the Poole Core Strategy, details are shown in **Table 2.** This SPD is expected to contribute to a key Strategic Objective to Promote Safe, Sustainable and Convenient Access by managing parking and encouraging sustainable travel which in turn helps to improve air quality and health.

4.10 Emerging Development Plan Documents also support Core Strategic Objectives and provide a framework for the production of Supplementary Planning Documents.

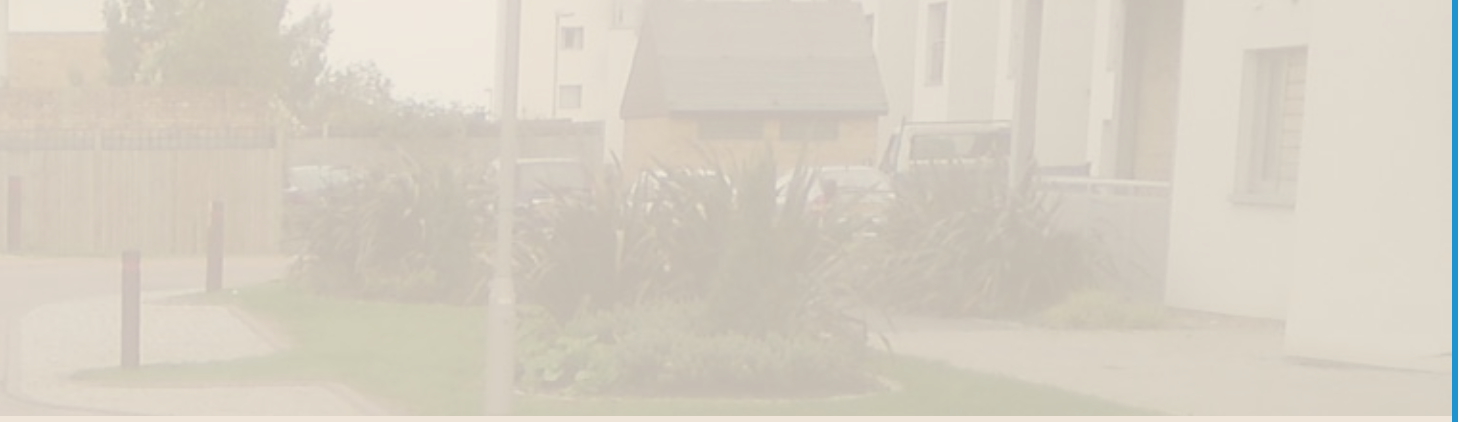


Table 2: How car parking contributes to Poole Core Strategy objectives, key outcomes and planning policies.

How well designed car parking contributes to strategic objectives, key outcomes and local planning policies in the Core Strategy 2009		
Strategic Objective	Key Outcome	Core Strategy Policy
1. To transform and revitalise the town centre of Poole	Helps create a distinctive, attractive and safe urban environment.	
	Higher share of trips by public transport, cycling and walking.	
2. To meet Poole's Housing needs and provide the right homes in the right places.	Promoting local distinctiveness	PCS5 Broad Locations for Residential.
	Ensuring new development does not adversely affect the natural environment.	
4. To promote safe, sustainable and convenient access.	Reduced proportion of single occupancy trips by car.	PCS15 Access and Movement.
	Improved health and safer places.	PCS16: The East-West Bournemouth-Poole (A35) Corridor.
		PCS19: Other Prime Transport Corridors & Main Routes.
		PCS20: Accessible and Inclusive Places.
		PCS22: Local Centres.
5. To deliver high quality, distinctive and self-reliant places.	Improvements in accessibility and the public realm	PCS23: Local Distinctiveness.
		PCS24: Design and Access Statements.
		PCS26: Delivering locally distinctive, self-reliant places.
8. To address climate change.	Reduce Poole's carbon footprint.	PCS32: Sustainable homes.

Part 5 Evidence Base

5.1 There is extensive up-to-date research underpinning this Supplementary Planning Document which includes the following:

i. Manual for Streets (2007) Department of Transport and Manual for Streets 2 Wider Applications of the Principles (Charted Institution of Highways and Transportation 2010).

ii. Data provided by the Trip Rate Information Computer System (TRICS) and the TRICS Good Practice Guide (2010).

iii. The Bournemouth, Poole and Dorset Residential Car Parking Study (Bournemouth Borough Council, Borough of Poole and Dorset County Council 2010) **(Appendix G)**.

iv. New Builds Evaluation Project Report (2008) – Corporate Research Team, Borough of Poole.

Part 6 Development Parking

Parking Zones

6.1 The Parking Zone hierarchy, first established in the 2004 Parking Guidelines SPG, sets a geographical variation in the level of car parking, particularly to control the level of commuter parking in PZ1 and PZ2.

6.2 Parking Zone 1 (PZ1) comprises the Town Centre and the Regeneration Area where the highest densities of development and greatest mix of uses are likely to be delivered in accordance with Poole Core Strategy policies **PCS1** - Principal Locations For Economic Investment and **PCS5** - Broad Locations For Residential Development.

6.3 Parking Zone 2 comprises an area up to 400m around the edge of PZ1 (the Town Centre and Regeneration area) and the East-West Bournemouth to Poole (A35) Corridor, including the areas listed below. The factors considered to include areas within PZ2 included promixity to convenient high frequency public transport and links to a broad range of amenities.

(a) Parkstone Road/Civic Centre
(b) Lower Parkstone Local Centre, Commercial Road.
(c) Upper Parkstone Local Centre, Ashley Road
(d) Branksome Local Centre, Poole Road
(e) Westbourne Local Centre (only the area in Poole is PZ2)
(f) Lower Hamworthy

6.4 Parking Zone 3 comprises the remainder of the Borough. Two exceptions, Special Parking Zones (SPZ), have been designated as follows:

- SPZ1 -Port of Poole
- SPZ2 -Bournemouth University (Talbot Campus) and Arts University College

In these Special Parking Zones, the use of Travel Plans to encourage smarter travel choices will be paramount. The submission of a Transport Statement or Transport Assessment will be required to determine parking provision requirements for developments within these SPZ's. A plan showing the location of PZ1, PZ2 and the SPZ's is in **Appendix D.**

Where a site abuts 2 parking zones the lower parking zone requirement maybe applicable. Consideration will be given to links to public transport and amenities. In these instances, discussions should take place with Council officers to determine the parking provision applicable.

Residential Parking

6.5 Research has shown that parking remains a significant issue for residents within new developments in Poole, with concerns that the levels of car parking provision are often inadequate.

> *….residents feel that car parking is a significant issue, and one of the main causes of tension.(New Builds Evaluation Project Report, Borough of Poole 2008)*

This SPD details the optimum parking levels expected within new residential development, based on expected car ownership levels. Factors such as the number of habitable rooms and location of development can influence car ownership. TRICS data and local evidence clearly demonstrates that car ownership can be significantly lower in permanently rented accommodation, such as that provided by Housing Associations. Hence, all these factors have been reflected in Tables 3 and 5. Where car parking is required for new permanently rented residential development, a Section 106 Agreement will be entered into to secure tenure until such time that the current Section 106 arrangements are replaced by CIL. Where no Section 106 legal agreement or alternative CIL obligations are entered into, residential development will be assumed to be market housing, with the higher car parking requirement shown in Table 3.

6.6 Car ownership levels in areas located close to good public transport links and good amenities are generally lower than within other areas of the Borough. However, it should be noted that even within the most sustainable locations of the Borough, research has shown that residents are likely to own cars.

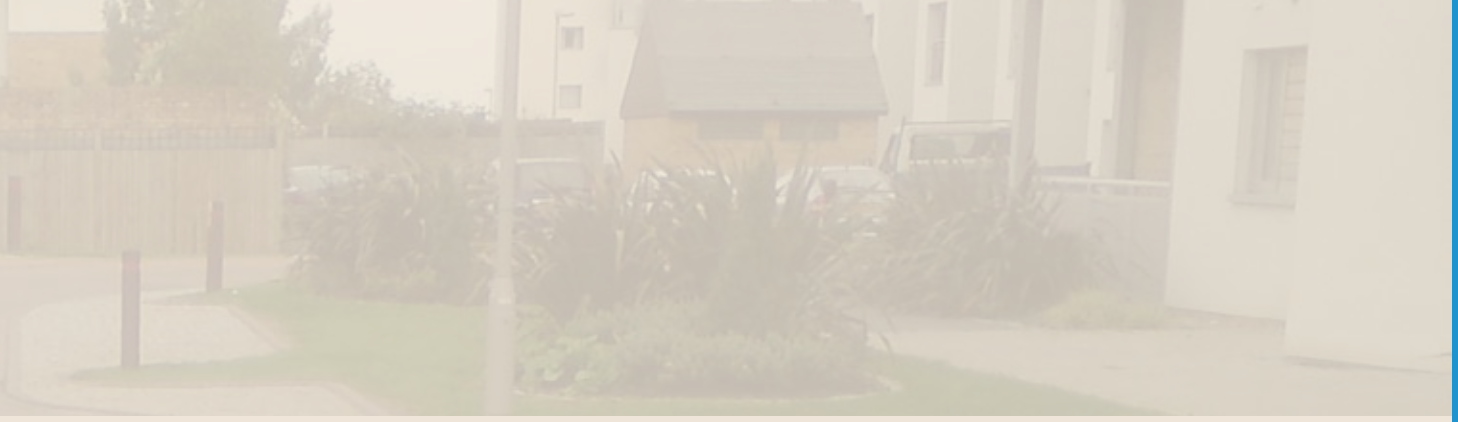
Proposals with parking provision below optimum parking levels set out in this guidance must demonstrate that the development can function without contributing to causing highway safety, causing inconvenience or transport problems for highway users and users of the site.

Residential Parking Guidelines Table 3

6.7 **Table 3** shows the optimum parking for one or more dwellings.

6.8 Unallocated parking in developments represents the most efficient use of parking allowing a mix of resident and visitor parking. However, at low unit numbers it is unlikely that the most effective use of allocated and unallocated spaces can be achieved. For instance, car parking spaces in small parking courtyards or adjacent to specific properties would effectively become allocated to certain properties regardless of their designation as unallocated. Low unit numbers are also unlikely to provide the mix of car ownership levels to allow efficient unallocated parking. Therefore for 5 or less units all the parking will be considered as allocated.

6.9 In the Council's 2004 Parking Guidelines SPG, the standard car parking space was set at 2.4m x 4.8m. Since then, most new car models have increased in width compared to the previous



model, usually to incorporate improved safety features. Some models have also increased in length, but very few cars are longer than 4.4m. This evidence needs to be balanced against the need for higher density residential development, especially in PZ1 and PZ2. Accordingly, the new standard car parking space in Poole is 2.5m x 4.8m. Examples of car and cycle parking space layouts are given in **Appendix C**.

Visitor Parking

6.10 Wholly unallocated parking represents the most efficient provision of parking **(see 6.8 above)**. Where more than one unit is proposed and a developer proposes to allocate parking to individual units, a further unallocated parking allowance will be required for visitors at an additional ratio of 0.2 parking spaces per unit. This allowance has been included in the Residential Parking Guidelines **(Table 3)**.

6.11 For developments of more than 5 units where all the parking spaces are secured as unallocated no further parking spaces will be required for visitors. To ensure that spaces are not allocated to individual units in the future, it will be necessary to secure their non-allocation via an appropriate planning condition or a legal agreement.

6.12 For developments that propose basement parking areas, some surface parking is preferred to provide accessible parking for visitors, disabled drivers and service vehicles.

Garages

6.13 Garages are not always used for car parking with many being used for storage. Hence, carports are the preferred option where sheltered car parking is sought. Garages will not be considered as a parking space unless they are of sufficient size to accommodate a car plus storage eg. a minimum internal dimension of 6m x 3m. This will encourage residents to use their garages for parking and reduce the demand for on-street parking spaces.

On-street parking

6.14 Manual for Streets (2007) and (2010) recommends that well designed on- street parking is acceptable in most circumstances and can enhance active streets provided that issues surrounding safety and convenience are balanced with visual impacts and other environmental constraints.

