



South Gloucestershire Council

Residential parking standards

Supplementary Planning Document
Adopted December 2013

www.southglos.gov.uk

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1. Introduction

Purpose

1.1 The purpose of the guidance is to:

- enable the public and developers to understand what parking provision is required with new residential development
- to accommodate adequate and appropriate car parking levels to meet the needs of users without dominating or detracting from the external environment
- to provide parking solutions that are safe and efficient as an integral part of new housing and mixed-use developments

The standards apply to dwellings classed as C3 & C4 in the Use Class Order¹. For uses classed as C2, e.g. residential institutions & care homes, other uses, cycle parking and parking standards for people with disabilities, policies, T7, T8 & T9 of the South Gloucestershire Local Plan remain extant.

Context

1.2 In January 2011, the Coalition Government announced that it was scrapping national planning restrictions put in place in 2001 that required councils to limit the number of parking spaces allowed in new residential developments. The National Planning Policy Framework (March 2012), paragraph 39, consequently states that:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development
- the type, mix and use of development
- the availability of and opportunities for public transport
- local car ownership levels and
- an overall need to reduce the use of high-emission vehicles

¹ Use Class Order 1987 (as amended) as of 6th April 2010.

- 1.3 Previously, in accordance with National Planning Policy Guidance the council applied maximum parking standards. Maximum parking standards were intended to promote the use of more sustainable transport choices by limiting the availability of parking.
- 1.4 There is however research² that indicates that maximum parking standards have little apparent impact on ownership. It is thus considered that in a locality like South Gloucestershire, which is characterised by its suburban and rural areas with limited public transport options and where people aspire to own a vehicle to access services, social and recreational pursuits, that availability of parking spaces at home rarely features highly in the decision to own a vehicle. This has led to many new and existing residential areas suffering from inadequate and uncontrolled parking, which can hinder bus and emergency vehicles, undermine traffic and pedestrian safety, lead to neighbour disputes and generally reduce the quality of life.
- 1.5 Policy CS8 of the South Gloucestershire Core Strategy (available at www.southglos.gov.uk/corestrategy) therefore committed the council to a review of residential parking standards. The Council intends to retain maximum standards for other uses as set out in Policy T8 of the South Gloucestershire Local Plan (available at www.southglos.gov.uk/localplan). When this SPD is adopted, the new residential parking standards will replace the residential standards currently set out in T8.
- 1.6 It is intended that eventually this SPD and Policy T8 will both be replaced by a new policy in the forthcoming Policies, Sites and Places Development Plan Document (DPD).

2 Car ownership

- 2.1 The 2001 Census statistics showed that car ownership in South Gloucestershire is approximately 1.4 vehicles per dwelling. In 2011 the census statistics showed that this figure had risen to 1.5 vehicles per dwelling. In 2011, nationally 32.1% of households had 2 or more vehicles, whereas in South Gloucestershire some 44.7% of households had two or more. Conversely 25.6% of households had no car, but in South Gloucestershire this figure was 13.1%. Ownership levels vary by ward, where the highest number of households without a car was Staple hill (27%) and the lowest being Severn (5%). However, this is likely to be linked to the type of housing provision and social demographic profiles of existing housing areas in these locations and would not necessarily be reflected in new housing schemes (2001 Census).

² eg <http://www.tps.org.uk/files/Main/Library/2006/cgentpaper.pdf> / http://www.berkeleygroup.co.uk/media/pdf/i/b/car_parking_report_final_draft_070911.pdf

