

## **Appendix 5: Parking Standards**

### **Introduction**

This Appendix sets down the current recommended car parking standards for new developments within the District. Parking standards are an important element of the Council's land use/transportation policy. Many of the numerous development applications made to the Council include proposals for parking space adjacent to the development and it is therefore essential for the Council to have a parking policy.

The NPPF seeks to encourage a reduction in car usage by promoting sustainable transport choices. This is reinforced by advice in Manual for Streets (MfS) in terms of providing adequate but maximum provision of parking for individual uses. However, NPPF seeks to remove maximum parking standards and encourage local authorities and local communities to set parking standards at a level which best reflect the needs and requirements of their area.

### **Objectives**

The objective is to ensure that sufficient space is provided for the accommodation of parked vehicles having regard to the location, layout, size, shape, access needs and design quality of the space. The parking standards are intended to ensure that parked vehicles do not become either a safety hazard or environmental nuisance. In order to achieve the objective, it is essential that a car parking policy exists in order for the negotiations to be carried out with the developer in a consistent, constructive and clearly understood manner.

The developer will normally have to provide fully for the parking demand generated on or near the site of the development, particularly when new buildings are proposed. This requirement may not however be possible or desirable where redevelopment, refurbishment or conversion are proposed or within village centres, when consideration of village centre planning and transportation policies needs to be taken and the availability of public parking facilities assessed. In these circumstances the standards should be used in a positive and, in appropriate circumstances, flexible manner as an aid to development. In central areas with good public transport links uses may require less parking provision than similar uses in rural areas without good public transport provision.

Where such development proposals do not make provision to the relevant parking standard then negotiations can be entered into to see if these could be achieved or even a suitable compromise reached where public safety will not be prejudiced. It is recognised, however, that the parking requirements are but part of the overall assessment of the planning merits of the proposal and the outcome can be a balance between all these considerations.

The practical parking requirements for any particular development are likely to reflect a combination of the criteria listed below and need to be negotiated accordingly:

1. The nature of the use/type of use (largely reflected in the car parking standards themselves)

2. Location (village centre, built-up area, rural area, green field site)
3. Development type (new development, redevelopment, refurbishment, conversion)
4. Nearness to public parking areas/availability of on-street parking
5. Accessibility (the balance between public and private transportation)
6. Number of employees
7. Assessment of use of development by local populace/work force
8. Any special operational requirements
9. Levels of car ownership
10. Multiplicity of uses proposed and degree of combined usage

As a general principle, servicing provision should be based on the maximum number of vehicles likely to serve the development at any one time being able to manoeuvre with ease and to stand for loading and unloading without inconvenience to other users of the site, so as to ensure that:

- all service vehicles are accommodated off the public highway,
- all service vehicles enter and leave the site in forward gear,
- sufficient access is provided for emergency vehicles.

The recommended standards are contained in the following schedules.

**Car Parking Standards**

<b>Development Type</b>	<b>Requirement</b>
<b><u>RETAIL/FOOD &amp; DRINK</u></b>	
A1. Retail *	Staff: 1 space per 95 sq.m. of gross floor space. Customers: 1 space per 20 sq.m. gross floor space
A2. Offices *	Staff & Visitors: 1 space per 20 sq.m. gross floor space
A3. Restaurants/ café *	Staff: 1 space per 85 sq.m. gross floor space Diners: 1 space per 5 sq.m. of dining area
A3. Transport Café *	Staff: 1 space per 85 sq.m. gross floor space Customers: 1 lorry space (artic) per 3 sq.m. dining area
A4. Public Houses *	Staff: 1 space per 85 m <sup>2</sup> gross floor space

	Bar customers: 1 space per 2.5 sq.m. of public drinking area Food customers: 1 space per 3 sq.m. of public dining area
A5. Hot Food Takeaway	1 space per 2 staff 1 space per 3 sq.m. of waiting area
<b><u>INDUSTRIAL &amp; COMMERCIAL</u></b>	
B1. Offices *	1 space per 20 sq.m. up to 200 sq.m., then 1 space per 30 sq.m. (all gross floor space)
B2. Industry *	1 space per 25 sq.m. up to 250 sq.m., then 1 space per 50 sq.m. (all gross floor space)
B8. Warehouses *	1 space per 80 sq.m. gross floor space
<b><u>ACCOMMODATION / INSTITUTIONS</u></b>	1 space per 3 employees employed at busiest time Guests: 1 space per bedroom
C1. Hotels	
C1. Hostels	Warden 1 space Residents and Visitors: 1 space for 2 residents
C2. Hospitals *	Staff and out-patients: 1 space per 3 beds Visitors: 1 space per 2 beds
<b><u>RESIDENTIAL</u></b>	
C3. Traditional housing (local authority/ private/ housing association)	Where all parking is provided within the curtilage: 2 and 3 bed dwellings: 2 spaces per dwelling 4 and more bedrooms: 3 spaces per dwelling  Communal parking: 1 and 2 bed dwellings: 1.5 spaces per dwelling 3 and more bedrooms: 2 spaces per dwelling
C3. Sheltered housing, elderly persons homes *	Other Residents/Visitors: 1 car space per 3 dwellings/units of accommodation/bedroom Non-resident care staff: 1 space per 3 staff present at busiest time
C3. Self-contained flats/apartments *	Residents: 1 space per flat Visitors: 1 space per 4 flats.