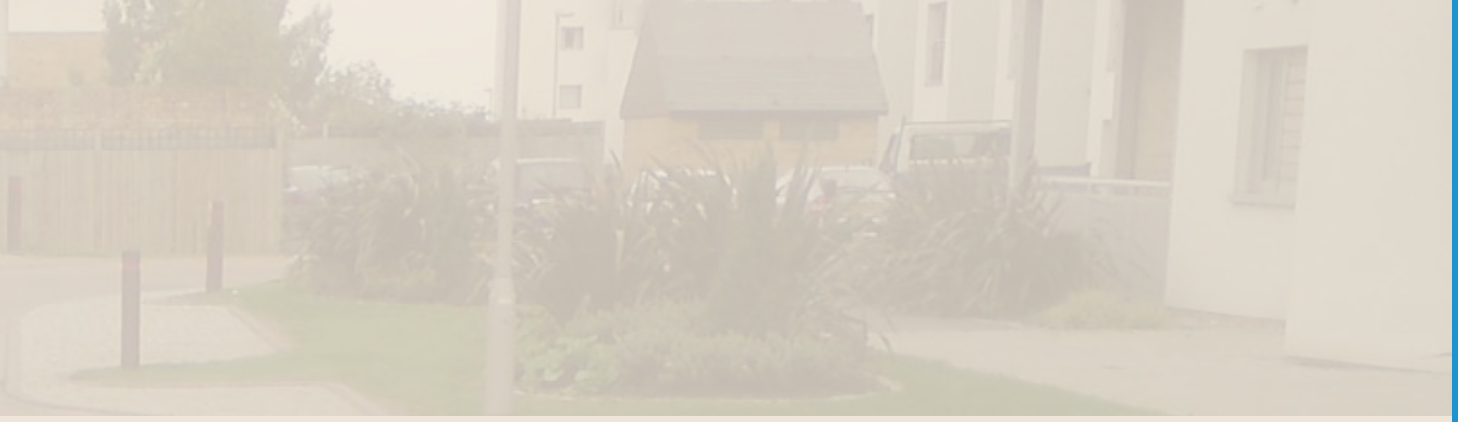
6.15 CABE and Manual for Streets research, as well as surveys of new build properties in Poole, has shown that parking remains a significant issue for residents with concerns that parking provision in new developments is often inadequate leading to increased on-street parking. The MfS 1 research found more accidents on those surveyed streets that had on-street parking than those without parking. These were primarily streets where on-street parking had not been adequately designed into the street layout.

6.16 Well-designed on-street parking can positively contribute to the vitality of the street and can reduce traffic speeds; conversely poorly designed on-street parking and excessive demand for parking can lead to increased risk of danger to pedestrians, cyclists and other road users. Parking pressures can lead to parking on the footway, blocking of driveways, and the removal of front boundary walls and frontage landscaping by residents to create hardstanding areas for vehicles. This can have a harmful impact on the appearance of the street scene, rendering an unattractive and hostile space for residents and visitors.

Consequences of lack of parking

6.17 Normally, on-street parking will only be accepted as part of developments where new streets are proposed as this allows the satisfactory design of parking provision within the new street layout. On-street parking layouts should consider the grouping of spaces with the provision of build-outs to provide pedestrian crossing opportunities.

Well designed on-street parking bays



6.18 Where on-street parking is proposed parallel to the kerb, parking bays should be 6m in length to allow for manoeuvring space.

Considerations as to whether on-street parking will be accepted in development will include, but are not limited to:

- Geometry of the street
- The likely parking demand from the development
- The layout and location of on-street parking
- Existing on-street parking demand

Residential Disabled Parking & Lifetime Homes Standards

6.19 For shared parking areas at least 10% of the car parking requirement should be suitable for use by disabled drivers. For most residential developments it will not be necessary to specifically mark out the spaces as disabled as this can limit their use. However where parking is wholly allocated it would be expected that the developer would manage the parking so that disabled appropriate spaces can be reallocated to an occupier who has the need of such a space. Disabled parking space dimensions are detailed in **Appendix C.**

6.20 For developments that propose basement parking areas some surface parking that can be used by disabled drivers, close to the building entrance, should be provided.

6.21 Lifetime Homes Standards seeks to ensure that new homes should be designed in a way which allows them to meet the varied and often changing needs of occupiers over time. Therefore, where car parking is adjacent to homes then at least one parking space should be capable of enlargement to attain 3.3m, which would assist with disabled access to a vehicle. The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.

Residential Cycle parking

6.22 For individual houses which have their own private garden areas where cycle storage could occur, specific cycle parking need not be indicated.

6.23 For dwellings with shared curtilages (eg. flats) a minimum of 1 secure and sheltered cycle space per unit will be required. For high density multiple unit developments, such as flats, ground level cycle parking will also be required as a means of providing visitor cycle parking.

6.24 Secure cycle parking must be convenient eg. not accessed via steps, and easy to use by all members of the community. Cycle storage that involves lifting of a bicycle will not be accepted. Guidance on cycle parking layouts and cycle shelters are detailed in **Appendix C**.

Residential Motorcycle Parking

6.25 In most situations motorcycles will be able to use car parking spaces but for multiple unit high density developments motorcycle parking will need to be incorporated into the layout. To provide additional security and to encourage motorcycle parking in appropriate areas, rails, hoops or posts should be provided to allow secure fixing of the motorcycle.

6.26 Where motorcycle parking is required, a parking space footprint of 2m x 0.8m per motorcycle should be provided.

Table 3 - Residential Parking Guidelines by number of rooms

Parking Table	PARKING ZONE								
	1			2			3		
	Parking space requirement			Parking space requirement			Parking space requirement		
SPACES FOR RESIDENTS	One dwelling	Multiple for more than 1 unit[2]		One dwelling	Multiple for more than 1 unit[2]		One dwelling	Multiple for more than 1 unit[2]	
		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)
Rooms[1]	**Houses - owner occupied**								
up to 3	**One**	1.4	1.0	**One**	1.4	1.0	**One**	1.4	1.1
4	**One**	1.5	1.1	**One**	1.5	1.2	**One**	1.5	1.2
5/6	**One**	1.6	1.3	**Two**	2.3	1.4	**Two**	2.3	1.6
7+	**Two**	2.3	1.5	**Two**	2.4	1.7	**Two**	2.4	1.9
Rooms[1]	**Flats - owner occupied**								
up to 3	**One**	1.3	0.7	**One**	1.3	0.8	**AS ZONE 2**		
4	**One**	1.4	1.0	**One**	1.5	1.0			
5+	**One**	1.6	1.3	**Two**	2.3	1.5			
SPACES FOR VISITORS	No additional spaces required[3]	0.2 per unit included in the above	No additional spaces required[4]	No additional spaces required[3]	0.2 per unit included in the above	No additional spaces required[4]	**AS ZONE 2**		
DISABLED PARKING	Parking courts or basement parking - 10% of spaces to be appropriate for disable use								
	Parking within individual curtilages should be capable of enlargement to attain 3.3m width (Lifetime Homes Standard)								
GARAGES	Garages of less than 6m x 3m internal dimensions will NOT be considered as a parking space								
CYCLE PARKING	For dwellings with shared curtilages (eg Flats) - minimum of 1 secure & sheltered cycle space per dwelling								

1 Rooms are defined in the 2001 Census as: "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

2 After multiplying by the number of units, round up to nearest whole number to obtain parking requirement.

3 For single unit developments it is anticipated that visitor parking will generally be accommodated on-street. However, where existing streets are at parking capacity on-site visitor parking may be required.

4 Unallocated parking is considered as the most efficient method of providing both resident & visitor parking,

Special Residential

6.27 For some special types of residential development, the figures given in **Table 3** will not be applicable. Such developments include;

- Student accommodation
- Sheltered accommodation
- Permanently rented accommodation
- Houses in Multiple Occupancy (HMO's)

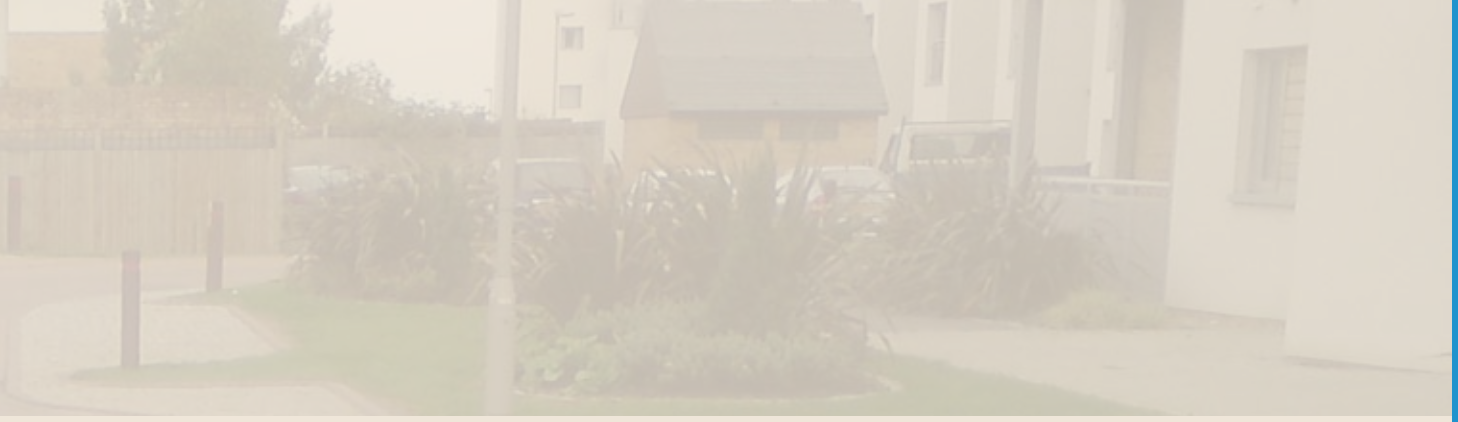
Car ownership levels in these developments is often less than in standard residential accommodation, but there may be other requirements such as increased cycle parking for students, and the provision of mobility scooter parking and charging points within sheltered accommodation.

6.28 Tenure of a property can change over time with some rented units being eventually purchased by tenants. Therefore for tenure to be considered as a factor in accepting lower parking levels, this will need to be satisfactorily secured as part of a legal agreement.

Parking requirements for special residential developments are on **Table 5, in Appendix F**.

Payments in lieu of Parking Spaces

6.29 In certain circumstances negotiated payments in lieu of the provision of car parking spaces within a development may be acceptable. This may be considered within Parking Zones 1 and 2 and in particular where the provision of car parking spaces may have a detrimental impact on the setting of Listed Buildings or on the appearance of a Conservation Area. This is explained further in **Appendix E**.



Non- Residential Development Parking

6.30 TRICS, the national development trip-rate database provides the main evidence base for non-residential parking figures. Table 4 of this SPD sets out the optimum parking provision for a range of vehicle types. Significant use classes are included in **Table 4.**

6.31 Planning Policy Guidance 13, and more recently, Planning Policy Statement 4 (PPS4) set out national car parking maxima for some non-residential land use classes. However, this does not effectively cover mixed use developments and is an inflexible tool for use with complex planning applications, especially where the proposed development will bring significant economic benefits. In accordance with PPS4, this SPD will replace these national parking maxima in Poole. Furthermore, large car parks for single land use developments are an inefficient use of land, particularly in Parking Zones 1 and 2.

In Parking Zones 1 and 2, car parks of more than 50 spaces for single use-class non-residential development uses will generally not be permitted. Alternatively, shared public use, or shared use with other developments provides a more effective use of land.

For Zones 1 and 2 a reduced optimum parking guideline figure to that detailed within **Table 4** can be used to discourage the over-provision of commuter parking. Proposals must demonstrate that they can function below the optimum figure to meet the parking needs of the development without causing or adding to parking or highway safety problems in the locality. In some cases appropriate mitigation measures to ameliorate the parking issues may be accepted and a commitment to the promotion of sustainable modes of transport appropriate to the development will be expected.