- 2.2 The Core Strategy seeks to allocate development in sustainable locations and the council is committed to improving sustainable transport options. However, it is acknowledged that even with good public transport provision or proximity to local services and jobs, whilst car usage may be less, high levels of car ownership are likely to remain as a consequence of residents' desire to retain the option of keeping a car to use for journeys such as family visits, shopping, work, DIY collections, waste recycling, holidays etc. For information Policy CS8 of the Core Strategy is set out at Appendix E.
- 2.3 Hence, if parking provision is not made to meet the likely level of car ownership for new developments, including house conversions and sub-division, it is probable that cars will be parked in areas not designed for such purposes, such as grass verges and landscaped areas. There is evidence of these effects in newer housing developments where some occupiers and visitors are frustrated by an apparent shortage of parking spaces. Furthermore, such situations can also impact on surrounding areas and adjoining roads as new residents look further afield to find parking spaces.
- 2.4 There may however be exceptions where anticipated levels of car ownership may well be less than the proposed standards in some development schemes. Such development proposals will need to be justified by a transport assessment (See Appendix D). A travel plan(s) are also likely to be required to support lower parking standards.

3 Visitor parking

- 3.1 **'Car Parking – What Works Where'**³ states that "generally parking standards project a level of provision for visitors of about one space for every five homes". However references in the document indicate that no special provision need be made for visitors' parking when at least half of the parking provision associated with a housing development is unallocated⁴ (i.e. communal parking). However, if less than half the parking was to be unallocated in this way, then an extra 0.2 spaces per dwelling are needed to provide for visitors. However, if an average of more than 2 allocated spaces per dwelling are provided the demand for visitor spaces reduces to about 0.1 space per dwelling. The use of unallocated spaces can therefore significantly reduce the overall number of parking spaces to be provided in any scheme. (Note. The Parking Standards are set out at Appendix A. The paragraph above is background information only)

³ Car Parking: What Works Where: English Partnerships 2006

⁴ Unallocated or Visitor parking can comprise either a space(s) provided within the private curtilage of a group of dwellings or apartments but not allocated for use by the resident of a specific dwelling or parking spaces provided in the public highway.

- 3.2 It is therefore considered that if a significant proportion of residents parking is communal parking spaces (i.e. unallocated) this allows for greater flexibility where spaces are then available for both visitors and residents. **‘Residential Car Parking Research’⁵** and ‘Manual for Streets’ supports this approach and advises that not all parking spaces need to be allocated to individual properties. Unallocated parking spaces can be either off-street communal parking areas or designated spaces forming part of the street layout. It therefore provides a common resource for a neighbourhood or a specific development. A combination of both types of parking (unallocated & allocated) can often be the most appropriate solution. The advice therefore recommends a presumption in favour of the provision of some unallocated communal parking. The key considerations in using unallocated parking are that it:
- only needs to provide for average levels of car ownership within a development
 - allows for changes in car ownership between individual dwellings over time
 - provides for both residents’ and visitors’ needs and
 - can cater for parking demand from non-residential uses in mixed-use areas
- 3.3 Where unallocated visitor parking is provided, as part of major⁶ development proposals, the council would encourage the majority of it to be provided as spaces within the new street layout / public highway as this provides the most flexible form of parking for the whole community. It will not normally be acceptable to provide required visitor parking in existing streets adjacent to the new development.

⁵ Residential Car Parking Research: DCLG May 2007

⁶ For the purposes of the Development Management Procedure Order, “major development” means:

- (c) the provision of dwellinghouses where —
- (i) the number of dwellinghouses to be provided is 10 or more or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i)