<b>OTHER</b>	
D1. Churches	1 space per 5 seats
D1. Libraries *	Staff: 2 spaces up to 300 sq.m. gross floor area 6 spaces above 300 sq.m. gross floor area Visitors: 1 space per 50 sq.m. gross floor area
D1. Clinics/GP Practices/ Health Centres *	Staff: 1 space per GP. 1 space for each other medical member of staff employed at busiest time 1 space for each 2.5 non-medical member of staff employed at busiest time Visitors: 3 spaces per consulting room
D1. Assembly Halls	Staff: 1 space per 2.5 employees employed at busiest time 1 space per 5 sq.m. public floor space
D1. Nursery Schools *	1 space per member of teaching staff 1 drop-off space per 10 children
D1. Primary/ Secondary Schools *	1 space per member of teaching staff 1 space per 3 member of non-teaching staff A suitable part of the hard play area to be allocated and suitably constructed so it can be used by cars on school open days, etc
D1. Colleges/ adult training centres *	1 space per member of teaching staff 1 space per 10 full-time equivalent students
D2. Cinemas/ Theatres	1 space per 5 seats
D2. Sports Centres *	Staff and visitors: 1 space per 2 persons staffing and using the premises at the busiest time
D2. Tennis, Golf, Bowling (Greens)	1 space per 3 sq.m. of indoor public floor area 2 spaces per court 1 space per lane of any driving range 2 spaces per golf hole
D2. Cricket, Football, Rugby	1 space per 3 sq.m. of public floor area of buildings 12 spaces and 1 space for a coach per pitch
Vehicle Service, Tyre, exhaust Garage *	3 car spaces per each service/repair bay 1 car space for every 40 sq.m. of gross floor area

Car sales	Staff: 1 space per 25 sq.m. Customers: 1 space per 40 sq.m. of gross sales floor area plus 1 space per 10 outside display places For ancillary workshop/storage areas and parts departments: 3 car spaces per each service/repair bay 1 car space for every 40 sq.m. of gross floor area
Car wash facilities	5 queuing spaces
Day care and adult training centres, day care centres for physically handicapped *	In particular centres for physically handicapped will require accommodation for special passenger vehicles with tail lift, etc. 1 space per member of staff at busiest time Visitors: 1 space for a unit of 5 persons
Stadia	1 space per 15 seats
Caravan sites	Occupiers: 1 space per caravan Visitors: 1 space per 5 caravans
Garden centres	Staff and customers: 1 space per 50 sq.m. sales area For café apply A3 standards
Marinas	1 space per 2 mooring berths

\* Sufficient manoeuvring and standing spaces are required within the site for the maximum number and size of vehicle likely to serve the development at any one time.

If areas within the facilities are convertible to another use having a higher parking standard requirement, the higher standard will be applied.

Where the use includes an element of residential use, the standards at C3 should be applied in addition to the above standards.

**How to Use the Standards**

The standards relate, where possible, to uses defined in the Town and Country Planning (Use Classes) (Amendment) (England) Order 2010. For any use not included in the standards, the number of parking spaces will be assessed and determined based on the individual merits of the scheme.

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

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

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

### **Design Standards for Car Parking**

The dimensions of a car parking space to be used in new development is 2.4m x 4.8m. An aisle between parking bays set at 90 degrees to it shall have a minimum width of 6m. Alternatively, an aisle between parking bays set at 45 degrees to the traffic flow may have a minimum width of 3m.

With regard to disabled parking, the dimensions should be 2.4m x 4.8m plus a 1.2m accessibility zone between and a 1.2m safety zone on the vehicular side of the parking bays, with a dropped kerb when there is a pedestrian route on the other side of the parking bay. The Building Regulations requirements specify that parking spaces for people with disabilities should be at least 3.6m wide and 6.0m long in order to allow occupants of vehicles to get in and out of vehicles safely and to provide access to the rear of the vehicle for wheelchair storage. Disabled parking should be provided on firm and level ground and as close as feasible to the main entrance of the buildings.

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

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

Safe pedestrian routes through parking areas should be clearly defined through the use of surfacing and bollards where appropriate, with the inclusion of landscaping.

### **Lorry Parking, Manoeuvring and Service Areas**

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

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

**Sustainable Urban Drainage**

Car parks generally create large expanses of impermeable paving. This results in numerous problems in terms of floor control and replenishment of ground water. The Council will require the use of Sustainable Urban Drainage systems (SUDs) within all car park areas. Whilst a full scheme may be impracticable for smaller schemes, elements of SUDs can be incorporated into any scheme. The use of porous surfaces is the key to these systems.

**Cycle Parking**

Cycling has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. The NPPF states that opportunities to use sustainable transport modes, including cycling, should be protected and encouraged.

In most cases the provision for cycle parking should be made on site, but in some cases there may be scope for communal parking areas eg within villages centres, and contributions may be sought through a Section 106 Agreement or developer contribution. The Council will therefore seek to encourage the provision of parking facilities where possible in accordance with the following standards.

**Expected Cycle Provision**

<b>Development Type</b>	<b>Requirement</b>
A1 Shops	1 space per 200 sq.m. gross floor area
A2 Financial & Professional Services	1 space per 200 sq.m. gross floor area
A3 Food and drink	1 space per 60 sq.m. gross floor area (excluding associated residential accommodation)
B1 Business Use	1 space per 200 sq.m. gross floor area
B2 General Industrial	1 space per 500 sq.m. gross floor area
B8 Storage & distribution	1 space per 1000 sq.m. gross floor area
C1 Hotels, boarding and guest houses	1 space per 5 staff 1 space per 10 guest rooms 1 space per 60 sq.m. for restaurant/entertainment area
C2 Residential Institutions	1 space per 5 staff
C2 Hospitals	1 space per 5 staff

	1 space per 30 bed spaces
C2 Residential schools, colleges, halls of residence or training centres	1 space per 10 students
C3 Dwelling houses	For dwellings without garages secure cycle storage facilities should be provide based on the following standards 1 space per 1 bedroom flat 2 spaces per 2 bedroom flat
D1 Consulting rooms	1 space per 3 consulting rooms
D1 Crèche/ day nursery/ day centre	1 space per 5 staff plus 1 space per 200 sq.m. for visitors
D1 Education centres	1 space per 5 staff plus 1 space per 3 students
D1 Art galleries, libraries, museums.	1 space per 15 staff plus 1 space per 60 sq.m.
D1 Public and exhibition halls, places of worship etc	1 space per 10 seats
D2 Assembly and leisure	1 space per 5 staff plus 1 space per 100 sq.m.
Public car parks	1 space per 10 car parking spaces
Camping sites	1 space per 5 staff plus 1 space per 10 pitches
Garden centres	1 space per 200 sq.m. for staff and customers
Marinas	1 space per 10 moorings



## Appendix 6: Space About Dwellings Standards

### Introduction

- 1.1 In designing the layout of new housing development there are many factors that need to be taken into account. The NPPF advises local authorities to promote imaginative design and layout that make more efficient use of land, without compromising the quality of the environment.
- 1.2 The design of new housing should aim to improve the overall quality of development in South Staffordshire, which will create a place that people find attractive to live and work in. New development should be designed to take account of individual buildings, their inter-relationships and the character of its surroundings, especially in conservation areas and in settlements with distinctive local character.
- 1.3 Consideration will need to be given to the layout and design of new housing development, so that a satisfactory standard of spacing around dwellings is achieved, whilst taking into account outlook, privacy, safety, crime prevention and energy conservation. To achieve Central Government objectives in creating sustainable residential environments, the advice given in this Appendix should be used as general guidance along with that contained in the Staffordshire Residential Design Guide 2000.