Disabled Parking in Non-Residential Development

6.32 Applicants must demonstrate that an appropriate level of conveniently sited parking provision has been made which is suitable for use by people with a disability. Detailed dimensions for disabled parking are shown within **Appendix C**. It is recommended that the minimum level of disabled parking is as follows:

(a) for car parks serving retail, recreational and leisure uses or a mix of uses:

- with up to 200 spaces : 6% subject to a minimum of 3 spaces. *Eg. A car park with 200 spaces would require 12 disabled parking spaces.*
- with over 200 spaces : 4% plus 4 spaces. *Eg. A car park with 200 spaces would require 12 disabled parking spaces.*

(b) for car parks serving principally employment uses:

- with up to 200 spaces : 5% subject to a minimum of 2 spaces. *Eg. A car park with 200 spaces would require 10 disabled parking spaces.*
- with over 200 spaces : 2% plus 6 spaces. *Eg. A car park with 200 spaces would require 10 disabled parking spaces.*

(c) for car parks serving educational uses:

- 1 space or 5% of total capacity, whichever is greater. *Eg. A car park with 200 spaces would require approximately 10 disabled parking spaces.*

6.33 Notes:

(i) In circumstances where the number of vehicle parking bays are less than 10, the LPA will consider the disabled parking provision on a case by case basis, taking into account the quantity of available disabled appropriate parking in the vicinity.

(ii) It should be noted that a larger number of spaces may be required by the LPA at facilities where a higher proportion of users or visitors with disabilities will be expected, for example medical, health and care facilities.

Table 4 - Non-Residential Development Parking							
USE CLASS	**DESCRIPTION**	**UNIT (m^2 in GFA) Parking Zone 3***	**GUIDELINES** (expressed as X spaces per 1000m^2 unless otherwise stated)				
			OPTIMUM				
			CAR	**LORRIES**	**COACHES**	**P2W** (powered 2 wheelers)	**CYCLES**
A1: SHOPS FOOD RETAIL		1000m^2	60	1	0	3	10
A1: SHOPS NON-FOOD RETAIL		1000m^2	40	1	0	2	6
A1: SHOPS NON-FOOD RETAIL (DIY)		1000m^2	50	1	0	2	6
A2: FINANCIAL & PROFESSIONAL SERVICES	Banks, betting offices, estate agents etc	1000m^2	33	0	0	2	10
A3: RESTAURANTS & CAFES	Restaurants, snack bars, cafes	1000m^2	60	0	0	3	10
A4: DRINKING ESTABLISHMENTS	Pubs & bars	1000m^2	60	0	0	3	10
A5**: HOT FOOD TAKEAWAYS		1000m^2	60	0	0	3	10
B1: BUSINESS (INCLUDING OFFICES)	Offices, not within A2 Research & Development Light Industrial	1000m^2	33	1	0	3	10
B2: GENERAL INDUSTRIAL		1000m^2	33	2	0	3	6
B8: STORAGE & DISTRIBUTION	Wholesale warehouses, distribution centres, respositories	1000m^2	5	4	0	1	4
C1: HOTELS	Hotels, boarding & guest houses	Per 100 beds	90	0	2	5	10
C2: RESIDENTIAL INSTITUTIONS	Residential schools & colleges	Staff/Students - per 100 bedrooms	See note A below	0	1	5	20
	Hospitals, Nursing/ Convalescent Homes	Per 100 beds	22	0	C	X (see below)	10
C2A: SECURE RESIDENTIAL INSTITUTION	Prison, young offenders institute, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation or use as a military barracks		1 space per full time equivalent staff + 10% for visitors	0	0	3	6

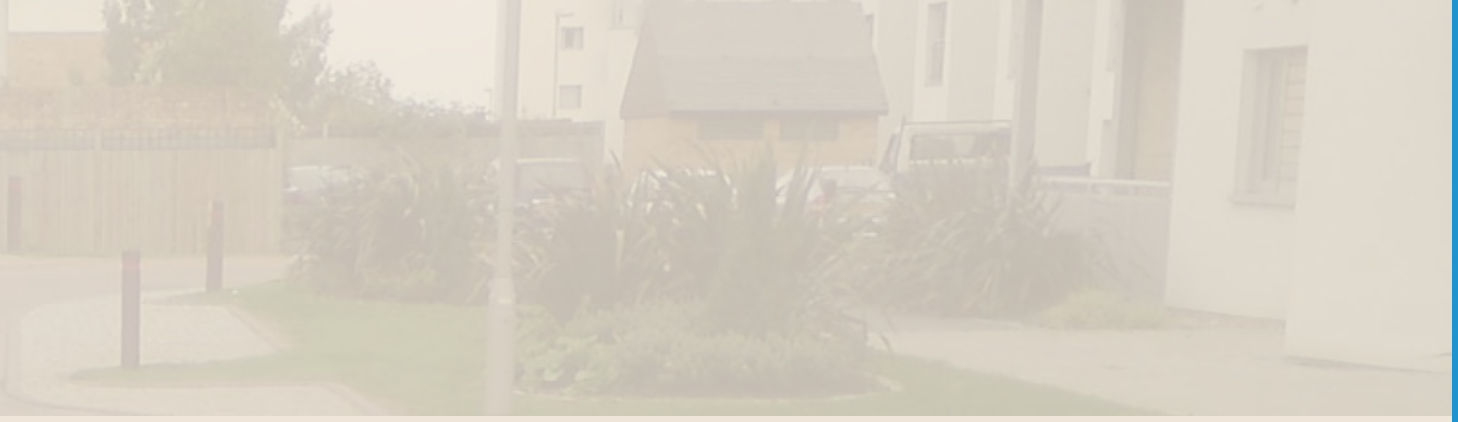


Table 4 - Non-Residential Development Parking (continued)

USE CLASS	DESCRIPTION	UNIT (m^2 in GFA) Parking Zone 3*	GUIDELINES (expressed as X spaces per 1000m^2 unless otherwise stated)				
			OPTIMUM				
			CAR	LORRIES	COACHES	P2W (powered 2 wheelers)	CYCLES
D1: NON-RESIDENTIAL INSTITUTIONS	Public Halls, Libraries	100 seats or 500m^2	5	0	1	3	6
	Clinics, Health Centres	Per Consulting room	3	0	0	0.25	0.5
	Schools		See note A below				
	Higher/Further Education		See note A below				
D2: ASSEMBLY & LEISURE	Theatres, Cinemas, Dance/ Sports Halls & Stadia	100 seats or 500m^2	45	0	1	3	6
SUI-GENERIS	Wholesalers	1000m^2	20	1	0	2	6
	Garage showrooms	1000m^2	5	1	0	1	2
	Garage workshops	1000m^2	25	1	0	3	6

* For Zones 1 & 2 a reduced optimum parking guideline figure shall be used that discourages over-provision of commuter parking and is sufficient to meet the parking needs of the development without causing or adding to parking or highway safety problems in the locality. In some cases appropriate mitigation measures to ameliorate the parking issues may be accepted and a commitment to the promotion of sustainable modes of transport appropriate to the development will be expected.

** For A5 Hot food takeaways fronting the highway kerbside parking has to be available

C: Coach numbers assessed on merit – minibus spaces may be sufficient for some land uses.

X: Separate spaces for P2W are not essential, as car spaces can be used

Note A: Schools (residential and non-residential) and Higher/Further education establishments require a Transport Assessment to determine parking provision.

Part 7 Travel Plans & Car Clubs

7.1 A Travel Plan is a package of measures to encourage the use of alternatives to single-occupancy car-use. It will help deliver a number of key strategic objectives and outcomes in the Poole Core Strategy. Reducing reliance on car use has a wide range of social, economic and environmental benefits; it reduces congestion and CO2 emissions, and promotes better health by encouraging walking/cycling/public transport use or car sharing. The Travel Plan is a tool to encourage behavior and lifestyle changes. It can contribute to key outcomes in the Poole Core Strategy including Strategic Objective 8 – To Prepare Poole for Climate Change.

7.2 The Council has guidance on Travel Plans, Supplementary Planning Guidance - Travel Plans (April 2003) that is primarily aimed towards business and commercial developments, including college/university developments. Developments of this nature will be expected to produce Travel Plans in accordance with these guidelines.

7.3 School developments should ensure that they meet the aims of the Council's Sustainable Modes of Travel to School Strategy (August 2007,as updated August 2009).

7.4 Historically larger residential development sites have had to demonstrate how they are committed to addressing sustainable transport choices for future residents through Travel Plans. However, within the Borough a significant amount of residential development takes place on relatively small sites. These small residential developments can also have a significant cumulative influence on creating sustainable communities within Poole.

7.5 The Council's emerging Residential Travel Plans Supplementary Planning Document, will provide guidance on how new residential developments, both large and small, will be expected to encourage future occupiers to reduce reliance on the private car.

7.6 Travel plans for business and residential schemes will include measures such as:

- Car clubs
- Sustainable travel discount vouchers for residents/employees
- Distribution of travel information packs that contain material to promote cycling, walking and public transport.

Car Clubs

7.7 One way of encouraging reduced car use and ownership in a new development can be to provide a car club. Car clubs provide neighbourhood-based short-term car hire to members.

7.8 Nationally, car club membership has seen a dramatic rise since 2005, with over 100,000 members in 2009. At that time there were over 2,000 car club vehicles in use in over 40 locations*. Many towns and cities now have successful car clubs operating within their areas. Car clubs can be the catalyst for changing travel behaviour by reducing car ownership and encouraging more sustainable modes of transport. Research suggests that car club members make more trips by public transport, walking and cycling, and considerably fewer trips involving a car or motorbike.**

7.9 The initial experience of car clubs within Poole has been unfavourable. However, these car clubs were introduced some years ago when experience of car club operation was very limited. They were located in purely residential developments with more than 1 car space per dwelling; this is now recognised as a poor location for growing use of a car club. Similar to many of the early car clubs introduced nationally at that time, these car clubs have not worked well.

7.10 A car club works best if some residents do not own a car, and car parking spaces are restricted so that few households have two cars on site.

Prominent on-street Car Club parking

7.11 Nationally lessons have been learned on how to operate successful car clubs. There are a number of key elements recognised as being crucial to the success of car clubs.

- High density housing
- Commercial users
- Parking restrictions
- Property Development
- Supportive Local Authority

7.12 The location of car clubs is therefore important to their success. Large commercial users facilitate the use of the car club during the daytime, when residents are at work, with residents using the vehicles mainly in evenings and weekends. This ensures commercial viability of the car club and therefore its long-term sustainability.

7.13 Car clubs work best by complementing other sustainable travel modes such as public transport, walking and cycling rather than as a stand alone solution. Therefore car clubs will generally be supported for developments within the Town Centre areas (Parking Zone 1), if viability can be demonstrated ie. the Key Elements.

7.14 There may be some limited areas outside the Town Centre where viability can be demonstrated. Where appropriate car clubs are proposed consideration may be given to reducing expected car parking provision. The provision of car clubs associated with development will need to be secured via the appropriate legal agreement to ensure continued support for the car club. Developers support for the car club will be expected for a minimum of 5 years with longer periods being required for major developments.

7.15 Alternatively, contributions may be secured towards the continued support of existing car clubs in an area as there may be instances where further car club provision may affect viability of existing services. Contributions may also be used to expand existing car club services.

7.16 Residents of new residential developments will be expected to receive discounted Car Club membership to encourage use of the service, particularly in the early years when promotion is a key factor to success.

7.17 Car clubs will need to be located within strategic locations, generally on-street to ensure viability, and continued public awareness of the car club's existence.

The importance of on-street spaces cannot be underestimated both for open and closed schemes; not least because they provide a very visible image of the presence of a car club - Making Car Sharing and Car Clubs Work (Dept. of Transport)

The Council will offer support to car club provision by making available on-street locations for car club operators.

*Dept of Transport – December 2009

** 16-23% of their journeys, compared to 66% - Source: Carplus – DfT supported national organisation representing car clubs and promoting car club use

Part 8 Development Layout

Road User Hierarchy

8.1 In all matters relating to transport and land use planning, consideration needs to be given to the different groups of highway user.

