



Sustainable Travel and Development

Supplementary Planning Document

June 2018



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1. Introduction and context

Purpose and context

1.1 This Sustainable Travel SPD sets out the access and transport requirements for new development in Sefton. It provides more detailed guidance in relation to Local Plan policies, and reflects the strategic policy context provided by the Sefton Local Plan, City Region transport and growth strategies and the National Planning Policy Framework and online guidance. More information about this policy context is set out in Appendix A. Together, these documents provide a framework for future investment in Sefton's road and rail network where new development would create additional travel demand.

1.2 The Sustainable Travel SPD adds further detail to policies in the Sefton Local Plan (2017), especially policies EQ3 'Accessibility', and IN2 'Transport'. Local Plan policy EQ3 aims to make sure that development is as accessible as possible by a variety of means of transport, including private cars, public transport, walking and cycling, and for people with restricted levels of mobility. This will improve accessibility to homes, jobs, shops, recreation and services. Policy IN2 sets out the key priorities for transport infrastructure, access to the primary route network and when transport assessments or statements are required.

1.3 The Sustainable Travel SPD replaces the Ensuring Choice of Travel SPD (2009). Consequently, the references to the 'Ensuring Choice of Travel' SPD in paragraph 9.23 of the Local Plan in relation to part 3 of policy IN2 'Transport' (regarding Transport Assessments or Transport Statements), and in paragraph 10.21 in relation to policy EQ3 'Accessibility' now apply instead to this Sustainable Travel and Development SPD.

1.4 The Sustainable Travel SPD also adds further detail to Local Plan policies IN1 'Infrastructure and developer contributions', EQ1 'Healthy Sefton', EQ2 'Design', EQ5 'Air Quality', EQ7 'Energy efficient and low carbon design', EQ9 'Provision of public open space, strategic paths and trees' and NH2 'Nature' and other SPDs. More information is set out in Appendix A (and www.sefton.gov.uk/localplan).

1.5 Supplementary Planning Documents (SPDs) are documents which add further detail to policies in the Local Plan. Once adopted by the Council, they become a material consideration which is taken into account when planning applications are determined. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

1.6 The SPD also seeks to support the objectives of the Merseyside Local Transport Plan, the Liverpool City Region Growth Strategy (2016), the Liverpool City Region Transport Plan for Growth (2016) and the Liverpool City Region Sustainable Urban Development (SUDs) Strategy (2016). More information about the City Region policy context is set out in Appendix A. The SPD is in line with national policy and guidance set out in the National Planning Policy Framework and online guidance (see Appendix A).

Structure of the SPD

1.7 The SPD structured as follows:

- **Section 2** sets out overall design approach. Development proposals must incorporate good transport design and accessibility from the outset;

- **Section 3** (and Appendix B), refers to accessibility checklists and how development proposals demonstrate that they are accessible by a realistic choice of transport; including cycling, public transport and on foot as well as by car. It is not enough to provide car-parking spaces for a development and assume that everyone will travel by car.
- **Section 4** (and Appendix C) sets out parking requirements; including for car parking, electric vehicle charging points and minimum requirements for cycle parking. Parking standards apply to all development including new built and changes of use; except house extensions, new shop-fronts and alterations to the external appearance of buildings;
- **Sections 4, 5 and 6** provide a summary of the requirements of Transport Assessments and Transport Statements to support major applications; Travel Plans, and Air Quality Assessments, and when these must be provided. Transport Assessments and Statements are required for all significant development, and may also be needed for proposals that may create significant issues relating to road safety, access, road capacity or air pollution (e.g. Developments likely to increase traffic flows through, or adjacent to, the four Air Quality Management Areas (AQMA) in Sefton). Travel Plans can be effective tools for reducing the demand for private car use in small, medium and large-sized developments.
- **Section 7** sets the approach to implementation, monitoring and enforcement. Planning conditions, section 106 planning agreements (including those involving commuted sums where appropriate), section 38 and section 278 highways agreements, other legal agreements or other mechanisms may be used to secure the meeting of the accessibility criteria, securing of appropriate facilities to improve accessibility and the delivery of travel plans, through conditions and obligations.
- **Section 8** refers to monitoring and review.