4 Flat conversions & homes in multiple occupation (HiMOs⁷)

- 4.1 The council has in recent years seen substantial numbers of planning applications for the conversion of existing dwellings into flats and changes of use from residential dwellings to houses in multiple occupation. Such developments can, if inappropriately located and/or by becoming concentrated in a locality, increase local on-street parking problems. It can also undermine amenity and street character by leading to the removal of front garden walls and landscaping to accommodate parking on private amenity space.
- 4.2 Policy H5 – Residential conversions, houses in multiple occupation and re-use of buildings for residential purposes of the South Gloucestershire Local Plan (see appendix B) sets out considerations for ensuring the subdivision and conversion of existing buildings into flats and HiMOs respect the character of the street and retains an acceptable level of parking and private amenity space.
- 4.3 With regard to the conversion of existing buildings for flats, subdivision into two or more properties will generally be welcome where parking is provided on plot in accordance with the standards in Appendix A so it does not cause or add to existing parking problems in the locality. Parking should also be provided in accordance with Policy H5 (criteria A, C & D). The following bullet points provide further explanation with regard these criteria in respect of parking provision:
- proposals should not prejudice the character of the area (criterion A), e.g. through the loss of front garden walls, trees or other vegetation that comprise a key characteristic of the appearance of the street
 - there should be no unacceptable loss of private amenity space (criterion D), through for example, converting rear gardens into hard space for parking. It would be expected that adequate private amenity space is retained to provide for sitting out, the drying of clothes, storage of cycles and bins (if necessary) and some green space and / or planting beds and
 - in providing an acceptable level of parking (criterion C) in accordance with the standards, it does not lead to the loss of unallocated on-street parking space(s), for example, through the formation of a driveway, where such roadside parking spaces provide the primary means of parking in the locality, as is the case for example in many Victorian terraced streets found in the inner urban suburbs within the district

⁷ HiMOs - Use Class Order C4

⁸ Evidence may comprise existing or proposed resident parking schemes or records of complaint received by the Council

On-plot parking ideally should be provided but where this is not possible parking may be catered for on-street where:

- the highway is wide enough to allow for the parking of cars and the free passage of large vehicles such as delivery lorries, refuse trucks and fire appliances
- there is no evidence⁹/record of parking problems in the locality
- on-street parking in the immediate vicinity of the development would not cause an unacceptable safety hazard to pedestrians, cyclists and other road users

- 4.4 Particular regard will be had to the above guidance in the locations indicated in Appendix C. There may be other localities which similarly suffer from particularly acute parking problems.
- 4.5 Similar problems and issues arise with regard to Homes in Multiple Occupation (HiMOs). HiMOs however only require planning permission where they provide accommodation for six or more residents. HiMOs accommodating 6 or more residents not living together as a single household, will be considered on their merits. The locations identified in Appendix C may also be considered first for Article 4 directions which lower the threshold under which HiMOs require planning permission.

5 Garages

- 5.1 Research carried out by South Gloucestershire Council⁹ revealed, that of the respondents that owned a garage 45% never parked their car in it and 14% only occasionally parked a car in it. Respondents also reported that garages were often too small to park a mid sized family car in. Similar findings have been reported in '**Residential Car Parking Research**'¹⁰. Given the need for storage and the fact that cars are generally larger than they used to be, garages will count towards the required standard only where they have a minimum internal dimension of:

- Single garage: 6m x 3m
- Double garage: 6m x 5.6m

Otherwise, where garages are proposed that fall below the minimum size standard only 50% will count towards the parking standards.

⁹ Car Parking Review for new houses and flats in South Gloucestershire – Questionnaire February 2012

¹⁰ Residential Car Parking Research: DCLG May 2007

- 5.2 Where a garage(s) are provided the council may consider (on a site-by-site basis) it necessary to withdraw permitted development rights which allow conversion to other uses.
- 5.3 Where a garage is provided to the minimum size standards it will be accepted as providing the 'secure undercover spaces' as required in policy T7 – cycle parking, of the South Gloucestershire Local Plan (pg133).
- 5.4 Given the propensity for garages to be used for storage it will not be acceptable to provide garages as the sole parking space(s) serving a dwelling.

6 Electric vehicle charging points

- 6.1 The Government expects Local Authorities to encourage electric vehicle charging infrastructure in new development¹¹. The NPPF requires local planning authorities to take into account the overall need to reduce the use of high emission vehicles. Policy CS8 & paragraph 7.19 of the Core Strategy also welcomes such measures. 'Electric vehicle charging sockets' should therefore be provided in the external walls or garages of suitable houses to serve private parking spaces and with regard major residential and mixed-use developments in appropriate public locations¹². This may include a space(s) designated for electric vehicles with a charging point as part of the visitor/unallocated parking requirement within the public highway and/or within private communal parking areas.