The priority given to highway users may change according to the function of the road and may change along the length of a road. However, in residential development highway considerations will be prioritised to the needs of user groups in the following priority order:

1. Pedestrians, (including those with restricted mobility).
2. Cyclists
3. Public transport users
4. Motor cyclists
5. Business users
6. Car and coach-borne shoppers and visitors
7. Car-borne commuters

Road Hierarchy

8.2 The Council recognises the importance of a designated hierarchy of roads as a means of accommodating the major movements of vehicles onto those roads best suited to accommodate them whilst restricting access to sites to the lesser roads in the hierarchy. The main distinction made in the hierarchy is between 'Distributor' Roads that should be primarily designed to meet the needs of the moving vehicle including those of public transport and 'Access' Roads where the aim should be to discourage non-access traffic.

8.3 The Council has adopted the three-tier hierarchy for accesses to industrial development:

- Primary and County Distributor Roads, onto which there should be no frontage or individual site vehicle access.
- District and Local Distributor Roads, onto which frontage vehicle access will be limited, though allowed in some circumstances.
- Industrial Access Roads, from which site vehicle access will be gained.

Residential Development Layout

8.4 Residential streets within new developments should be designed to a maximum speed of 20mph. Features such as road narrowing, shared surfaces and build outs should be included to encourage low vehicle speeds and ease of pedestrian movement. Streets and junctions should be designed in accordance with recognised design guidance Manual for Streets 1 (2007) & Manual for Street 2 - Wider Application of the Principles (2010).

Shared surface & build out features to reduce vehicle speeds

8.5 Vehicle access for development should be taken from the lowest category of road available to the site. For primary and distributor routes where there are already numerous frontage vehicular accesses, further accesses may be allowed. However, where there are very few existing accesses and the primary role of the road is as a vehicle conduit further individual development accesses will not normally be permitted.

8.6 For the majority of infill type development a lowered kerb access will be appropriate as this assists pedestrian movement along the footway, particularly for those with mobility impairment.

8.7 For larger scale or high density developments or those with mixed uses where more formal kerbed access points are required, priority for pedestrians should still be a consideration. Such accesses should include tight corner radii to reduce turning traffic speed and to help make pedestrian crossing movements easier. Where large vehicles (eg. refuse collection) are anticipated consideration should be given to overrun strips rather than wide junctions to maintain less dominance of the formal carriageway but to still provide appropriate manoeuvring areas.

Over-run strip at junction

8.8 Accesses for large scale developments and those off Classified Roads should be capable of two-way vehicle flow. If road narrowing's are provided within a street layout carriageway widths should be a minimum of 3.25m wide to allow the safe passage of both cars and cyclists.

8.9 To avoid loose material spilling out onto the footway, which impacts on pedestrian and cyclist movements, the first section of any access should be made up of bonded material eg. permeable blocking paving.

8.10 For new street developments, if on-street parking is anticipated then this should be designed to be accommodated within the street layout to ensure that safe pedestrian crossing areas are maintained, vehicle flow isn't obstructed, impact on the street scene is limited and landscape areas aren't used for parking.

Turning

8.11 Reversing from accesses onto busy main roads leads to increase manoeuvres within the main road, an increase in safety dangers and interruption to the free flow of traffic, including public transport and cyclists. Visibility for reversing drivers can be limited with driver positions invariably further into the site than forward facing vehicles.

8.12 Therefore for accesses off Classified Roads, where main road vehicle flows tend to be relatively high, including those of public transport and cyclists, the site must allow for a vehicle to efficiently enter and leave the site in a forward gear.

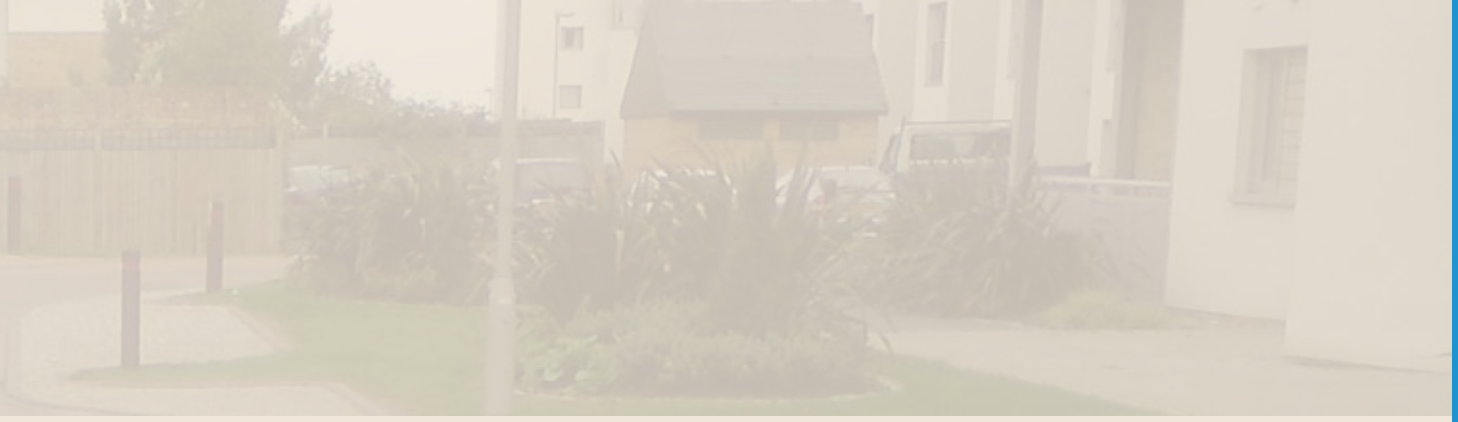
Adoption

8.13 Where roads serve developments of more than 5 houses then those streets will be required to be constructed to adoptable standards. Streets that are not constructed to adoptable standards deny residents the benefit of being served by an adopted street, such as appropriate drainage, street lighting, surfacing materials and service vehicle access. It is noted that residents of private streets can require the Council to collect their refuse which can prove problematic within poorly designed streets.

8.14 Street layouts and materials used will need to consider future maintenance liabilities. However, this should not deter innovation in development to achieve the required pedestrian friendly, slow speed environments where the carriageway does not dominate but does still facilitate the movement of service vehicles.

Redundant accesses

8.15 Where development results in existing accesses across the footway no longer being required the existing lowered kerbs and/or radius kerbs to these accesses shall be reinstated to footway construction. This will be secured by standard condition, as part of the planning approval.



Non-Residential Access Roads

8.16 Design objectives should meet the needs of the associated industries and commercial activities and ensure that the adjacent highways are adequate to support the development.

This will be achieved by ensuring that: -

(a) Commercial transport can gain adequate access.

(b) Staff can reach their work place conveniently and safely, whether by public transport, cycle, on foot or by car.

(c) The geometric standards applied to the road layout meet the particular needs of the development.

(d) The appearance of the environment is enhanced by quality landscaping and the retention of existing landscaping where appropriate to minimise the impact of the industrial development on its surroundings. Lowered kerbed accesses should be used whenever possible to reduce environmental impact and to assist pedestrian movement.

(e) Development, particularly that on Classified roads, provides for rear servicing access

Safety

8.17 Although accidents within commercial and industrial estates are relatively rare, this does not diminish the importance of road safety on those roads. With this in mind safety will be met by:

(a) Imposing a road users hierarchy.

(b) Limiting the amount of traffic on a particular Industrial Access Road by taking account of the number, size and nature of the industrial units to be served off that road.

(c) Establishing standards for layout, road widths, junction design, parking arrangements and footway provision.

(d) Prohibiting direct vehicular or pedestrian access from individual industrial units on to local distributor roads, where appropriate.

(e) Ensuring that the roads and footways are adequately lit.

Industrial Access Roads

8.18 In most cases sites will gain access to the road network via an Industrial Access Road. These roads, which will generally be constructed to a lower geometric standard than distributor roads, are intended to provide access to individual sites.

8.19 The layout of Industrial Access Roads requires careful design to achieve the objectives. In particular, the layout should be arranged so that the operating speeds of vehicles are never greater than 40 kph (25 mph). In addition, the network of Industrial Access Roads must be designed to discourage non-access traffic.

8.20 Typical layout recommendations to be used for the design of Industrial Access Roads are:

Carriageway width	7.3 metres (large individual units 6.7m)
Forward visibility	45 metres
Footway width	2 metres
Vertical alignment	Max Gradient 6% (1 in 17)
Turning facilities	Must be provided at the ends of all culs-de-sac and have regard to the Freight Transport Associations publication "Designing for Deliveries"
Horizontal alignment	Minimum centre line radius 60 metres with appropriate road widening on bend.

In all matters relating to Industrial estate design, including junction design, early discussions with the Local highway Authority are advised.

Design Criteria for Multi Storey and Underground Car Parks

8.21 Proposals for multi storey and underground car parks, such as those associated with residential flat developments, shall have regard to the Institution of Structural Engineers publication "Design recommendations for Multi Storey and Underground Car Parks" (2002)

Schools

8.22 New school development or development that significantly increases the pupil numbers of an existing school should ensure that highways adjacent to school entrances are designed to encourage vehicles speeds of below 20mph. The needs of children and adult pedestrians should be paramount. Roads in the area should contain design characteristics such as gateway features to ensure drivers are aware that they are entering a school zone environment. Schools including sixth forms will normally require car and motorcycle parking to cater for some student use. This should assume significant shared car occupancy, and apply to year 13 students and above. All these schools will be expected to have appropriate policies for student car and motorcycle use as part of their School Travel Plan.

Visibility at accesses (all developments)

8.23 The visibility splays at junctions must ensure that there is adequate inter-visibility between vehicles on the major and minor arms **(Fig 2)**. Key factors in determining visibility requirements include traffic speeds, traffic volumes and road configuration on the major road.

8.24 For drivers, the visibility required at accesses to allow safe and efficient egress from a junction should be based on vehicle speeds on the major road and the relevant stopping sight distances (SSDs) for those vehicles.

8.25 Research into SSDs for cars (Mfs1) derived the appropriate SSDs (in metres) for streets.

Main Road Speed (mph)	10	12	15	16	19	20	25	28	30	31	37
SSD in metres (adjusted for bonnet length)	11	14	17	18	23	25	33	39	43	45	59

Stopping Site Distances (SSD) Table (figures taken from MfS1)

Increased SSD distances to the above may be required in certain circumstances:

- Where the major arm approach road has steep gradients affecting vehicle stopping speed
- Where there are significant traffic flows of Buses or Heavy Goods Vehicles (5% or more of total flow). These vehicles have different stopping characteristics to cars.

Further liaison with Council Officers will be required in these instances.

8.26 When a vehicle stops at a junction the driver position is typically 2.4m back from the main road intersection and therefore an "X" distance requirement of 2.4m measured into the minor access should be applied when measuring visibility **(Fig 2)**.

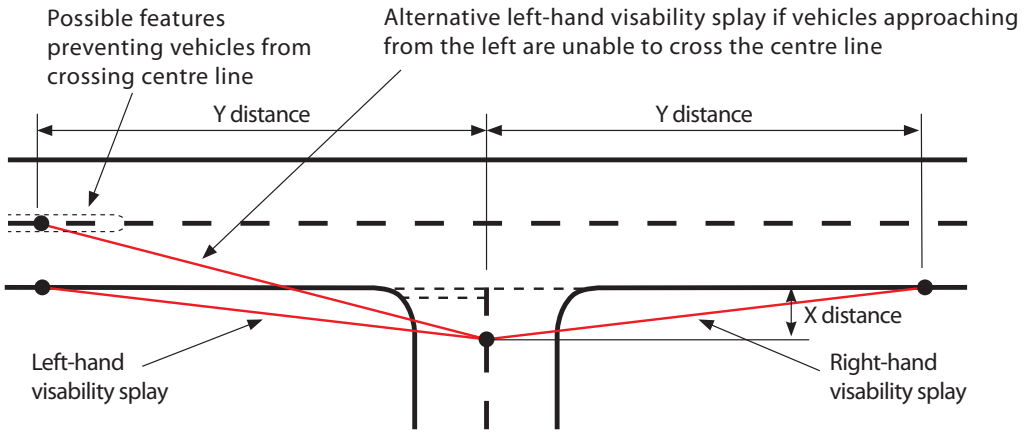


Fig 2 - Extract from Mfs 1

8.27 If an "X" distance of less than 2.4m is used then the front of some vehicles will have to protrude into the carriageway of the main road in order for the driver to view traffic on the main road. This is likely to cause increase dangers for vehicles particularly on busy roads and for motorcycles, wide vehicles and cyclists who may travel close to the kerb or where there are narrow major road lanes forcing vehicles close to the kerb line.