The importance of pre-application advice

1.8 Sefton Council provides a Pre-Application service where advice can be obtained from Planning Officers (and other specialists such as highways officers if appropriate) before making a planning application. Pre-application discussions are encouraged and can provide an opportunity to highlight issues, confirm requirements and refine the site-specific details before making an application. There is a charge for this service. See <https://www.sefton.gov.uk/planning-building-control/apply-for-planning-permission/pre-application-advice-on-development-proposals.aspx>

1.9 In relation to highways and public rights of way, the Council's Developers Pack is also relevant (see Appendix A).

2. Design of Development Proposals

General design principles

2.1 Development proposals must incorporate good transport design and accessibility from the outset. Transport and accessibility infrastructure must be integrated into the overall site design and layout, so that all aspects of development proposals achieve good design. This includes design and layout of roads, shared surfaces and pavements, private and communal parking, delivery and servicing areas, cycling and parking networks, public transport infrastructure and street furniture. A high quality of appearance and materials is required.

2.2 Transport and accessibility infrastructure must meet the requirements of Local Plan policy **EQ2 'Design'** which refers to site context, site design layout and access and includes additional criteria for major and urban edge sites (see www.sefton.gov.uk/localplan). Proposals must respond positively to the character, local distinctiveness and form of their surroundings.

2.3 In relation to **site design, layout and access**, development must:

- Ensure safe and easy movement into, out of, and within the site for those with limited mobility
- Ensure safe and easy movement into, out of, and within the site for pedestrians, cyclists and others
- Integrate well with existing street patterns
- Protect the amenity of those within and adjacent to the site
- Ensure the safety and security of those within and outside the development through natural surveillance and the creation of active frontages
- Create well-connected attractive outdoor areas which fulfil their purpose well.

2.4 In relation to the **additional criteria** for major sites (for 10 or more homes or 1,000 sq m floorspace) in the urban area and 'urban edge' sites, development must:

- Set out a clear road hierarchy and different character areas within the development to assist navigation through and around the development.

2.5 Design of transport and accessibility infrastructure within development should also meet the requirements of the Highways Developers Pack (see Appendix A), and the Design and New Housing Development Supplementary Planning Documents and Guidance.

2.2 Additional design requirements

2.6 Where new development may affect a **sensitive heritage area, landscape character area or nature site** (e.g. a Conservation Area, a sensitive design approach should include the use of appropriate materials and street furniture that would complement and enhance the streetscape/landscape character and visual amenity. The Local Plan's design and heritage policies, Conservation Area Appraisals and Advisory Leaflets and Chapter 3 'The Historic Environment' of Sefton Council's Developers Pack provides the policy framework and additional guidance on this (see Appendix A).

2.7 Local Plan policy EQ8 'Flood risk and Surface water' requires new development to incorporate **sustainable drainage systems (SuDS)**, as the means of reducing and managing surface water flood risk within sites and elsewhere. This includes highways, path networks and parking and surfacing areas. For example, new car parks may lend

themselves to use of SuDS. Further information is available in Sefton Council's Sustainable Drainage (SuDS) and Flood Risk Information Notes (see Appendix A).

Design and Access Statements

2.8 Where Design and Access Statements are required or submitted as part of development proposals, the 'Access' element of the Statement must consider a number of issues, and must demonstrate:

- Equality of access for all irrespective of any mobility difficulties a person may have;
- That all users can move around the site, comfortably, safely and easily.
- This compliments the approach taken in this SPD to ensure a choice of access for users of a site.

2.9 Examples of other information that is requested with the Access and Design Statement which will assist in meeting the requirements of this SPD are set out in table 2.1 below.