### **External Space**

- 1.4 To ensure that the basic requirements for space, privacy and outlook are satisfactory, particular care will need to be taken with regard to the design of the following:
  - Higher density, “starter homes”;
  - On infill sites, especially within a conservation area, where development needs to respect the form and character of the area;
  - In conversion of commercial premises to residential, where a site may be restricted ; and
  - In smaller dwellings or flats, particularly those designed for special needs (e.g. the elderly) where there will be a communal garden or paved area.
- 1.5 The provision of adequate space about dwellings standards is an important element in achieving a high standard of design and layout by providing:
  - a) adequate daylight and sunlight to rooms and rear gardens;
  - b) reasonable privacy for dwellings within the layout and protection of the privacy of existing dwellings;
  - c) a satisfactory outlook, both within the new development and in relation to the existing development;
  - d) a reasonable area of private amenity space to allow such uses as drying washing, gardening and children’s play space, together with space for garden sheds, greenhouses and an extension to the dwelling;
  - e) a reasonable area of communal open space for flats and some types of special housing.

- 1.6 The Council recognises that each site has its own individual character and that any standards should not be so inflexible that they inhibit the creation of interesting and attractive housing layouts and design, nor that they undermine the objectives set out in NPPF. The following are minimum standards and it should be noted that the level of provision should be related to the size of the dwelling, thus the larger the dwelling and the greater the number of potential occupiers, the greater the requirements will be for space around dwellings. However, the standards identified in this guidance may, in some circumstances, be relaxed if adequate privacy and outlook can be achieved.

### Daylight and Sunlight

- 1.7 The design and layout of both new buildings and extensions should aim to maximise sunlight to internal accommodation and private amenity areas. As far as is practicable, habitable room windows, especially lounge windows, should not face north.

### Privacy and Outlook

- 1.8 The privacy of the occupants of a dwelling may be achieved from within a dwelling, where the occupants are free from overlooking from a neighbouring dwelling, and from a public highway, and by providing reasonable privacy in a private rear garden. It is suggested that distances could differ where these are over public or private areas.

Distance between dwellings	Minimum distance	Conditions
Three storey dwellings: Between facing windows to habitable rooms over private space	28m	N/A
Three storey dwellings: Between facing windows to habitable rooms over public space	22m	N/A
Three storey dwellings: Between front or rear windows to habitable rooms to flank side wall over private space	20m	On corner sites where there are no facing windows, or where non-habitable room windows are obscure glazed in the flank wall.
Two storey dwellings: Between facing windows to habitable rooms over private space	21m	N/A
Two storey dwellings: Between facing windows to habitable rooms over public space	15m	N/A
Two storey dwellings: Between front or rear windows to habitable rooms	13m	Where there is no direct overlooking, i.e. there are no habitable room windows, or

to flank side wall over private space		any windows are obscure glazed or where facing windows are above eye level with a cill height of at least 1.8m.
Single storey dwellings: Between facing windows to habitable rooms	21m	
Single storey dwellings: Between front or rear windows to habitable rooms to flank side wall over private space.	10.5m	Where there is no direct overlooking, i.e. there are no habitable room windows, or any windows are obscure glazed or where facing windows are above eye level with a cill height of at least 1.8m.
Between dwellings	Site specific	Exceptions may be considered in the following instances: Where there are changes in level; where there are intervening features which provide natural screening; in conservation areas, or adjacent to listed buildings; in order to respect the character of the existing development.

Notes:

- "Habitable rooms" are all rooms excluding WCs, bathrooms, utility rooms, landings and hallways.
- Increased spatial separation will be required where there are significant variations in level between new and existing development. As a general guide, the separation distance should be increased by 2m for every 1m rise in ground level between new and existing development.
- Screen fencing or walling (generally 1.8m to 2m high) should be provided along rear boundaries to ensure privacy. Screening of an excessive height will not be permitted.
- Private space refers to enclosed private garden areas
- Public space refers to other areas over which the public may freely pass and front garden areas.
- These standards relate to the higher level of development, e.g. two storey to three storey development, the three storey criteria would apply.

Space in Front of Habitable Room Windows

- 1.9 The careful use of window sizes and their position in relation to the site boundaries of adjacent properties is important in achieving privacy. At the front of houses there is a danger of potential loss of privacy because many new developments have open plan frontages and large principal windows. Careful consideration should, therefore, be given to the positioning and size of windows and their distance from public areas to prevent intrusion, whilst still providing an element of natural surveillance.

Garden Space

1.10 The provision of garden space for dwellings is important in order to provide for activities connected with outdoor residential use such as gardening or children’s play space, together with some space for garden stores and for potential extensions to the dwelling.

Garden Space	Minimum Length and Area	Conditions
Dwellings with 2 bedrooms or less	10.5m and 42sq.m.	Excluding private garage or parking space. Permitted development rights may be removed.
Dwellings with 3 bedrooms	10.5m and 65sq.m.	Excluding private garage or parking space.
Dwellings with 4 bedrooms or more	10.5m and 100sq.m.	Excluding private garage or parking space.
Special needs housing eg elderly persons’ schemes. (1 bed dwellings)	5m and 25sq.m.	Adequate standards of daylight, sunlight and privacy to be maintained. Permitted development rights may be removed.
Flats/apartments	10sq.m. per dwelling	Usable, communal amenity space to provide an attractive visual setting, with some sitting out space and clothes drying area.

Notes

- Exceptionally, where satisfactory layout, privacy and maximum garden area can be provided, the minimum length of a rear garden can be relaxed, to allow most of the amenity space to be provided at the side of the dwelling, instead of the rear for example,
- Care should be taken to ensure that access to the flats/apartments and their communal areas do not pass directly in front of main habitable room windows on the ground floor, so that overlooking and loss of privacy can be avoided.