Therefore, a relaxation of the "X" distance down to 2m may be allowed where the major arm characteristics are;

- Slow speed (less than 25mph),
- Lightly trafficked (less than 2000 vehicles per day)
- There are no cycle or bus lanes

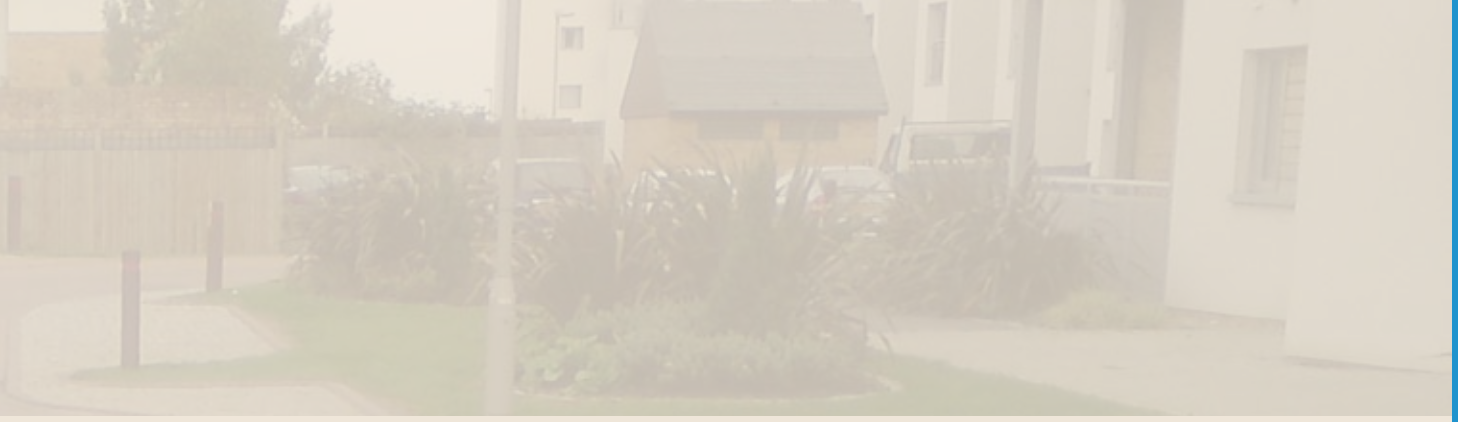
8.28 Visibility splays should be kept clear of obstruction above 0.6m in height, measured from the adjoining highway level, although some features such as stand alone trees may be accepted within splay areas providing they do not create significant blind spots.

8.29 Caution must be exercised where developments propose visibility distances less than the recognised design guideline "X" and "Y" distances as stated above. Traffic accident statistics within Poole show that over 20% of accidents occur at priority junctions (excluding traffic signal and roundabout junctions). Allowing junctions that do not have the appropriate visibility will add to the factors that may increase junction accidents. It is therefore expected that new accesses will comply with the above visibility requirements.

Pedestrian visibility splays

8.30 The safety and convenient movement of pedestrians should be a priority in new developments. Drivers emerging from accesses will have to allow for people on the footway particularly in areas of relatively high pedestrian movement or where there are narrow footways.

8.31 Therefore pedestrian visibility should be considered at all access points, but in those areas of high pedestrian movement, or where there is a significant likelihood of children crossing the access, pedestrian visibility splays should be provided.



Such areas include:

- Town and Local Centres
- On routes to schools
- Adjacent to hospitals and local amenities that attract high pedestrian movements eg Doctors surgeries, community centres

8.32 Visibility splay areas should be kept clear of obstruction above 0.6m in height, measured from the adjoining highway level. As the driver position is typical 2.4m back from the front of a vehicle, visibility splays measuring 2m x 2m either side of an access would aid drivers to view pedestrians on the footway before exiting the access.

Visibility Splay treatment

8.33 Historically, in order to ensure that visibility splay areas have remained clear of obstruction they have often been planted with grass or surfaced over with tarmac. This is not sympathetic to the visual appearance of the street. Therefore where it is judged that visibility splays are required consideration should be given to the best means of achieving this with consideration of their wider visual appearance within the street. Treatments may include hard landscaping, low level landscape planting or railings, although the railings must have adequate gaps to ensure visibility is available.

Part 9 Appendix A

Policy Context

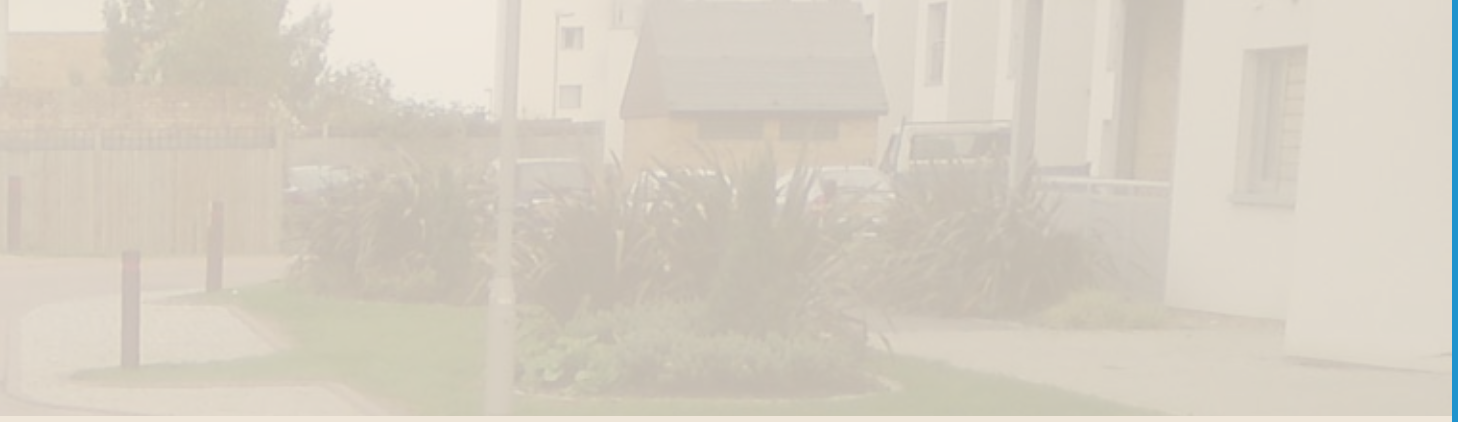
Planning Policy Guidance 13 – Transport (PPG13) (2001)

The objectives of PPG13 objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices. It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

To deliver these objectives, the guidance says that local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle, accommodate housing principally within urban areas and recognise that provision for movement by walking, cycling and public transport are important but may be less achievable in some rural areas. Other planning objectives are:

- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car.
- Give priority to people over ease of traffic movement.
- Take into account the needs of disabled people.

To help encourage travel by more sustainable modes, PPG13 advises local authorities to seek Travel Plans with major new development schemes. Through planning obligations and/or conditions local authorities should seek to limit the number and impact of motorised journeys. Instead provision for more sustainable modes, such as walking, bus, cycling should be made where possible. Travel Plans offer users of a business or organisation a choice of travel modes to and from the site and encourage more sustainable patterns of movement. In view of revised Government guidance (as mentioned below) the Council's adopted Supplementary Planning Guidance on Travel Plans (April 2003) will be replaced by a Supplementary Planning Document (SPD) on Travel Plans.



Planning Policy Guidance 13 – Transport (PPG13) (2011)

Parking

49. Policies on parking should be coordinated with proportionate parking controls and charging set out in the local transport plan, and should complement planning policies on the location of development.

51. Policies in development plans should set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and the efficient use of land, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

54. It should not be assumed that where a proposal accords with the relevant local parking standard it is automatically acceptable in terms of achieving the objectives of this guidance. Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking.

56. As part of an overall approach on parking, covering both the local transport plan and development plan, local authorities should adopt on-street measures to complement land use policies. Local authorities should set out appropriate levels and charges for parking which do not undermine the vitality of town centres. Parking enforcement should be proportionate."

Planning Policy Statement 1:Delivering Sustainable Development (PPS1) (2005)

PPS1 sets out the Government's key principles, which support the core principle of sustainable development that underpins planning. The following key principles are relevant to this document:

- Address the causes and potential impacts of climate change (for example, through reducing the need to travel by private car).
- Promote high-quality, inclusive design in the layout of new developments and individual buildings, in terms of their function and impact, over the lifetime of the development.
- Prepare development plans that include clear, comprehensive and inclusive access policies, in terms of both location and physical access.

Supplement to Planning Policy Statement 1: Planning and Climate Change (2007)

This supplement states that planning has a key role in helping to tackle climate change, helping to shape sustainable communities that are resilient to and appropriate for the climate change now accepted as inevitable. The supplement states planning authorities should expect new development to create and secure opportunities for sustainable transport in line with PPG13 including through:

- the preparation and submission of travel plans
- providing for safe and attractive walking and cycling opportunities including, where appropriate, secure cycle parking and changing facilities; and
- an appropriate approach to the provision and management of car parking.

Planning Policy Statement 3 – Housing (PPS3) (Nov 2006, revised June 2010)

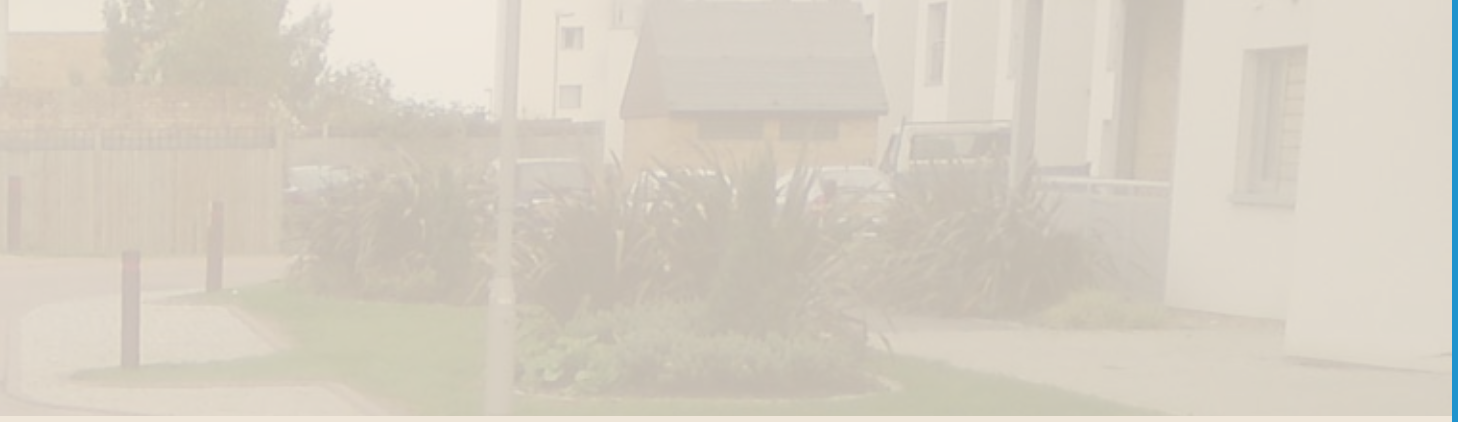
The publication of PPS3 in late 2006 replacing PPG3 is noteworthy in that all reference to '1.5 spaces' was dropped in favour of locally developed policy. Paragraph 51 of PPS3 identifies that;-

> Local planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.