2.10 For further guidance on Access and Design Statements please refer to: The Design Council's "Design and Access Statements – How to write, read and use them" (CABE 2006) www.designcouncil.org.uk/resources/guide/design-and-access-statements-how-write-read-and-use-them

Table 2.1: Access and Design Statements and the Sustainable Travel SPD

Access and Design Statement: Access Requirements	Link to this SPD
Include local development document policies and how they have been taken into account	May be required in a Transport Assessment
Any consultation should be included – this could be with community groups, access groups etc	
Explain how surrounding roads, footpaths and sightlines will be linked. Lighting views, signs and desire lines can help	These requirements will assist in addressing issues raised in the accessibility checklist
Diagrams showing how people can move to and through the place – including vehicles, bikes and pedestrians	
The inside of a building is not normally shown on a planning application but, unless the internal layout is considered it would be difficult to see where the entrances and fire exits should go	
Visibility of entrances and access to the building through entrance areas or front doors, access to facilities such as toilets	
How levels change within public spaces, including pavement and dropped kerbs, bus stops, parking spaces, including blue badge holders, at train stations and parks	These requirements will assist in addressing issues raised in the accessibility checklist
The statement should show that disabled people will not be segregated but will be able to move up and down in a building and use the same entrances, corridors and rooms as everyone else without detour	
Detail how access for the emergency services will be provided.	Required for accessibility checklist and Transport Assessments

3. Accessibility Checklist

Introduction

3.1. The Council will use the Accessibility Checklist or Minimum Accessibility Standard Assessment (MASA) (Appendix B) to assess the extent to which a proposed development is accessible by all modes of transport and meets the requirements of policy EQ3 'Accessibility'. Where practicable, developments generating large numbers of traffic movements should be located in areas with the best levels of access (e.g. such as town, district or local centres) that allow development to be reached by all modes of transport.

3.2. These are minimum scores and the Council will seek to encourage the best possible development by requiring as many factors to be met and as many minimum scores to be exceeded as is reasonably as practicable. The Accessibility Checklist provides guidance on whether your proposals are likely to meet the Minimum Accessibility Standard.

3.3. Before submitting a planning application the Council recommends applicants to read the guidance notes and frequently asked questions and complete the Accessibility Checklist in Appendix B in order to identify problems with proposals and to address them prior to submitting a formal application. Table 3.1 below sets out the scores expected of medium and large developments when assessed against the Accessibility Checklist. A worked example is also shown below.

3.4. Upon submission of a full planning application the Council will assess the proposal against the Accessibility Checklist.

3.5. Where development is not able to meet the minimum criteria, (as set out in the Accessibility Checklist) either through locating in an accessible area or by the provision of appropriate facilities, then the Council may seek financial contributions to transport improvements to make a positive contribution to the creation of a sustainable Sefton e.g. by improving access to the wider area.

Guidance to Using the Accessibility Checklist

3.6. The Accessibility Checklist should be completed as follows:

1. Enter the target 'scores' from Table 3.1 applicable to your development in each Box in the checklist in Appendix B.
2. Work through each section of the accessibility checklist filling in the appropriate score to identify whether your development meets each factor.
3. For each mode total the 'scores', record them in Box B and compare this figure with the target 'score' in Box A.
4. If your total score (in Box B) is equal to or more than the target score in Box A, then your development will be considered accessible by that mode.
5. Where the actual 'score' for a development is less than the target 'score':
 - The developer may need to make an improvement by meeting one or more of the factors identified in the checklist.

- If these suggestions are not taken on board – but are considered achievable - then planning consent may be granted subject to conditions or the developer may be asked to enter into a planning agreement to provide improvements to infrastructure or transport provision.
- If no further improvement is considered realistic or achievable, then the reason for this will be stated in the 'Comments' box. The factor which has not been met will then be clear and accompanied by an explanation why and will be taken into account with all other planning considerations in the assessment of the application

3.7 The target scores (Table 3.1) are minimum scores and the Council will seek to encourage the best possible development by requiring as many factors to be met as is reasonable. Further notes for filling in the accessibility checklist are included in **Appendix B**.

