

Draft Traffic and Transport Policies

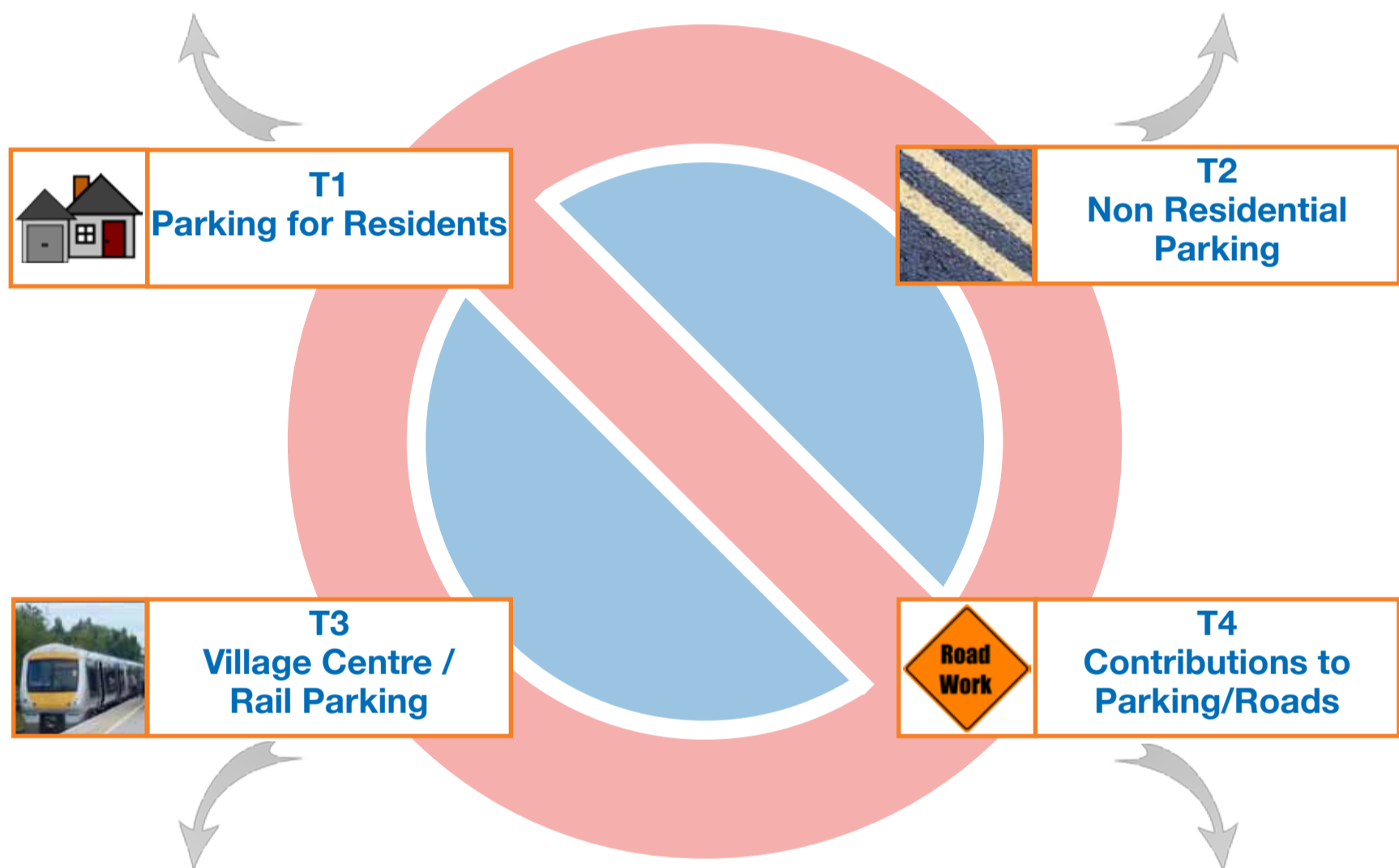
New residential accommodation shall make appropriate provision for off-street parking, within the development boundary if possible. The number of parking spaces per bedroom required, not including integral garage spaces, will be: 1 bed - 1 space; 2-3 bed - 2 spaces; 4+ beds - 3 spaces. Proposals must also demonstrate adequate arrangements for visitor parking.

Reduced provision may be supported where appropriate, eg. given the type of occupancy, in which case an evidence-based approach will be followed. Residents' parking needs must not be met on-street unless sufficient capacity can be clearly demonstrated without impact on traffic flow.

Proposals for non-residential developments (including schools), or for change of use, to make appropriate arrangements for staff, visitor and customer / user parking. Such parking to be provided off-street, unless there are overriding considerations.

All commercial development proposals to include a travel plan showing how staff and visitor parking will be accommodated. Any that place more pressure on existing car parks and on-street parking will be resisted.

Proposals likely to increase on-street parking in St John's Close, Knowle will be resisted.



Provision of appropriate additional off-street parking in the village centres, including provision for users of Dorrige Station, will be supported.

When new off-street parking is brought into use, a minimum of 5% of the spaces to be equipped for charging electric vehicles.

Where the Transport Assessment or Travel Plan for a major new residential development shows significant impact on traffic movements and / or village centre or rail user parking, a proportionate contribution to improving the traffic infrastructure and / or providing additional parking capacity in any related scheme being proposed by SMBC will be required. The contribution will be secured through a planning obligation.

If part of the development is within a 750 metre radius of the village centres, then parking provision can alternatively be made by proportionate off-street parking areas within that part of the development site itself.

Provisions must ensure that new developments do not make any existing traffic congestion or parking issues worse.



T5 Transport Assessments and Travel Plans

Planning applications likely to generate significant traffic volumes, have a material impact on the local highway network or increase parking demand in village centres to include a Transport Assessment and Travel Plan. These must clearly identify impacts and how they will be addressed, including how motor vehicle travel will be reduced so there is no significant impact.