The importance of local parking policies being rooted in good design is reinforced by Section 16 of PPS3 which identifies the requirement for;-

> a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

The change in approach ushered in by PPS3 is therefore fundamental when read in conjunction with extant PPG13. Other than the need to use land 'efficiently', no advice is given setting a numerical ceiling on car parking in residential developments. Such matters are instead left to local planning authorities to carefully consider and balance against the other planning considerations, including those set out in paragraph 51 of PPS3.



Planning Policy Statement 4:
Planning for Sustainable Economic Growth (PPS4) (2009)

PPS4 gives local authorities the ability to set their parking standards through the Local Development Framework. The following policies outline in greater detail how these parking standards should be developed:

Policy EC8: Car parking for non-residential development states that:

Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area…Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.

In setting their maximum standards, local planning authorities should take into account:

a. The need to encourage access to development for those without the use of a car and promote sustainable transport choices, including cycling and walking;

b. The need to reduce carbon emissions;

c. Current, and likely future, levels of public transport accessibility;

d. The need to reduce the amount of land needed for development;

e. The need to tackle congestion;

f. The need to work towards the attainment of air quality objectives;

g. The need to enable schemes to fit into central urban areas and promote linked trips;

h. The need to make provision for adequate levels of good quality secure parking in town centres to encourage investment and maintain their vitality and viability;

i. The need to encourage the shared use of parking, particularly in town centres and as part of major developments;

j. The need to provide for appropriate disabled parking and access;

k. The needs of different business sizes and types and major employers;

l. The differing needs of rural and urban areas.

Policy EC18: Application of car parking standards for non-residential development

EC18.1 Local parking standards should apply to individual planning applications unless:

a. The applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and;

b. For retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:

i. The parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted;

ii. The scale of parking is proportionate to the size of the centre.

EC18.2 In the absence of local parking standards, the maximum standards set out in Annex D of Planning Policy Guidance Note 13: Transport will apply (subject to the provisions in Policy EC18.1).

Regional Planning Policy 10 (RPG10)

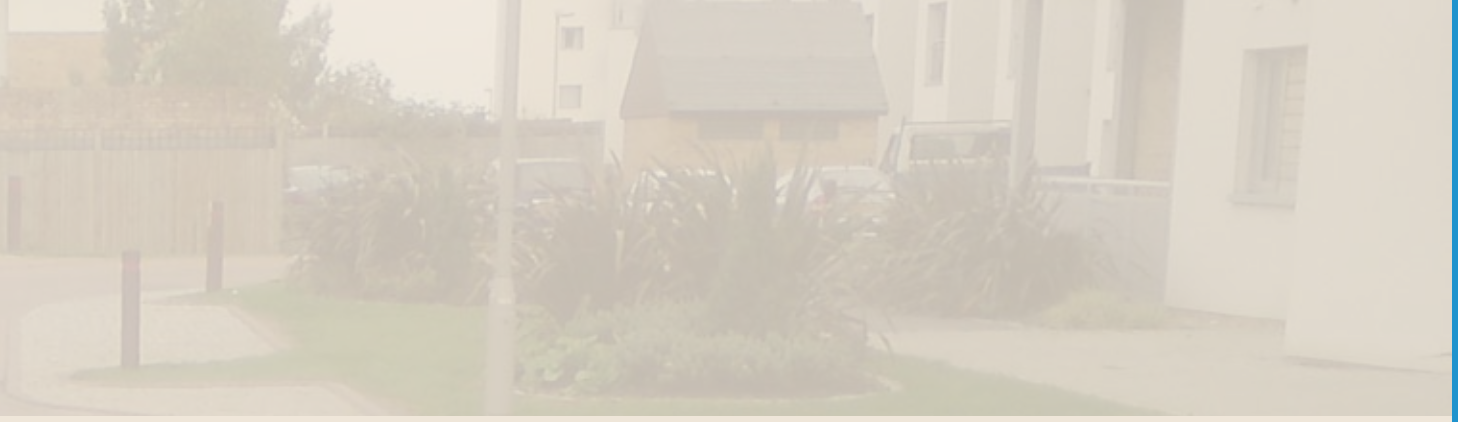
TRANS 5 Demand Management

TRANS 10 Walking, cycling and public transport

Poole Core Strategy, February 2009

The main strategic objective which relates to car parking is Strategic Objective 4: To promote safe, sustainable and convenient access, which states:

> The Spatial Strategy places a significant emphasis upon the Town Centre and other accessible locations in accommodating new development over the next 20 years. This will help to reduce the need to travel by car but the strategy will also require careful management of traffic growth and investment in alternatives to the car. Key local centres and other suitable locations on main routes within the Bournemouth and Poole (A35) Corridor will accommodate higher density new development, and other prime transport corridors which have high frequency bus services will also be suitable. The roadspace along these corridors will be managed to improve the efficiency of public transport, promote walking and cycling and minimise the adverse impacts of traffic.



There will be continued commitment to developing an integrated approach to spatial planning and transport strategies across South East Dorset. Transport priorities will include managing the road space and traffic growth, supporting improvements to the frequency and reliability of bus services, improvements to "local" rail services, and complementary parking strategies, including the extension of controlled parking zones. There will also be a need to plan, prioritise and deliver infrastructure in accordance with the **South East Dorset Multi-Modal Transport Study** (SEDMMTS) and Local Transport Plan priorities in order to manage traffic growth and protect and maintain the function and capacity of the A31.

Key Outcomes:

- Reduced proportion of single occupancy trips by car
- More homes and facilities in accessible places
- Communities which are self-sufficient in terms of functions and facilities
- Reduced community severance / overcoming physical barriers within communities
- Improved health and safer places
- Improving air quality
- More reliable bus journey times and improved public satisfaction

The Poole Core Strategy also has a number of policies which are linked to car parking standards, which are detailed below:

PCS5 – Broad Locations for Residential Development

In order to meet Poole's housing needs, provision will be made for a minimum of 10,000 dwellings in Poole between 2006 and 2026. Proposals for residential development will be expected to contribute positively to the character and function of Poole and its communities in accordance with the following criteria:

i Flats and other higher-density residential / mixed use development will take place in central locations which are well-served by public transport and a range of facilities, in accordance with the following density hierarchy (highest first):

a. the Town Centre - Regeneration Area;

b. other parts of the Town Centre;

c. major local centres and key hubs of transport and community activity on Prime Transport Corridors well-served by a high frequency public transport service; and

d. the frontages of Prime Transport Corridors and other busy arteries in locations outside of a-c above where such locations are within convenient walking distance (400 metres) of both a local centre and a high-frequency public transport service stop.

ELSEWHERE TO LOCATIONS IDENTIFIED IN (i) a-d:

ii on streets or parts of streets where flats predominate, proposals for new flats will be permitted on condition that:

a. the design contributes positively to the overall character;

b. existing houses on the street do not become isolated from other houses;

c. plot coverage, including buildings, car parking, access roads, cycle and bin storage and other hard surfacing does not exceed 50% of the site;

d. car parking and vehicular access points avoid backing on to neighbouring gardens to the rear of the site;

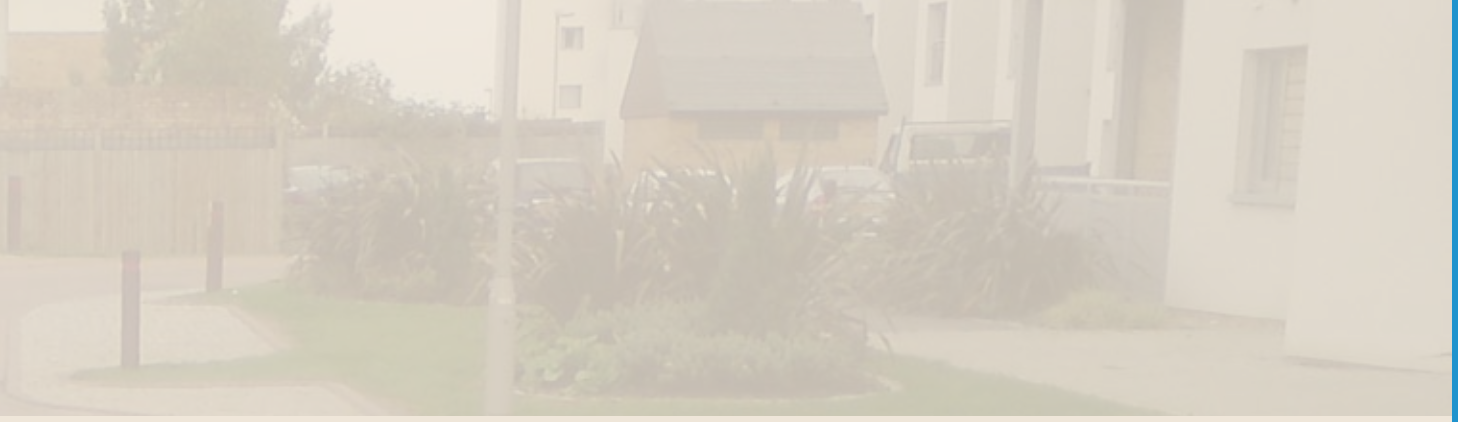
e. features such as front gardens and mature trees are retained or provided;

iii. residential proposals involving plot severance will only be permitted where sufficient land can be assembled to accommodate a type, scale, density and layout of development which preserves or enhances the area's residential character and does not harm the amenities of local residents;

iv. on streets or parts of streets comprised mainly of houses proposals involving the redevelopment or sub-division of existing house plots for flats will be resisted.

IN ALL CASES:

v The design of buildings should contribute positively to those attributes of a particular street which distinguish it, including building materials, height, roof form, fenestration, site coverage, car parking arrangements, spacing of buildings, retention of front and rear gardens, tree cover and other vegetation.



The indicative densities are considered the most appropriate for the broad areas identified. Some change, increase or decrease, may be permissible where scheme design can demonstrate that this will not be detrimental to the vision for the Borough and the area concerned, the specific character of the area, its function or amenity; or where there are site-specific circumstances affecting viability and consequently delivery; provided that density levels do not fall below those of the guidance in PPS3 and provided that the ability of Poole to deliver its strategic housing need of 10,000 dwellings is not jeopardised.

1 Indicative densities relate only to the residential component of proposals and exclude public open spaces/areas or other activities where a mixed use development is proposed.

2 Based upon current commitments and Poole's Strategic Housing Land Availability Assessment (May 2008)

3A The benchmark definition of 'high frequency' for the purposes of (i) c and (i) d: a train station; and/or a bus stop on a route which offers a minimum of 6 services per hour, with a maximum gap of 15 minutes between buses (each way)

PCS 15 – Access and Movement

Access and movement will be planned for and managed positively to support the creation of sustainable communities. The strategy for achieving this is to:

i. direct new development to highly accessible locations which are capable of meeting a range of local needs and will help to reduce the need to travel, principally the Town Centre and key locations on suitable Prime Transport Corridors;

ii. support continued improvements in public transport services, principally buses but also cross-conurbation rail, services, as a means of reducing the proportion of journeys made by single-occupancy cars;

iii. manage the road space along Prime Transport Corridors in order to improve the quality, reliability, safety and attractiveness of alternatives to the private car, in particular walking, cycling and public transport;

iv. secure delivery of the second lifting bridge and associated infrastructure in the Regeneration Area;

v. address the adverse impact of traffic upon communities through environmental enhancements (including tree planting) and improved provision for pedestrians and cyclists;

vi. work jointly with neighbouring authorities and transport operators, other partners and, where required, with regional and national partners, to continue the development of a consistent and integrated approach to spatial planning and transport strategies across South East Dorset;

vii. ensure new development supports the principles of sustainable access and movement, including the needs of people with restricted mobility; and

viii ensure new development or transport initiatives do not have a significant adverse effect upon the integrity of the Dorset Heathlands SPA and Ramsar sites, Dorset Heaths SCA or Poole Harbour SPA/Ramsar sites.