Table 3.1: Minimum Levels of Accessibility: Target Scores

Development Type	Location (see key below)	Development Size	Target score for walking	Target score for cycling	Target score for public transport	Target score for vehicle access & parking
A1 Retail D2 Assembly & Leisure	Town or district centre	Large	2	5	5	3
		Small /Medium	2	3	3	2
	Other Urban	Large	4	5	6	2
		Small /Medium	4	3	4	1
A3 Restaurants & Cafes A4 Drinking Establishments A5 Hot Food Takeaway	Town or district centre	All	1	4	4	3
	Other Urban	All	4	5	4	1
A2 Financial and Professional Services B1 Business	Town or district centre	Large	2	5	5	3
		Small /Medium	2	4	5	2
	Other Urban	Large	4	5	6	1 or 3 ⁽²⁾
		Small /Medium	4	4	4	1
B2 Industrial Uses	Town or district centre	Large	n/a	n/a	n/a	n/a
		Small /Medium	2	4	4	1
	Other Urban	Large	2	3	5	1 or 3 ⁽²⁾
		Small /Medium	2	2	4	1
B8 Storage and distribution	Town or district centre	Large	n/a	n/a	n/a	n/a
		Small /Medium	2	4	4	1
	Other Urban	Large	2	3	5	1 or 3 ⁽²⁾
		Small /Medium	2	2	4	1
C1 Hotels	Town or district centre	Large	2	5	5	3
		Small /Medium	2	3	5	3
	Other Urban	Large	4	5	5	1
		Small /Medium	4	3	4	1
C3 Dwelling Houses	Town or district centre	Large	4	4	5	3
		Small /Medium	2	3	5	3
	Other Urban	Large	4	5	5	1
		Small /Medium	4	3	5	1
C2 and D1 Residential and non-residential institutions	Town or district centre	All	2	5	5	3

Development Type	Location (see key below)	Development Size	Target score for walking	Target score for cycling	Target score for public transport	Target score for vehicle access & parking
(e.g. medical centres, museums and galleries, public halls and meeting places)	Other Urban	All	4	5	6	1
<p>Notes:</p> <p>(1) Town and District Centres as shown on the Local Plan policies map. Other Urban = The areas that are not in the Town or District Centres, including local centres and other urban areas.</p> <p>(2) In locations outside of the main centres, if reduced parking standards cannot be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)</p>						

Accessibility Checklist: Worked Example

Proposal for 40 Residential Flats within a Town or District Centre

The development requires an accessibility checklist to be completed.

A travel plan will be required, and a transport statement may be required. This will be determined by the Local Planning Authority.

The target scores (see table 3) for a large residential development in an urban centre are:

Walking: 4

Cycling: 4

Public Transport: 5

Parking: 3

As an example, for access by foot the development will score:

Location: the development is within 800m of a town or district centre¹ - score 2

Internal Layout / Safety: short paths to front doors, no obstacles in internal layout - score 1

External Layout / Safety: there are no dropped kerbs on the adjacent side road leading to the closest shop - score minus 1.

Total score = 2 + 1 – 1 = 2

Repeat for cycling, public transport and vehicle access and parking.

The actual score of 2 - as derived from the accessibility checklist for access on foot - is less than the target score 4. The target score could however be met by providing dropped kerbs on the adjacent side roads bringing the score to 4 (close to town centre, original score of 2 + remove barriers, score 2) therefore satisfying the level of access required for walking to this development.

¹ Town and District Centres are identified in policy ED2 of the Local Plan and shown on the Local Plan policies maps.

4. Parking Standards

Principles of parking provision

4.1. The Parking Standards for Development are contained in **Appendix C**. They apply to all development including new built and changes of use; except house extensions, new shop-fronts and alterations to the external appearance of buildings. The standards aim to provide sufficient parking for cyclists, motor vehicles and people with disabilities and, where appropriate, encourage less on-site and commuter parking where alternative modes such as public transport exist to meet the demand for travel.

4.2 The parking standards must be considered alongside the other policies of the Local Plan. Applications where the number of spaces complies with the parking standards will not automatically be permitted if the accommodation of these spaces creates conflicts with other elements of the Local Plan, such as policies relating to road safety, visual appearance and street frontage. However, for residential developments the Council will insist on an appropriate level of parking being provided, so as not to compromise highway safety.