7 Car clubs

- 7.1 Core Strategy Policy CS8 encourages development of a sufficient scale to include provision for car clubs. This should include the designation of space(s) as appropriate. These spaces may contribute to the visitor / unallocated parking requirement. Developers are encouraged to engage early in the development process with car club providers to establish feasibility and space requirements.

¹¹ Ministerial letter dated 3rd Jan 2011 by Greg Clark MP & NPPF para 39

¹² There are now numerous EV public charging schemes and commercial providers nationwide. Providers should be contacted early in the development process to establish feasibility.

8 Design

- 8.1 The following key principles are adapted from 'Manual for Streets' and based on 'Car Parking: 'What Works Where' (web links to these documents are available in Appendix F). Principles set out in these documents should generally be followed when designing new housing and mixed-use developments:
- there is no single best solution to providing car parking – a combination of on-plot, off-plot and on-street parking will usually be appropriate
 - on-street parking is efficient in land use terms, understandable and can increase vitality and safety in the street if properly designed into a development scheme
 - maximise the number of unallocated spaces - the more that is allocated the more that will need to be provided
 - parking within a block to the rear of properties, should be pursued only after parking at the front and on-street parking has been fully considered – rear courtyards should support on-street parking, not replace it;
 - rear parking courts should not have contiguous boundaries, generally serve no more than 6 houses and parking spaces should be well related to the dwellings they serve;
 - car parking needs to be designed with security in mind
 - consideration needs to be given to parking for people with disabilities
- 8.2 Further guidance is also set out in the South Gloucestershire Design Checklist Supplementary Planning Document and Building for Life 12. The Council has also produced 'Living Streets' technical guidance with regard homezones and shared space. (see appendix F for links)

9 Parking for people with disabilities

- 9.1 Policy T9 of the South Gloucestershire Local plan sets minimum parking requirements for people with disabilities for non residential developments. Specialist housing provided for groups such as the elderly will also be required to provide spaces that meet disability standards (see Appendix A). Registered Social Housing providers also often design and provide housing (including parking spaces)

adapted to meet the needs of people with disabilities. In addition, this guidance promotes on-plot and on-street parking in close proximity to the dwellings it serves ahead of parking courts, which if not designed carefully can often be remote and inconvenient to users. This principle is intended to promote improved accessibility for all users.

10 Standards

- 10.1 The council seeks a well designed solution to parking provision in residential schemes that accommodates the likely level of car ownership with a view to providing the flexibility offered by some unallocated parking which also caters for visitor use. The standards are required levels of parking provision in residential development schemes including small scale developments and extensions to dwellings involving an increase in the number of bedrooms.
- 10.2 “Manual for Streets” advises that the context of a new residential development needs to be carefully considered when determining the appropriate amount of parking. This will be informed by the Transport Assessment, together with any accompanying Travel Plan and the Local Authority’s residential parking policies. The Department for Transport has issued guidance on transport assessments and transport statements. Further information on their requirement is contained in Appendix D.
- 10.3 The design and provision of parking spaces in recent and many older developments does not make best use of the quantity of parking provided. This is apparent in higher density housing schemes where parking is located in areas away from the street frontage, such as rear courtyard parking, which appears to lead to indiscriminate on-street parking and no obvious parking areas for visitors, raising issues of highway safety and residential amenity.
- 10.4 Parking provision on new housing developments generally allocates spaces to specific dwellings. This approach, though desirable for buyers and therefore attractive to developers, does not always represent the most efficient use of the parking spaces provided. The level of car ownership varies between households and in some instances there will be under provision of spaces and in others there will be over provision of spaces.
- 10.5 The proposed parking standards therefore seek a different approach that places a greater emphasis on need, location and design of parking spaces in the way that they are provided. The proposed revision of existing standards therefore require provision for visitor parking sufficient to meet demand based on levels of car ownership, provided there is a combination of off-street (allocated parking)

and communal (unallocated parking). Allocated parking should be clearly provided for off the public highway. On-street parking should therefore be provided for visitors only.