Space at the Side of Dwellings

1.11 In order to achieve satisfactory housing layouts by providing spacing between dwellings, to allow access to rear gardens and for refuse collection, there should be an access way (minimum of 1m wide) at the side of any new detached or semi-detached house. In addition, adequate rear access should be provided for terraced houses.

## Internal Space

- 1.12 'Form follows function' – that is all rooms should be designed according to their use. They should have an adequate area, width, length, shape, door arrangement, height, insulation for noise and natural lighting and ventilation. There should be adequate circulation space, in the form of a hallway or lobby, so that it is possible to enter or leave one habitable room without passing through another habitable room.
- 1.13 Wherever possible dwellings should have dual aspect orientation, subject to the constraints of the site and where appropriate to the overall form and design, in order to maximise opportunities for cross ventilation and solar gain. Natural ventilation to all rooms in the form of windows is preferred.
- 1.14 Rooms that are permanently separated are preferable.
- 1.15 Though this is common sense, the following factors will determine whether a dwelling has sufficient internal space for occupiers and visitors:
- a) space for furniture and equipment;
  - b) space to access/use furniture and equipment, doors and windows;
  - c) space to move around the home;
  - d) space to undertake normal activities such as washing, dressing, cooking, eating, playing and socialising;
  - e) space for storage of household items and recyclables;
  - f) sufficient separation of rooms to allow the required level of privacy.

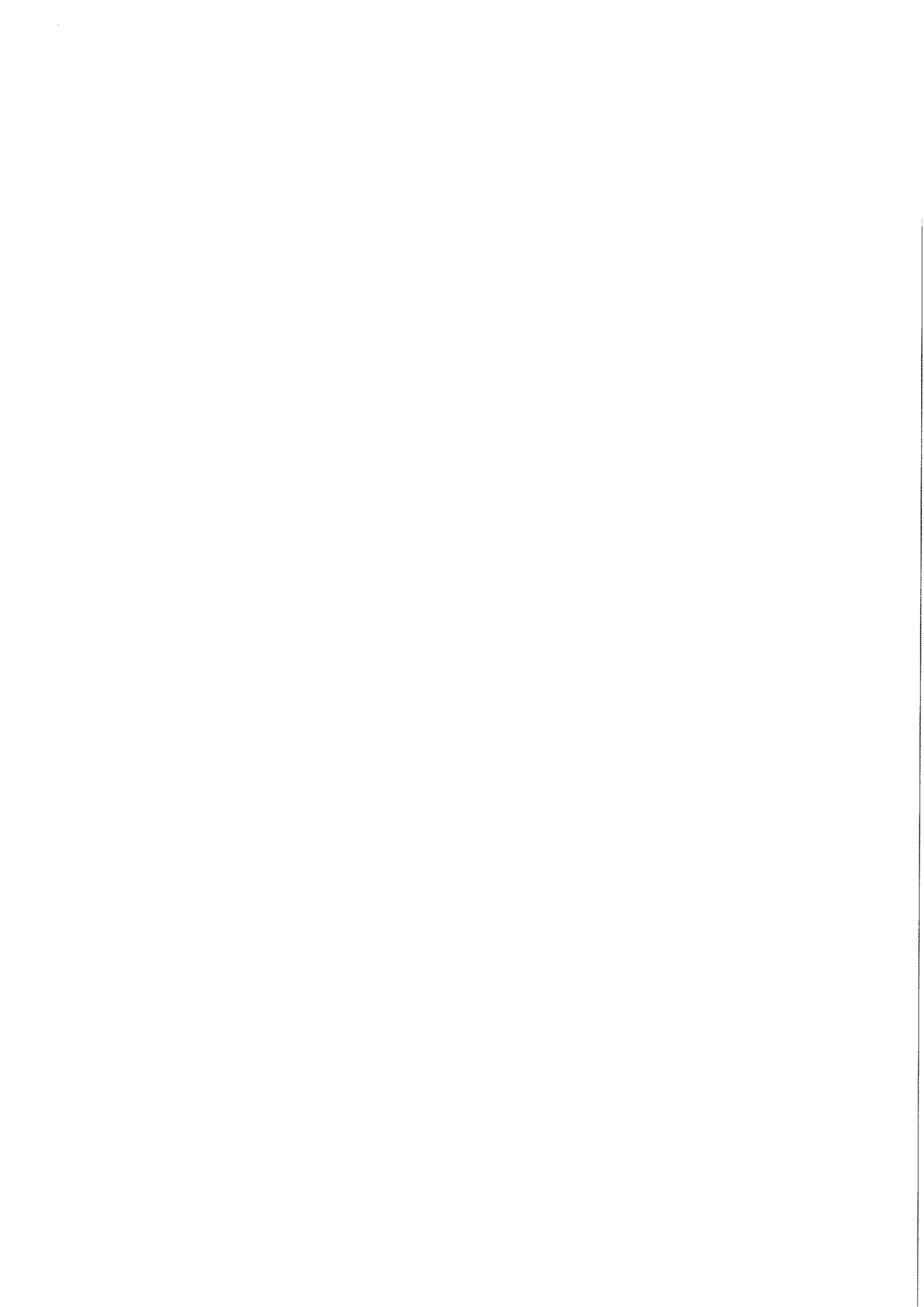
### Minimum overall floor areas

- 1.16 The minimum space standards by overall floorspace are set out in the table below.

Minimum overall floor area for new build, conversions and changes of use*	Minimum floor area (sq.m.)
1 bed 2 persons	51
2 bed 3 persons	66
2 bed 4 persons	77
3 bed 5 persons	93
4 bed 6 persons or more	106
New build only 1 bed 1 person	37

\* from English Partnerships Policy Guidance: Places Homes People

NOTE: This Appendix only deals with design considerations in relation to planning applications. If planning permission is granted it may still be necessary to satisfy the requirements of Building Regulations.



## **Core Policy 1 – The Spatial Strategy for South Staffordshire**

The rural regeneration of South Staffordshire will be delivered through the implementation of the following Spatial Strategy. The principal aim will be to meet local needs, whilst recognising the constraints that impact upon the District, and support and improve infrastructure and service delivery in the District.