4.3 Cycle parking and disabled parking facilities are **minimum standards**. For all development the minimum cycle parking standards as identified in the parking standards tables (or a minimum of two spaces, whichever is the greater) must be provided. The number of disabled parking spaces may need to be greater at facilities that specialise in accommodating groups of disabled people.

4.4 For communal parking, one motorcycle stand for every 20-car parking spaces should be provided.

4.5 Electric vehicle charging infrastructure will be required for all development requiring vehicle parking. This includes both dedicated spaces (for example in relation to a new house) and communal parking areas. More information is set out in paragraphs 7.2.1 to 7.2.4 of this SPD.

4.6 In the case of mixed-use developments, the standards should be applied to each land use. Dual use of parking spaces will be encouraged where practical. The same principle will be applied where there are premises containing a number of related uses, such as a hotel containing a public restaurant.

Off-site contributions

4.7 The Council may seek financial contributions to transport improvements to make a positive contribution to the creation of a sustainable Sefton, for example as set out below.

4.8 Where the amount of parking is likely to cause displacement of parking into the surrounding areas, whether as a result of the level of parking provided or any charges associated with its use, contributions will be required from the developers and / or occupants to implement parking control measures such as a Permit Parking Area or Residents Privilege Parking scheme. This also applies to developments on Retail Parks and Employment Areas.

4.9 Where a development is likely to impact on the strategic and/or local highway network, developers will be expected to make a contribution to any required highways improvements, to reduce unnecessary delay to other road users.

4.10 Where development impacts on or affects existing or proposed Pay and Display parking bays, the Council will expect either a financial contribution or the provision of new spaces at an agreed alternative location to compensate for the loss of these spaces.

Design and Layout

Car parking including disabled parking

4.11 The dimensions of all new car parking bays will be 2.5m x 5m. It is not necessary to increase the size of any existing marked out bays. Disabled parking bays should measure 3.6m x 6m (including hatched rear and side access areas).

4.12 When setting out car parking, consideration should be given to the role that appropriate landscaping and/or sustainable drainage systems (SuDS) can make towards improving the appearance of the development and providing a range of green infrastructure benefits (e.g. health, flood risk). This is in line with a number of Local Plan policies, Supplementary Planning Document and Information Notes (see Appendix A).

Cycle parking

4.13 Further guidance on cycle parking can be found in Appendix B and:

- Cycle Infrastructure Design Local Transport Note 2/08, DfT (2008) www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208
- Sustrans Design Manual Chapter 12 - Cycle Parking (Draft), Sustrans 2014 www.sustrans.org.uk/our-services/our-expertise/route-design/sustrans-design-guidance
- Developers Pack (see Appendix A for standard detail Sheffield stand)

4.14 As there are a variety of cycle and cycle equipment storage options available, it is considered inappropriate to be too prescriptive as to which type is best suited to individual developments. However, it is important that visitors have a convenient level of facility for a short visit (e.g. an undercover cycle stand close to the entrance), while employees, residents and people spending a considerable amount of time at the development require secure cycle parking. Employees would also require somewhere to store clothing/equipment and take a shower.

Car Free Housing

4.15 Car-free developments may be permitted in the defined town and district centres where the developer puts forward a clear case that car-free development is appropriate, demonstrates that there is good access to public transport and local amenities, that highway safety is not compromised and refers to other material considerations. Each case will be considered on its individual merits.

5. Transport Assessments and Transport Statements

What is a Transport Assessment or Statement?

5.1A Transport Assessment (TA) is a comprehensive review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences. This will include infrastructure improvements and the applicant's travel plan.

5.2 A Transport Statement (TS) may be requested for a large development where a full TA is not required but additional information is sought in addition to that provided with the accessibility checklist.

When is a Transport Assessment or Statement Required?

5.3 The need for Transport Assessments and Transport Statements depends on the type of use (Use Class), scale of the development, and whether there are significant issues relating to road safety, access, road capacity or air pollution (e.g. developments likely to increase traffic flows through, or adjacent to, the four Air Quality Management Areas in Sefton). Table 5.2 below sets out the thresholds for Transport Statements, Transport Assessment and Travel Plans (see section 6).