- 10.6 The standards provide for the typical level of additional demand for unallocated parking suggested in the 'Residential Car Parking Research': DCLG May 2007 and 'Car Parking: What Works Where' (English Partnerships 2006).
- 10.7 With respect to infill development in existing urban areas the requirement for visitor parking should be provided for within the application area. It will not be acceptable to assume this additional requirement can be catered for in nearby existing streets.

See Appendix A for the standards.

Appendix A - Parking standards

Minimum number of parking spaces¹⁴ plus visitor allowance

Table A – Minimum parking spaces per dwelling

Type	Spaces
1 Bed dwelling	1
2 Bed dwelling	1.5 ¹⁵
3 Bed dwelling	2
4 Bed dwelling	2
5+Bed dwelling	3

Garages

Only garages that meet the following internal space standards will count towards the parking standards:

Single garage: 6m x 3m

Double garage: 6m x 5.6m

Where a garage is provided to the minimum size standards it will be accepted as providing the 'secure undercover [cycle] spaces' as required in policy T7 of the South Gloucestershire Local Plan. Where garages are provided below the minimum size requirements only 50% of them will count towards the parking standards. Garages will not be acceptable as the sole parking space(s) serving a dwelling.

Visitor Spaces

An additional 0.2 spaces per dwelling for use by visitors should be provided unless otherwise agreed by the council¹⁶.

¹⁴ An external parking space is typically a minimum of 2.4 x 4.8m in size. Roadside visitor parking spaces plotted parallel to the highway may well need to be up to 6m in length but may also be narrower than 2.4m depending on the location. Spaces to the side / between flank walls of dwellings should allow additional space for access to the vehicle. A minimum of 3m is recommended to accommodate a single space between two dwellings.

¹⁵ Requirement rounded down to the nearest whole number. Where 2 bed flats are proposed the council will encourage the provision of 1 parking space per flat, with the remainder of the requirement provided as unallocated visitor spaces in close proximity of the units they serve.

¹⁶ The minimum number of dwellings that will require an additional visitor space is 5. The requirement for visitor spaces will be rounded to the nearest whole number.

Other dwelling types

There are a range of other living models provided for groups such as the elderly or those in need of care. Care can range from provision of full-time on site wardens and associated services to off site assistance accessed only infrequently on an emergency basis. Schemes with a high degree of care dependency will have reduced need for parking for residents but more for wardens and visitors, whilst those tailored to 'independent living' models may need more resident parking and fewer warden spaces.

Given the range of accommodation and care needs the council will consider such schemes on their merits. Evidence should therefore be submitted with applications that justify the parking provision. This should include a description of the level of care, staffing and anticipated number and age range of occupants. An additional allowance should also be made for visitors. It may be considered appropriate in some instances that 100% market schemes with very low levels of care dependency meet the minimum standards for general housing set out above.

As an indication the council considers that 1 space per 2 dwellings may be appropriate for unassisted 'independent' retirement living models with high levels of market units, whilst 1 space per 4 dwellings may be appropriate for frail elderly assisted living schemes. An additional space per 4 dwellings should also be provided for communal/visitor parking and 1 space per warden / staff, if applicable. Site design should also provide for access for emergency vehicles and the parking needs of people with disabilities¹⁷). Proximity to services will also be considered as there is likely to be less reliance on cars and more on buggies.

Supported housing schemes (Use class C3b)

Up to 6 people living together as a single household and receiving care, e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. 1 space per warden and 1 space per dwelling for communal/visitor parking.

Class C3c which allows for groups of people (up to 6) living together as a single household, which do not fall within the definition of HiMOs, e.g. a small religious community. Comply with minimum standards as set out above.

¹⁷ Parking spaces for people with disabilities are 3.6 x 6m in size.

Variation from standards

There may be extenuating circumstances where it may be appropriate to allow a variation from the standards. Any such circumstance will need to be justified by a transport statement or assessment. A travel plan(s) is also likely to be required to support lower parking standards on major development schemes.