Throughout the District, growth will be located at the most accessible and sustainable locations in accordance with the Settlement Hierarchy set out below and the Council will work with partners to deliver the infrastructure, facilities and services required to support this growth. An integral part of the Strategy will be to protect, maintain and enhance the natural and historic environment and the local distinctiveness of the District and retain and reinforce the current settlement pattern.

In relation to the District's existing communities and settlements, appropriate proposals which contribute to their improved sustainability, cohesion and community wellbeing, will be supported.

Development proposals will be expected to make efficient use of land and prioritise the use of Previously Developed Land (brownfield land) in sustainable locations, provided it is not of high environmental value, whilst safeguarding the character of existing residential areas.

### Main Service Villages

Bilbrook, Brewood, Cheslyn Hay, Codsall, Great Wyrley, Kinver, Penkridge, Perton and Wombourne are defined as **Main Service Villages** and will be the main focus for housing growth, employment development and service provision. Village centres will be the focus for new shopping and small scale office development to maintain their vitality and viability.

### Local Service Villages

Coven, Essington, Featherstone, Huntington, Pattingham, Swindon and Wheaton Aston are defined as **Local Service Villages** where limited development will be supported where it meets local needs, whilst recognising the constraints that impact upon the District. Employment development will be limited to that which meets local business and community needs and maintains the vitality and viability of these communities. Shopping and office development will be located in the village centres.

### Small Service Villages

Bednall, Bobbington, Bishops Wood, Dunston, Shareshill, and Trysull are defined as **Small Service Villages** where very limited development may be acceptable for the provision of rural affordable housing where it clearly supports a local need and contributes to the sustainability of those local communities. Employment development will be limited to rural employment and diversification which meets local business and community needs.

### Other Villages and Hamlets

The villages defined as **Other Villages and Hamlets** are not identified for growth, and development will only be permitted in exceptional circumstances for the provision of rural affordable housing to meet identified local needs. New development in these locations will therefore be limited to rural affordable housing schemes provided through rural exception sites and the conversion and re-use of redundant rural buildings to appropriate uses.

### Outside the Service Villages

Outside the service villages, the objective of the Spatial Strategy is to protect the attractive rural character of the countryside where new development will be restricted to particular types of development to meet affordable housing needs, support tourism, provide for sport and recreation and support the local rural economy and rural diversification.

As part of the strategy for employment and economic development, support will continue to be given to the four existing freestanding strategic employment sites (i54, Hilton Cross, ROF Featherstone/Brinsford and Four Ashes).

### The Green Belt and Open Countryside

The South Staffordshire portion of the West Midlands Green Belt as defined on the Policies Map, will be protected from inappropriate development and proposals will be considered in the light of other local planning policies and the policy restrictions relating to Green Belt in the NPPF, however the Council will consider favourably sustainable development which accords with this Spatial Strategy.

The general extent of the Green Belt and the area defined as Open Countryside will be protected and maintained for the Plan period but some land will need to be released from the Green Belt and Open Countryside in some locations at the Main and Local Service Villages to deliver the proposed development strategy and enable the sustainable growth of these villages. A partial review of Green Belt boundaries and a review of Major Developed Sites in the Green Belt will be carried out through the Site Allocations DPD.

### Delivering the Strategy

The Spatial Strategy will be delivered through the Core Policies and Development Policies. In all cases development should not conflict with the local planning policies, particularly the environmental policies. Development should be designed to be sustainable, seek to enhance the environment, and should provide any necessary mitigating or compensatory measures to address harmful implications.



## **Explanation**

- 6.4 South Staffordshire lies on the edge of the West Midlands Conurbation close to the Major Urban Areas of the Black Country and has its own distinctive character. A key aspect of South Staffordshire's local distinctiveness is based around its ethos and philosophy of being a 'community of communities'. The settlement pattern of South Staffordshire is that of a rural area with many villages of different sizes situated within 27 parishes. There is no single dominant settlement and many of our residents rely on the services provided within towns and cities outside the District to meet some of their 'higher order' needs including hospitals, certain types of retail needs, and certain types of leisure and employment opportunities. This is in part because they are not able to meet their needs locally. Similarly, many of the people who work in and use the facilities of the District, actually live outside it.
- 6.5 The Spatial Strategy for South Staffordshire is to spread development geographically around the District based on a Settlement Hierarchy. The principal aim of the Strategy is to meet local needs whilst recognising the constraints that impact upon the District, and support the retention of existing facilities and services in villages in a sustainable way and where possible improve them. The Settlement Hierarchy classifies villages as Main Service Villages, Local Service Villages and Small Service Villages and the very small villages in the District are classified as Other Villages and Hamlets. The Settlement Hierarchy is shown on the following map.

## **Promoting High Quality Design**

### **Introduction**

- 7.53 Planning has a key role to play in achieving better-designed buildings and enhancing the environment of our villages. Good design has an important role in promoting sustainable development and protecting local character and distinctiveness. Good design in the creation of buildings, streets and spaces is an important component of enriching and improving the quality of life for the community.

#### **Core Policy 4: Promoting High Quality Design**

The Council will expect all development proposals to achieve a high quality of design of buildings and their landscape setting, in order to achieve the vision of a high quality environment for South Staffordshire. Support will be given to proposals that are consistent with the detailed design policy set out in Policy EQ11 and the guidance in the adopted Village Design Guide Supplementary Planning Document (or subsequent revisions), and be informed by any other local design statements, and meet the following requirements:

- a) to provide an attractive, functional, accessible, safe, healthy and secure environment;
- b) to respect and enhance local character and distinctiveness of the natural and built environment including opportunities to improve the character and quality of the area and the way it functions;
- c) to incorporate measures to reduce the risk of flooding and prepare for the predicted effects of climate change;
- d) to make a positive contribution to the public realm including the incorporation of public art where appropriate;
- e) to adopt sustainable construction principles and use locally sourced and recycled materials wherever possible;
- f) to incorporate accessibility measures to meet the needs of users and facilitate access through sustainable forms of transport;
- g) to facilitate and encourage physical activity through outdoor sport, recreation (informal sport and play) walking and cycling;
- h) to secure improvements to public spaces and the provision of additional public spaces.