PC26 - Delivering Locally Distinctive, Self-Reliant Places

The Council will work jointly with developers, businesses, residents, other public sector organisations and National and Regional agencies, to deliver places which offer high quality, locally distinctive environments that meet the varied needs of local communities. This will require all partners to ensure that their strategies, proposals and funding programmes contribute positively to the retention and creation of:

i. attractive, safe and accessible places;

ii. prosperous and attractive local centres as hubs of community activity;

iii. the provision of safe, convenient pedestrian and cyclist routes;

iv. good quality, reliable public transport services;

v. high-quality public open spaces and other recreation facilities which enable residents within the Borough and district park catchments to gain easy access to such facilities;

vi. community facilities; and

vii. high-quality, successful schools for all residents.

Appendix B

Dorset Local Transport Plan 3 (LTP3), 2011-2026

Local Transport Plan 3 (LTP3) covers "wider Dorset", including Dorset, Bournemouth and Poole to align with the Multi Area Agreement. The LTP strategy timescale is from 2011-2026 to align with the Regional Spatial Strategy (RSS – now abolished) and the Local Development Framework timespan in all the Dorset local authorities. The implementation plan will be reviewed and updated on a three year cycle to align with the Local Area Agreements (LAAs) across Dorset.

The LTP3 goals are derived from the Delivering a Sustainable Transport System (DaSTS), DfT, 2008 guidance which are as follows:

1. Support economic growth
2. Reduce carbon emissions
3. Equality of opportunity
4. Better safety, security and health
5. Improve quality of life
6. Value for money (local goal, not DaSTS goal)

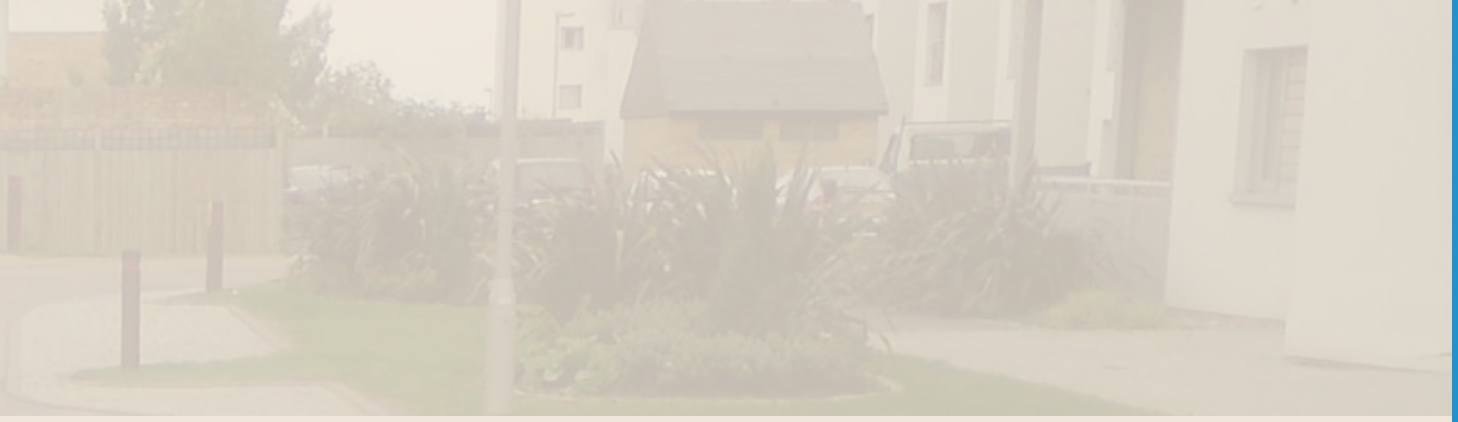
The LTP3 strategy has been largely determined by the outcome of the South East Dorset Multi-Modal Transport Study (SEDMMTS).

The adoption of new and revised parking standards for Poole will influence several of the following strategic elements as set out in LTP3

- To improve access to Bournemouth Airport and associated employment land;
- To support planned growth in Dorset and ensure that new developments provide necessary sustainable transport improvements and infrastructure;
- To provide, promote and support an improved choice of accessible, affordable and sustainable transport modes that offer a realistic alternative to the car;
- To secure long term shifts in travel behaviour towards more sustainable options and less dependence on the car;
- To reduce the growth in traffic congestion and its impact on Dorset's citizens, economy and environment;
- To ensure all members of the community, and particularly disadvantaged groups, have access by a choice of transport modes to employment, education, healthcare, shopping, leisure, cultural and community facilities;
- To promote and support healthy, zero carbon, active travel including cycling and walking;
- To reduce the impact of traffic on communities and vulnerable road users;
- To enhance the street scene and public realm to contribute to thriving and attractive town and local centres;
- To reduce the need to travel through improved integration of land use planning and transport and managing travel demand.
- To reduce the detrimental impact on the local environment from noise, vibration and pollution from the transport network.

Unlike smaller towns and rural areas in the South West Region, there is relatively good access to the central area of Poole through a range of travel modes including rail, bus, coach, and cycle, with plans to provide further park and ride sites, a real-time bus information system for bus passengers across the South East Dorset conurbation, and a network traffic control centre for Dorset. The plan period will also see the completion of the Twin Sails Bridge which will improve accessibility to the Hamworthy peninsula from the town centre.

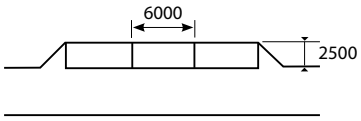
The adoption of the South East Dorset Transport Contributions Scheme (SEDTCS) will help ensure financial contributions for local additions to the infrastructure system.



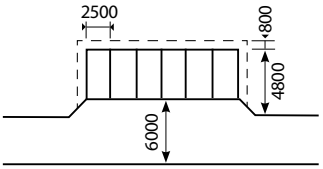
There is a need to ensure there is a commensurate improvement of facilities for walking, cycling and other alternative modes of travel. The LTP sets out transportation priorities including improvements to safety and security and implementation of Park & Ride / widening travel choice. Where a proposed development is likely to generate a significant number of trips the Council may require a Transport Assessment to be carried out and active Travel Plans to manage and monitor the travel behaviour of development users. The Council may use planning conditions which require car parking provision to be reduced over agreed timescales in line with improvements in accessibility for non-car modes of transport.

Appendix C

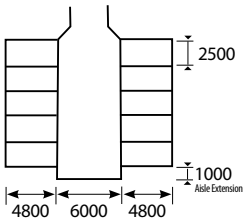
Car Parking (All dimensions in millimetres)



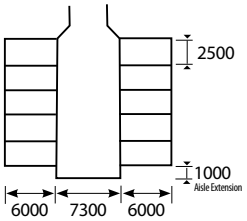
MINIMUM PARALLEL PARKING BAYS



MINIMUM PERPENDICULAR PARKING BAYS

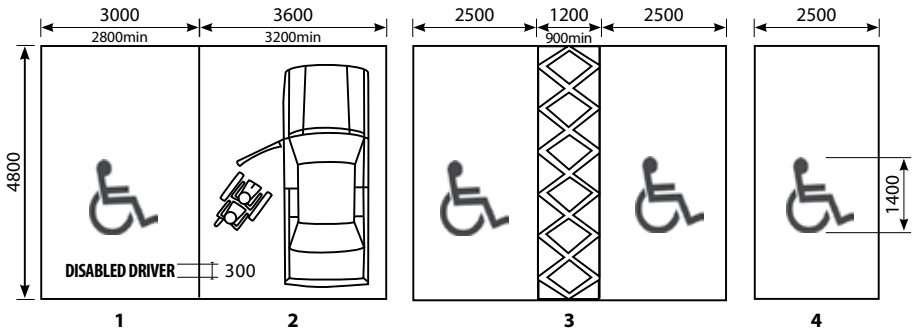


MINIMUM GROUPED PARKING BAYS



MINIMUM GARAGE COURT AREA

Car parking layouts



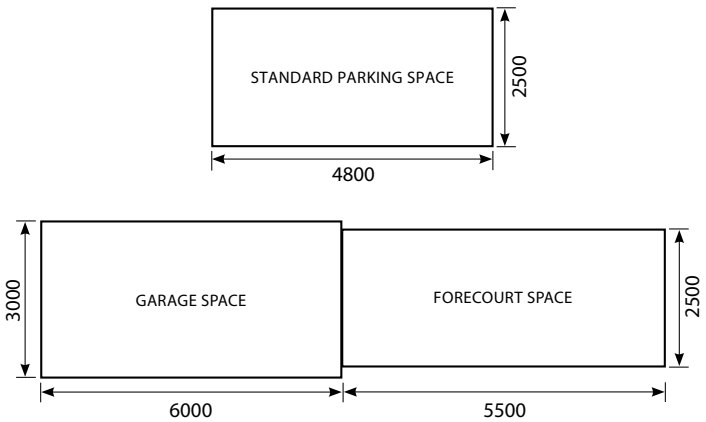
1 Ambulant disabled user - only where space is limited. Full width for wheelchair user preferred, particulary in public car parks.

2 Wheelchair user.

3 Marked out shared space between two standard bays.

4 Standard end bay with long side open for access

Disabled user parking



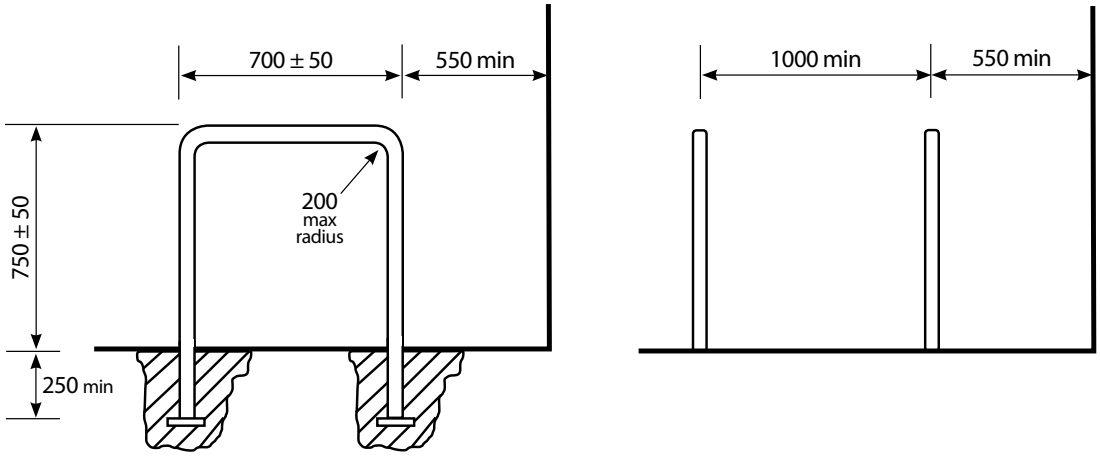
Parking space, garage and forecourt dimensions

Cycle Parking (All dimensions in millimetres)

Cycle parking should be located in position were it is overlooked and should have appropriate lighting.

Residential cycle parking should preferably be designed into the building layout eg. within basement parking areas. If external residential cycle parking is proposed it should be within a secure, lockable structure with appropriate lighting.