Visitor parking standard condition

The council is keen to ensure that parking spaces provided for visitors are retained as such. Where visitor spaces are proposed as part of a development they should be clearly shown on planning application drawings and the on-site method of demarcation should be agreed with the council. It may be expedient to deal with this aspect of a development by the following condition where officers are content that provision in accordance with the standards has been allowed for in the scheme:

Condition

A plan clearly showing the number and location of unallocated communal visitor parking spaces and details of the method of demarcation shall be submitted and agreed by the council prior to commencement of development. The visitor spaces shown on the agreed plan shall be provided by first occupation of the dwelling units they serve or where provided in the public highway by occupation of the X dwelling. The parking spaces shall be retained for use by visitors to the development and the method of demarcation shall be kept in good condition and clear of obstruction.

Reason

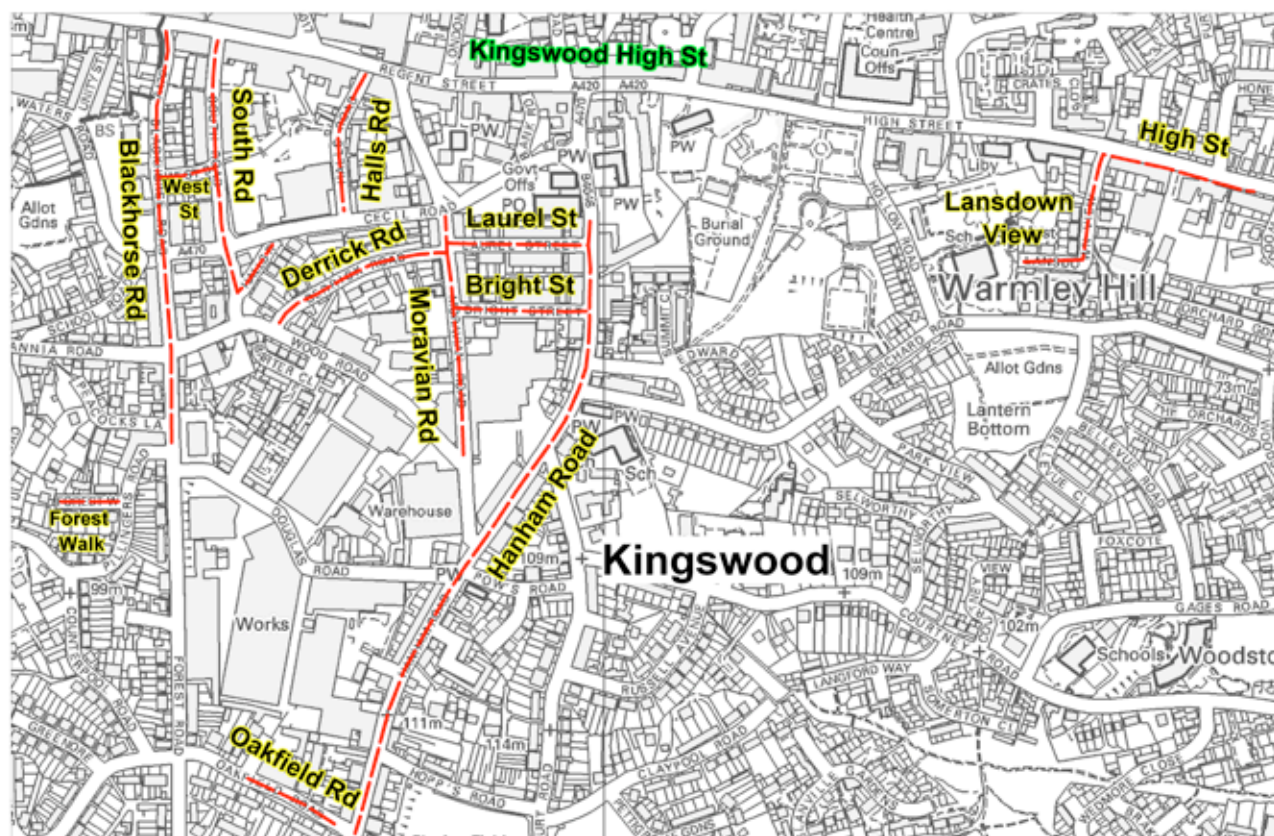
To ensure unallocated communal parking spaces are clearly identifiable and retained for use by visitors to the development in perpetuity in the interests of highway safety and residential amenity in accordance with policy CS8 of the Core Strategy and the Residential Parking Standards SPD (date).