Development proposals will be assessed against the design criteria in the Village Design Guide Supplementary Planning Document (or subsequent revisions) and where appropriate should take into account the actions and recommendations contained in the Council's Conservation Area

Management Plans.

Development proposals should be consistent with other local planning policies.

**Explanation**

- 7.54 The Council has adopted a Village Design Guide Supplementary Planning Document with the aim of promoting the highest standards of design and construction in new development and to encourage buildings that are sustainable in construction and in use. The Council will also promote a high standard of landscape design to secure the best environment. Supported by the strong commitment to protect South Staffordshire's environmental assets, the Council will seek to ensure that the historic character of our villages is maintained and enhanced and that new development respects local character and distinctiveness. Development should be designed to create a safe, healthy and secure environment and make efficient use of resources. This approach reflects Strategic Objectives 5 and 14.
- 7.55 All new buildings and spaces must enhance and respect their surroundings and contribute towards local character and distinctiveness. Developments must be of the appropriate scale, design and materials for their location and conform to the design principles set out in above Policy. Public art may make a contribution in enhancing local character and distinctiveness and will be supported wherever appropriate.
- 7.56 Further detailed guidance on design and the requirements for new development is set out below in Policy EQ11 and reference should be made to the adopted Village Design Guide Supplementary Planning Document (or subsequent revisions). All those proposing development will be advised to refer to the Department for Transport Manual for Streets, the Commission for Architecture and the Built Environment (CABE) Building for Life standards, the CABE document Physical Activity and the Built Environment, Sport England's Active Design and the web-based toolkit the 'West Midlands Sustainability Checklist (Advantage West Midlands). Those proposing new housing development are also advised to consult the Government document 'Code for Sustainable Homes' which provides a national standard for the construction of new homes.
- 7.57 Reference to 'Building for Life', the 'West Midlands Sustainability Checklist' and the Department for Transport Manual for Streets is to ensure that early in the development stage, careful attention is given to high quality and sustainable design principles. Reference to the Council's adopted Village Design Guide (or subsequent revisions) is also essential to ensure that careful attention is given to the requirements and guidance relevant to the distinctiveness of South Staffordshire.

**Key Evidence**

Sustainable Community Strategy 2008 - 2020

- 9.52 The Staffordshire Local Transport Plan (LTP) sets out the transport strategy for the District which seeks to deliver sustainable transport objectives including prioritising the use of public transport and improving the pedestrian and cycle network to encourage journeys by foot or cycle. The LTP also identifies priority measures to improve accessibility, create safer roads, and reduce the impact of traffic.
- 9.53 It is recognised that more investment is needed in public transport in South Staffordshire for the benefit of existing and new communities. Current investment is largely funded through private sector operators with commercial objectives, although there is some support from the County Council through Local Transport Plan (LTP) funding to ensure that rural communities have access to transport services. The support of operators both within and outside the District will be important for future public transport provision. A Rural Transport Partnership has been established which will explore ways in which the public sector can support rural transport in South Staffordshire and a number of initiatives are being developed.
- 9.54 The Council will encourage partnership working and co-operation between private and public sectors and will work with key partners to deliver sustainable transport initiatives. In relation to transport infrastructure, any deficits in provision will be highlighted in the Infrastructure Delivery Plan (IDP).

### **Core Policy 11: Sustainable Transport**

The Council will seek to ensure that accessibility will be improved and transport choice widened, by ensuring that new development is well served by an attractive choice of transport modes, including public transport, footpaths and cycle routes to provide alternatives to the use of the private car and promote healthier lifestyles. The strategic transport network and core public transport network for South Staffordshire are shown on the Key Diagram.

Development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety;
- Improving air quality and reducing the impact of travel upon the environment, in particular reducing carbon emissions that contribute to climate change.

The Council will work with its partners to improve accessibility by enhancing sustainable transport opportunities in the District and encouraging development that reduces the need to travel. The Council will also work with its partners outside the District to support and improve cross boundary public transport services. Future growth and development in South

Staffordshire will be focused on the Main Service Villages and in sustainable locations to reduce the need to travel.

The Council will support initiatives related to the improvement of accessibility within the District including proposals for:

- Improving rural transport and rural accessibility in the District particularly for vulnerable people without access to a car and develop projects through the South Staffordshire Rural Transport Partnership;
- The retention and improvement of bus services and the extension of services to serve new development;
- Infrastructure improvements to railway stations including the provision of transport information, parking provision, and secure covered cycle parking;
- Improved walking and cycling facilities within existing villages and by providing safe and secure walking and cycling connections to and from new development and to the surrounding public transport network and access into the countryside. Encouragement will also be given for developing cycle and ride and cycle carriage on public transport.

Improvements to the local road and cycle network will be delivered through the transport strategy set out in the Local Transport Plan (LTP) and these include priority measures to improve accessibility, create safer roads, and reduce the impact of traffic. Support will also be given for the national cycle network. Highway infrastructure improvements will be required in connection with the development of the i54 strategic employment site at Wobaston Road.

The following national and regional transport infrastructure schemes may be delivered in the plan period:

- M54/M6/M6 Toll Link Road
- Brinsford Strategic Park and Ride Site

Travel behaviour change towards sustainable modes will be encouraged through the development of Travel Plans. Major developments, including employers and educational institutions should develop Travel Plans to promote sustainable means of travel.

### **Explanation**

9.55 The Council's objectives in respect of transport and accessibility are set out in Strategic Objective 13. Due to the rural nature of South Staffordshire, the car will continue to be the main form of transport to access jobs, facilities and services in the District until improvements can be made to rural transport.

9.56 However, in shaping a sustainable future for South Staffordshire it will be important to ensure that development is directed to the most accessible and sustainable locations to reduce wherever possible the need to travel, improve the general level of accessibility to facilities and services, and help to reduce disadvantage and inequalities in access to services. The Council is actively

promoting walking and cycling as part of its healthy lifestyle and leisure programmes and these modes of travel should be encouraged as an alternative to the private car, particularly for shorter journeys.

- 9.57 Future transport needs are likely to mean taking a partnership approach to public transport and highway improvements between operators, developers and public sector agencies. The Council has prepared an Infrastructure Delivery Plan (IDP) and the necessary transport improvements required to deliver the strategy are identified within it.