"Sheffield" type stand

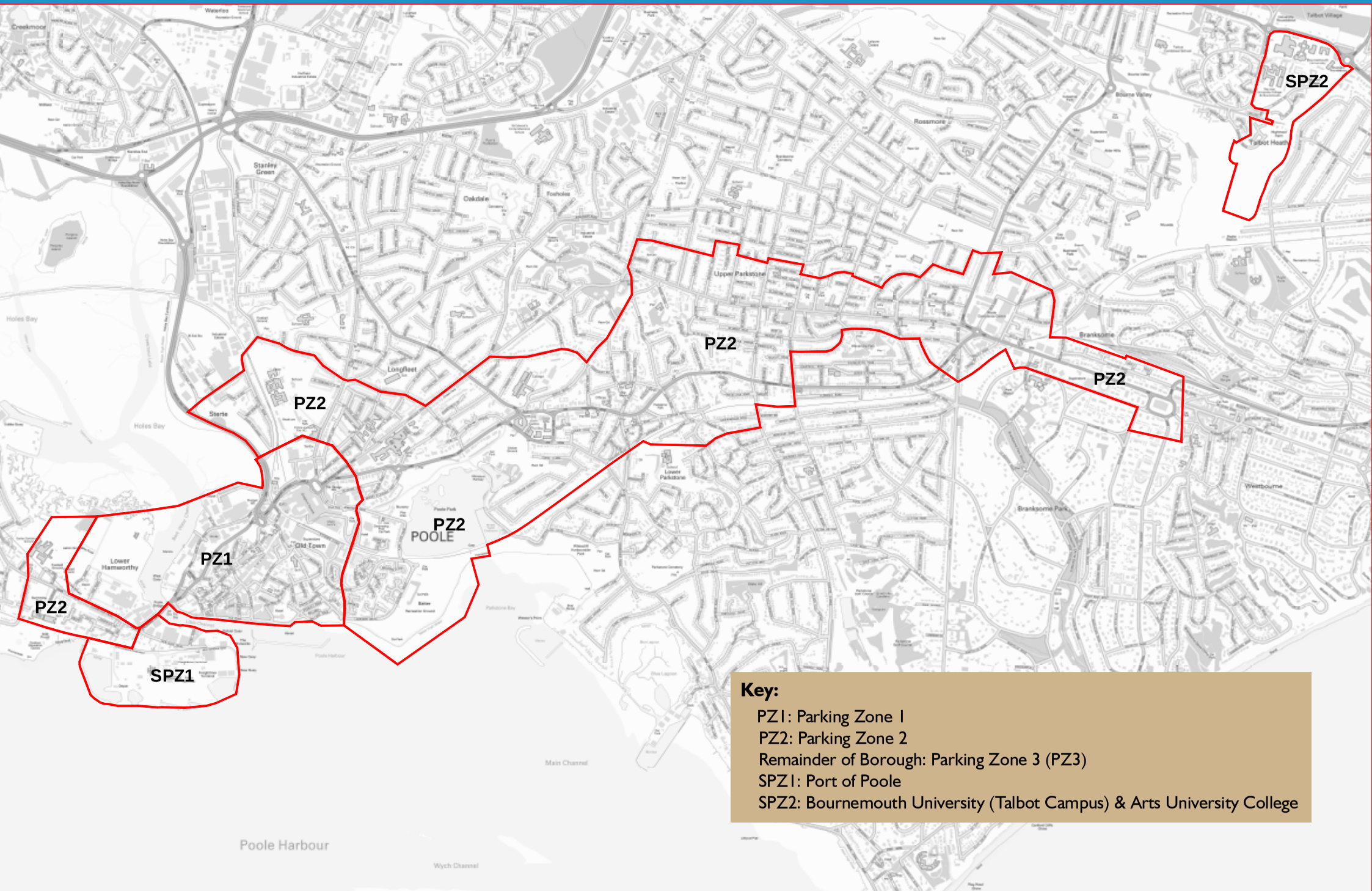


On-Street / visitor cycle parking hoops

Typical employee cycle parking shelter

Frontage cycle anchorage points are not supported due to potential damage to wheels

Appendix D - Parking Zones



Appendix E

Payments in lieu of parking spaces

1. This scheme was introduced in 1997, and was then named 'commuted parking payments'. It was aimed principally at redevelopment in the town centre (Parking Zone 1) including developments involving listed buildings where the provision of parking would have a serious detrimental impact on the listed building.

2. In 1997, the payment in lieu of 1 town centre car parking space was set at £8,000. This has been updated using the retail price index (for example at 1st May 2011 the contribution stood at £11406 per parking space). Payment levels were also set for other vehicle types, including heavy goods vehicles and coaches and for an edge of town car space (park & ride) the payment level was £3,000. Discounts are given for planning applications involving listed buildings, and in conservation areas.

3 These funds have been collected through Section 106 legal agreements and paid to a special budget used to mitigate against the lack of parking within those developments. Examples of where the monies have been targeted include:

i. Contribute towards the capital cost of the Creekmoor edge of town park and ride site, which is currently 80% complete.

ii. Pay for installation of residents car parking spaces in part of Quay Visitors Car Park.

iii. Collect funding towards the provision of additional multi-storey car parking in the Town Centre. The Council has a legal agreement with a Town Centre supermarket permitting an additional two decks (300 spaces) on their multi-storey car park to be available for public use.

Appendix F

Student only accommodation –

Car parking - Low car parking levels may be accepted where information is submitted evidencing lower parking levels. Some service vehicle and disabled parking provision will be required. An assessment will be made on each application.
Cycle parking - 1 secure & sheltered cycle space per student

Sheltered accommodation –

Car parking at a ratio of 1 space per 2 units.
Sheltered mobility scooter parking with charging point at 1 space per 5 units

Houses in Multiple Occupancy – 1 car parking space per 4 occupants, 1 secure & sheltered cycle space per occupant.

Residential secured as permanently rented accommodation: (see table 5 opposite)

Table 5 - Special Residential Parking Guidelines by number of rooms [1]

Parking Table	PARKING ZONE								
	1			2			3		
	Parking space requirement			Parking space requirement			Parking space requirement		
SPACES FOR RESIDENTS	One dwelling	Multiple for more than 1 unit[2]		One dwelling	Multiple for more than 1 unit[2]		One dwelling	Multiple for more than 1 unit[2]	
		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)		For Allocated Parking (includes visitor)	Unallocated Parking (may be applied to more than 5 units only)
Rooms[1]	**Houses - permanently rented**								
up to 3	**One**	1.3	0.5	**One**	1.3	0.6	**AS ZONE 2**		
4	**One**	1.3	0.8	**One**	1.5	0.9			
5/6	**One**	1.5	1.0	**One**	1.6	1.2			
Rooms[1]	**Flats - permanently rented**								
up to 3	**One**	1.2	0.5	**One**	1.3	0.5	**AS ZONE 2**		
4	**One**	1.4	0.8	**One**	1.5	0.9			
5+	**One**	1.6	1.0	**One**	1.6	1.1			
SPACES FOR VISITORS	No additional spaces required[3]	0.2 per unit included in the above	No additional spaces required[4]	No additional spaces required[3]	0.2 per unit included in the above	No additional spaces required[4]	**AS ZONE 2**		
DISABLED PARKING	Parking courts or basement parking - 10% of spaces to be appropriate for disable use								
	Parking within individual curtilages should be capable of enlargement to attain 3.3m width (Lifetime Homes Standard)								
GARAGES	Garages of less than 6m x 3m internal dimensions will NOT be considered as a parking space								
CYCLE PARKING	For dwellings with shared curtilages (eg Flats) - minimum of 1 secure & sheltered cycle space per dwelling								

1 Rooms are defined in the 2001 Census as: "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

2 After multiplying by the number of units, round up to nearest whole number to obtain parking requirement.

3 For single unit developments it is anticipated that visitor parking will generally be accommodated on-street. However, where existing streets are at parking capacity on-site visitor parking may be required.

4 Unallocated parking is considered as the most efficient method of providing both resident & visitor parking.

Appendix G

The Bournemouth, Poole & Dorset Residential Car Parking Study

The Residential Parking Study is based on research undertaken since 2006 by a partnership between all the Dorset Borough and District Authorities, Dorset County Council, WSP and Phil Jones Associates. It seeks to ensure that parking provision in new residential developments, both market and affordable, is designed to meet expected demand in such a way as to ensure the most efficient use of space and the best urban design.

The Study has been prepared as evidence to inform the preparation of the Local Development Framework (LDF) Plan Documents being progressed by Local Planning Authorities. As such, it is a higher-level set of documents, of far greater detail and complexity than the LDF documents that will eventually be brought forward by each Local Planning Authority.

The study is available to view at:

http://www.dorsetforyou.com/397080

The Study is split into 3 Volumes with Volume 2 detailing the methodology behind the study.

(Please note: The above documents outline the background and methodology to the study. For parking requirements for development within the Borough of Poole this Parking and Highway Layout in Development SPD should be used)

Poole New Builds Evaluation Report 2008

The study is available to view at:
http://opinions.discussit.co.uk/downloads/assets/Final_Combined_Report.doc Appendix H

Appendix H

GLOSSARY OF TERMS

Term	Definition
Allocated Parking	An allocated parking space is one which the user has certainty of specific rights over being able to use. That certainty is given either by ownership, or some other formalised right, normally linked to land ownership. Examples of an allocated parking space might be a garage or private driveway included within the plot of an owner's home.
Car Clubs	A car club gives people the choice of a fleet of vehicles parked in their neighbourhood and gives them access to a car whenever they need it but without the high fixed costs of individual car ownership. A number of commercial car clubs now operate around the country in addition to smaller, community-based social enterprise clubs
Core Strategy	Development Plan Document which sets out the long term spatial vision for Poole, together with the Objectives and Policies to deliver the Vision.
Dorset LTP3	The Bournemouth, Poole and Dorset Local Transport Plan (LTP) sets out the objectives, policies and targets for improving transport in the sub-region up to 2026. It covers all modes of transport (including walking, cycling, public transport, car based travel and freight), the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the economy, environment and social inclusion.
HMOs	HMO stands for House in Multiple Occupation, which means a building, or part of a building, such as a flat, that: • is occupied by more than one household and where more than one household shares – or lacks – an amenity, such as a bathroom, toilet or cooking facilities • is occupied by more than one household and which is a converted building – but not entirely self-contained flats (whether or not some amenities are shared or lacking) • is converted self contained flats, but does not meet as a minimum standard the requirements of the 1991 Building Regulation, and at least one third of the flats are occupied under short tenancies • shared property which accommodates 3 or more occupants (where the occupants are unrelated

Lifetime Homes	Lifetime Homes are ordinary homes incorporating 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
Local Development Document	Documents which together make up the Local Development Framework, consisting of Development Plan Documents, Supplementary Planning Documents, Statement of Community Involvement and Annual Monitoring Report.
MfS1	Manual for Streets was published in March 2007. The guidance emphasises that streets should be places in which people want to live and spend time in, and are not just transport corridors. In particular, it aims to reduce the impact of vehicles on residential streets by asking practitioners to plan street design intelligently and proactively, and gives a high priority to the needs of pedestrians, cyclists and users of public transport.
MfS2	Manual for Streets 2 - Wider Application of the Principles, a companion guide to Manual for Streets, was published by the Chartered Institution of Highways and Transportation (CIHT) in September 2010.
Place-shaping	'Place-shaping' is widely used to describe the ways in which local players collectively use their influence, powers, creativity and abilities to create attractive, prosperous and safe communities, places where people want to live, work and do business.
SEDMMTS	The South East Dorset Multi Modal Transport Study (SEDMMTS) has been a significant input to the development of LTP3. This major multi-modal study has been run from 2008 to 2011 and has sought to identify the transport needs for the South East Dorset conurbation, based on expected levels of future growth in housing and jobs to 2026, and has provided the most current, robust and comprehensive transport evidence base in the country, in line with government guidance.
Sheltered accommodation	Sheltered accommodation is a term covering a wide range of rented housing for older and/or disabled or other vulnerable people. Most commonly it refers to grouped housing such as a block or "scheme" of flats or bungalows with a scheme manager or "officer"; traditionally the manager has lived on-site although this is not always the case these days.
Student accommodation	Student accommodation will sometimes be institutionally run by the university in the first year as 'halls of residence'. Thereafter, students will generally move into privately run student accommodation in the form of house-sharing. If this exceeds 3 unrelated occupants it becomes a house in multiple occupancy.
Supplementary Planning Document	Local Development Document providing policy guidance to supplement policies in Development Plan Documents.

Travel Plans	A travel plan (TP) is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
TRICS	TRICS® is a database system that allows its users to establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities.
Unallocated Parking	An unallocated parking space is one which the user has no certainty of specific rights over being able to use. An example is kerbside parking on public highway in the proximity to the plot of an owner's home.

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Further Information

Planning & Regeneration Services including Building Consultancy Services,
Borough of Poole, Civic Centre, Poole, Dorset BH15 2RU
Tel: 01202 633333 or 633321 Email: planning@poole.gov.uk

Internet: Read and download the document from www.boroughofpoole.com/planning
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