Appendix B – Policy H5 (South Gloucestershire Local Plan – Jan 2006)

Residential conversions, houses in multiple occupation and re-use of buildings for residential purposes

- H5** Proposals for conversion of existing residential properties into smaller units of self contained residential accommodation, or change of use to houses in multiple occupation, or conversion of non-residential properties for residential use, will be permitted provided that they:
- A would not prejudice the character of the surrounding area; and
 - B would not prejudice the amenities of nearby occupiers; and
 - C would identify an acceptable off-street parking; and
 - D would provide adequate amenity space; and
 - E (in the case of buildings not previously used for residential purposes) the property is located within the existing urban areas and the boundaries of settlements, as defined on the proposals map.

Appendix C - Acute parking localities



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Contains National Statistics data © Crown copyright and database right 2012.

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Appendix D

Transport assessments & statements

Paragraph 32 of the National Planning Policy Framework states that, “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”.

A transport assessment usually supports a major development scheme. It is a comprehensive and systematic process that models and sets out transport issues relating to a proposed development and what measures will be taken to deal with the anticipated traffic impacts of the scheme. **‘Guidance on Transport Assessment’¹⁸** is intended to assist stakeholders in determining whether an assessment may be required and, if so, its appropriate scope and content.

Where a transport assessment indicates a need to improve access to public transport, pedestrian and cycling provision a S106 Agreement (Planning Obligation) will normally be entered into to enable appropriate contributions to be made to support development proposals.

A transport statement may be required to support small as well as medium and large scale schemes. The information required will depend on the scale, nature and location of the development. You should contact the council’s Transportation Development Control Team who will provide guidance on the scope and detail of transport statements.

¹⁸ Guidance on Transport Assessment: Department of Transport (March 2007)

Appendix E – Core Strategy Policy CS8 (Proposed Modifications)

Improving Accessibility

Policy CS8 – Improving accessibility

Priority will be given to providing the users of new development with a range of travel options other than the private car. The following principles will be applied in the consideration of planning applications and formulation of other Local Development Documents:

1. **Accessibility.** New development proposals which generate significant demand for travel will be more favourably considered the nearer they are located to existing and proposed public transport infrastructure and existing facilities and services. Developments which are car dependent or promote unsustainable travel behaviour will not be supported;
2. **Off-site mitigation.** All new development proposals of a sufficient scale will be required to contribute financially or in kind to the schemes set out in Policy CS7 and the Infrastructure Delivery Plan, as appropriate, and other physical off-site local transport improvements as may be necessary to make the scheme acceptable;
3. **Provision and Promotion of sustainable travel options.** All new development proposals of a sufficient scale will be encouraged to reduce greenhouse gas emissions, travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through:
 - the provision of, and integration of walking, cycling and public transport infrastructure into the local network;
 - providing mixed use developments in appropriate locations;
 - the active promotion of a Green Travel Plan approved by the Council;
 - the provision of shower and changing facilities for use by staff in commercial and business premises;
 - contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate; and
 - access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking.

Policy CS8 – Improving accessibility

- **provision of facilities for charging plug-in or other ultra low emission vehicles**

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes;

4. Parking and vehicular access for new development.

Car parking and vehicular site access should be well integrated and situated so it supports the street scene and does not compromise walking, cycling, public transport infrastructure and highway safety.

All new development proposals will also be required to provide safe & secure cycle parking facilities in accordance with the Council's standards.