**Key Evidence**

Sustainable Community Strategy 2008 – 2020  
South Staffordshire Council Plan 2012 - 2016  
Staffordshire Local Transport Plan 2006 - 2011  
Rural Transport Review 2008  
Accessibility Report 2009  
Infrastructure Delivery Plan (IDP) 2010

**Delivery and Monitoring**

Through the Development Management process  
Working with transport operators and other partners  
Local investment through Rural Transport Partnership  
Transport Assessments and Travel Plans  
Infrastructure Delivery Plan

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

**Development Policies**

- 9.58 The following Development Policies support Core Policy 11.

**Policy EV11: Sustainable Travel**

All proposals for development must include provision for sustainable forms of transport to access the site, and within the development.

Measures commensurate with the development proposed must be incorporated as an integral part of the design of all development proposals, and could include where appropriate:

- a) footpaths, cycleways, safe and secure cycle parking, shelters, changing facilities and storage lockers;

and the provision of recycling facilities in new development. These need to be well-designed, in terms of efficiency and encouragement of use, and located in sustainable locations (particularly village centres, where use can be associated with the purpose of other trips). Reflecting other Local Plan policies, development proposals should minimise environmental and visual impact, and respect the interests of nature conservation and the historic environment.

### **Key Evidence**

Sustainable Community Strategy 2008 - 2020  
South Staffordshire Climate Change Strategy and Action Plan 2008  
South Staffordshire Waste Strategy 2009  
Staffordshire and Stoke-on-Trent Waste Core Strategy 2010 - 2026

### **Delivery and Monitoring**

Through the Development Management process in consultation with Environment Agency and other partners  
LSP Environmental Quality Delivery Plan  
Sustainable Development SPD

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

### **Policy EQ9: Protecting Residential Amenity**

All development proposals should take into account the amenity of any nearby residents, particularly with regard to privacy, security, noise and disturbance, pollution (including light pollution), odours and daylight.

Noise sensitive developments such as housing development will not be permitted in the vicinity of established noise generating uses where potential for harmful noise levels is known to exist unless measures to suppress noise sources can be provided through condition or legal agreement.

Development likely to generate harmful noise levels will be directed to appropriate locations away from known noise sensitive locations and noise sensitive habitats unless measures to suppress noise can be provided for the life of the development through legal agreement.

Sensitive developments such as housing will not be permitted in the vicinity of established sources of pollution which may give rise to harm to the amenity of occupants. Proposals involving the reuse and conversion of redundant agricultural buildings to residential use should not take place where agricultural use involving the keeping of animals or associated

waste is to be retained in adjacent buildings.

Development likely to harm the amenity of neighbouring residents will be directed to appropriate locations away from known sensitive locations.

Development must not unacceptably reduce the existing level of amenity space about buildings, particularly dwellings, and not unacceptably affect the amenity of residents or occupants.

Development proposals should be consistent with other local planning policies.

### **Explanation**

- 7.49 The NPPF sets out the key role of the planning system to deliver sustainable development, including the role of planning in relation to the protection of amenity. The above Policy sets out the general principles relating to residential amenity particularly in respect of important issues such as privacy, noise and disturbance and pollution including the amenity of residents living adjacent to buildings in agricultural use. The policy also considers reasonable levels of private amenity space and seeks to safeguard the amenity of neighbours.

### **Key Evidence**

South Staffordshire Contaminated Land Strategy 2001  
Air Quality Updating and Screening Assessment 2009

### **Delivery and Monitoring**

Through the Development Management process in consultation with Environment Agency and other partners  
Air Quality Management Areas  
LSP Environmental Quality Delivery Plan  
Village Design Guide SPD (or subsequent revisions)

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

### **Policy EQ10: Hazardous and Environmentally Sensitive Development**

The public, land uses and the natural environment will be protected from the actual or potential effects of hazardous or other activities likely to be detrimental to public health or amenity.



Village Design Guide SPD 2009  
Conservation Area Appraisals and Management Plans 2010  
Open Space Strategy 2009

### **Delivery and Monitoring**

Through Development Policy EQ13  
LSP Environmental Quality Delivery Plan  
Conservation Area Management Plans  
Village Design Guide SPD (or subsequent revisions)

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

### **Development Policies**

7.58 The following Development Policies support Core Policy 4.

#### **Policy EQ11: Wider Design Considerations**

The design of all developments must be of the highest quality and the submission of design statements supporting and explaining the design components of proposals will be required. Proposals should be consistent with the design guidance set out in the adopted Village Design Guide Supplementary Planning Document (or subsequent revisions) and be informed by any other local design statements.

Development proposals must seek to achieve creative and sustainable designs that take into account local character and distinctiveness, and reflect the principles set out below. The Council will encourage innovative design solutions.

##### **A. Use**

- a) mixed use developments will be encouraged where the uses are compatible with and complementary to each other and to other uses in the existing community, and where the development will help support a range of services and public transport (existing or new);
- b) proposals should where possible promote a density and mix of uses which create vitality and interest where appropriate to their setting;

##### **B. Movement**

- c) opportunities should be taken to create and preserve layouts giving a choice of easy and alternative interconnecting routes, including access to facilities and public transport and offer a safe, attractive environment for all users;

- d) provision should be made, especially within the proximity of homes, for safe and attractive walking and cycling conditions, including the provision of footpath links, cycleways and cycle parking facilities, and links to green infrastructure in accordance with Policies EV11 and HWB2;