- 7.15 This policy seeks to ensure that emerging DPDs, SPDs, Area Action Plans, Development Briefs, Concept Statements and development schemes all have regard to the need to improve transport infrastructure in accordance with Sustainable Community Strategy objectives.
- 7.16 National policy encourages development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than having to rely on access by the car, while recognising that this may be more difficult in rural areas.
- 7.17 New development that generates the need to travel will be required to contribute financially or in kind to the strategic transport infrastructure set out in Policy CS7.
- 7.18 Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time (including those that may arise from Neighbourhood Development Planning), such as:
- Revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas;
 - Revenue to establish a community car club scheme;
 - Revenue and capital towards improvements in real time passenger information;
 - Capital towards bus priority measures to ensure reliable and punctual bus services; and
 - Revenue and capital to support access to health facilities arising from the new configuration of acute and community hospitals.

- 7.19 All but the smallest householder applications will be expected to consider, provide information on and a strategy for the minimisation of private car based travel. In addition to the measures set out in criterion 3, other innovative measures that reduce the CO2 footprint of transport at the point of use, such as charging points for electric vehicles, will be welcomed.
- 7.20 Development proposals should consider the integration of direct and attractive walking and cycling routes with the wider network as a primary objective of high quality urban design. These routes should also take advantage of and integrate with existing and proposed Green Infrastructure, and vice versa where appropriate.
- 7.21 Parking remains an important part of demand management and an issue that will be kept under review. Inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. Consequently, the Council is preparing a Residential Parking Standards SPD in accordance with the timetable set out in the LDS adopted in 2012

Delivery

- 7.22 This policy will be delivered through the development management process, the JLTP and working with partners. The car parking standards will be reviewed through SPD and confirmed in the Policies, Sites and Places DPD.

Appendix F - References

South Gloucestershire Local Plan (Adopted 2006) – Policy T8, page 136

<http://www.southglos.gov.uk/Pages/Article%20Pages/Planning%20Transport%20-%20Strategic%20Environment/Planning%20policy/South-Gloucestershire-local-plan-2006.aspx?resource=http%3a%2f%2fwww.southglos.gov.uk%2fDocuments%2fPTE060033.pdf>

South Gloucestershire Local Plan: Core Strategy (adopted December 2013)

<http://www.southglos.gov.uk/Documents/Clean%20Version%20for%20interim%20publication2.pdf>

National Planning Policy Framework (2012)

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

Manual for Streets: Department for Transport March 2007

<http://www.manualforstreets.org.uk/>

Car Parking: What Works Where: English Partnerships 2006

Part 1

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271621.1/PDF/-/1.pdf>

Part 2

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271653.1/PDF/-/2.pdf>

Part 3

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271685.1/PDF/-/3.pdf>

Part 4

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271717.1/PDF/-/4.pdf>

Part 5

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271749.1/PDF/-/5.pdf>

Part 6

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271781.1/PDF/-/6.pdf>

Part 7

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271813.1/PDF/-/7.pdf>

Part 8

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271845.1/PDF/-/8.pdf>

Part 9

<https://consultations.southglos.gov.uk/gf2.ti/f/327170/8271877.1/PDF/-/9.pdf>

[Residential Car Parking Research: DCLG May 2007](#)

https://consultations.southglos.gov.uk/gf2.ti/f/327170/9962117.1/PDF/-/DCLG_residentialcarparking_research.pdf

[South Gloucestershire Design Checklist](#)

<http://www.southglos.gov.uk/Pages/Article%20Pages/Planning%20Transport%20-%20Strategic%20Environment/Planning%20policy/Supplementary-Planning-Documents-2786.aspx?resource=http://www.southglos.gov.uk/Documents/PTE070705.pdf>

[South Gloucestershire Residential Parking Review – Questionnaire & summary results](#)

<https://consultations.southglos.gov.uk/consult.ti/parkingstandards/consultationHome>

[Building for Life 12](#)

<http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABE/Building%20for%20Life/Building%20for%20Life%2012.pdf>

[Guidance on Transport Assessment: Department for Transport March 2007](#)

<https://www.gov.uk/government/publications/guidance-on-transport-assessment>

[Living Streets – South Gloucestershire Council](#)

<https://www.southglos.gov.uk/Documents/Living%20Streets%20final.pdf>

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