#### C. Form

- e) proposals should respect local character and distinctiveness including that of the surrounding development and landscape, in accordance with Policy EQ4, by enhancing the positive attributes whilst mitigating the negative aspects;
- f) in terms of scale, volume, massing and materials, development should contribute positively to the streetscene and surrounding buildings, whilst respecting the scale of spaces and buildings in the local area;
- g) development should relate to and respect any historic context of the site, including plot patterns and street layout taking account of the guidance contained in Policy EQ3;
- h) development within or adjacent to a waterway corridor should take advantage of the waterside setting with an appropriate green corridor taking account of the aims and objectives of Policy HWB2;
- i) development should take every opportunity to create good design that respects and safeguards key views, visual amenity, roofscapes, landmarks, and focal points;
- j) development should take account of traditional design and forms of construction where appropriate, and avoid the use of inappropriate details;
- k) development should incorporate high quality building design and detailing, with particular attention given to appropriately designed elements;
- l) development must ensure a high standard of access for all and that safe and easy access is available to all potential users, regardless of ability, age or gender;
- m) sustainable forms of development should be designed, incorporating renewable energy use, minimising waste production and providing opportunities for recycling, and minimising pollution. Development should seek to minimise water use including the incorporation of water recycling and harvesting, and ensure the use of Sustainable Drainage Systems (SUDS). Use or re-use of sustainable materials will be encouraged. Orientation and layout of development should maximise the potential for passive solar heating, taking account of the implications of solar heat gain;

**D. Space**

- n) proposals should create pedestrian-friendly places that allow for necessary vehicular access;
- o) places should be safe and secure, with effective natural surveillance;
- p) well designed private and semi-private open space should be incorporated for all buildings, appropriate to the character of the area;
- q) opportunities should be taken to support the development of a varied network of attractive, and usable publicly accessible spaces;
- r) provision for parking should where possible be made in discreet but planned locations within the development;
- s) design should seek to retain existing important species and habitats and maximise opportunities for habitat enhancement, creation and management in accordance with Policy EQ1.

The Council's Space About Dwelling standards are set out in Appendix 6.

Development proposals should be consistent with other local planning policies.

**Explanation**

- 7.59 The Council attaches significant importance to securing a high level of design quality in the District and this is reflected in the adopted Village Design Guide SPD (or subsequent revisions). The NPPF also refers to the importance of achieving high quality and inclusive design and the CABI publication "Making Design Policy Work" highlights a number of important issues to take into account in developing a policy approach to design.
- 7.60 The design guidance set out in the above Policy identifies the importance of local character and distinctiveness, and gives guidance on achieving sustainable development, use, movement, form and space. Achieving safe designs will be important and issues relating to community safety are addressed in Core Policy 13 and Policy CS1.

**Key Evidence**

Sustainable Community Strategy 2008 – 2020  
Southern Staffordshire Surface Water Management Plan Phase 1 2010  
Planning for Landscape Change – Staffordshire County Council SPG 1996-

2011  
South Staffordshire Landscape Assessment 2003  
Historic Environment Character Assessment 2011  
Village Design Guide SPD 2009  
Conservation Area Appraisals and Management Plans 2010  
Open Space Strategy 2009

### **Delivery and Monitoring**

Through the Development Management process  
LSP Environmental Quality Delivery Plan  
Village Design Guide SPD (or subsequent revisions)  
Conservation Area Management Plans  
Open Space Strategy Action Plan

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

### **Policy EQ12: Landscaping**

Landscaping of new development must be an integral part of the overall design, which complements and enhances the development and the wider area, and:

- a) creates a visually pleasant, sustainable and biodiversity rich environment;
- b) provides for sustainable solutions including the use of Sustainable Drainage Systems (SUDS). Designs should respond to the potential implications of climate change;
- c) protects and enhances key landscape features;
- d) creates new features and areas of open space that reflect local landscape character;
- e) contributes to character, appearance and sense of place;
- f) promotes a public realm which is attractive and safe.

Development proposals should be consistent with the adopted Village Design Guide Supplementary Planning Document (or subsequent revisions), the Supplementary Planning Documents on Landscape Character and Biodiversity and other local planning policies.

### **Explanation**

- 7.61 The NPPF stresses the importance of giving due consideration to landscaping issues. The above Policy provides specific guidance on landscaping and stresses the need to ensure appropriate landscaping for all developments. It is important to achieve landscaping which protects and enhances key landscape features, and can take advantage of them, and that creates natural and sustainable features which contribute to biodiversity, and in terms of public realm are rich in identity, and are attractive and safe.
- 7.62 Sustainability considerations are also key elements of the policy including the use of Sustainable Drainage Systems (SUDS) and sustainable construction methods. Landscape designs should take into account the implications of climate change through species selection and by planting that provides for additional shade or winter solar gain. Further guidance on detailed landscaping and sustainability issues will be given in a Supplementary Planning Document on Landscape Character.

### **Key Evidence**

Sustainable Community Strategy 2008 – 2020  
South Staffordshire Climate Change Strategy and Action Plan 2009  
Southern Staffordshire Surface Water Management Plan Phase 1 2010  
Planning for Landscape Change – Staffordshire County Council SPG 1996-2011  
South Staffordshire Landscape Assessment 2003  
Open Space Strategy 2009

### **Delivery and Monitoring**

Through the Development Management process  
Landscape Character SPD  
Open Space Strategy Action Plan  
LSP Environmental Quality Delivery Plan

The monitoring arrangements are set out in the Monitoring Framework in Appendix 1.

## **Infrastructure Delivery**

### **Introduction**

- 7.63 The term infrastructure is broadly used to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

- **Physical Infrastructure:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, housing, energy supplies, water,

**Policy EV12: Parking Provision**

The Council will require appropriate provision to be made for off street parking in development proposals in accordance with adopted parking standards. In considering the level of provision the Council will have regard to:

- a) the anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission;
- b) the scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking. This will be particularly relevant in areas well-served by public transport;
- c) the impact on highway safety from potential on-street parking and the scope for measures to overcome any problems; and
- d) the need to make adequate and convenient parking provision for disabled people.

The Council will require the provision of sufficient, safe, weatherproof, convenient and secure cycle parking within developments to assist in promoting cycle use.

The Council's parking standards are set out in Appendix 5.

**Explanation**

- 9.61 It is important that all forms of development provide an appropriate level of off street parking provision including provision for disabled people. Taking into account the Council's transport objectives, particularly encouraging alternative means of transport, provision will also need to be made for cycle parking within developments. The Policy sets out the specific requirements and the Council's parking standards are set out in detail in Appendix 5 and these are consistent with national policy.

**Key Evidence**

Staffordshire Local Transport Plan 2006 – 2011

**Delivery and Monitoring**

Core Strategy DPD  
Adopted December 2012

**National Policy 1: The Presumption in Favour of Sustainable Development**

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the District.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
2. Specific policies in the NPPF indicate that development should be restricted.