Table 5.2: Developments which require Transport Statements, Transport Assessments and Travel Plan

Land Use	Small and medium developments: Transport Statement and Travel Plan thresholds (gross floorspace)	Large developments: Transport Assessment and Travel Plan thresholds (gross floorspace)
A1 Food Retail	250 to 799 sq m	800 sq m and above
A1 Non-food Retail	800 to 1,449 sq m	1,500 sq m and above
A2 Professional Services	1,000 to 2,499 sq m	2,500 sq m and above
A3 Restaurant	300 to 2,499 sq m	2,500 sq m and above
A4 Public House	300 to 599 sq m	600 sq m and above
A5 Hot Food Takeaway	250 to 499 sq m	500 sq m and above
B1 Business/Offices	1,500 to 2,499 sq m	2,500 sq m and above
B2 Industry	2,500 to 3,999 sq m	4,000 sq m and above
B8 Warehousing	3,000 to 4,999 sq m	5,000 sq m and above
C1 Hotels	75 to 99 bedrooms	100 bedrooms and above
C2 Nursing Homes	30 to 49 beds	50 beds and above
C2 Institutional Hostels	250 to 399 residents	400 residents and above
C2 Sheltered Housing	250 to 399 residents	400 residents and above
C3 Dwelling Houses	50 to 79 dwellings	80 dwellings and above
D1 Non-residential institutions, medical facilities	500 to 999 sq m	1,000 sq m and above
D2 Assembly and Leisure	500 to 1499 sq m	1,500 sq m and above
Others	Discuss with Highway Authority	Discuss with Highway Authority

5.4 The Council may require a full Transport Statement and Travel Plan or Transport Assessment and Travel Plan for developments below the indicative thresholds, taking into account:

- The scale of the development and its potential for additional trip generation;
- The existing intensity of transport use and availability of public transport;
- The site's proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities / strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the assessment (e.g. assessing traffic generation at peak times).

What information is required in a Transport Assessment or Statement?

5.5 For all developments, developers should engage in pre-application discussions with the Council to determine the need for a Transport Assessment or Transport Statement and what information they should contain. Transport Assessments and Transport Statements should be proportionate; the factors listed in paragraph 5.2.2 as well as those set out in paragraphs 5.3.2 and 5.3.3 are also relevant here. For development proposals that affect the trunk road and motorway network, applicants will need to consult Highways England about the content of the Transport Assessment as soon as possible. Further details regarding how Highways England will engage in the application process can be found in 'The Strategic Road Network and the Delivery of Sustainable Development, DfT Circular 02/2013' (<https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>). For development proposals that affect the Key Route Network, applicants will need to consult the Liverpool City Region Combined Authority as soon as possible.

5.6 In preparing a Transport Assessment the following themes need to be addressed within the submission:

- **Managing the existing network**
 - Making best possible use of existing transport infrastructure; and
 - Managing access to the highway network.
- **Encouraging Sustainable Access**
 - Reducing the need to travel, especially by car;
 - Improving and promoting smarter choices via travel plans;
 - The accessibility of the location; and
 - Other measures, which may assist in influencing, travel behaviour.
- **Mitigation Measures**
 - Improvements to the local public transport network, and walking and cycling facilities;
 - Minor physical improvements to existing roads;
 - Provision of new or expanded roads;
 - Addressing environmental impacts, including, Air Quality, Climate Change, Noise, Water and Biodiversity

5.7 The scope and content of the Transport Assessment will need to be agreed with the Council, but should focus on the following issues:

- Assessment of current local conditions – in particular the capacity of all networks serving the site;
- Assessment of the travel demand generated by the development – both in construction and when completed;
- Assessment of the travel demand generated by committed development and Local Plan sites within the locality;
- Assessment of how travel demand can be met in a manner which:
 - ensures access by all modes;

- maximises access to the site by sustainable modes;
- protects the safety of all road users in the vicinity of the site
- protects the efficiency of all networks in the vicinity of the site; and
- sets out a programme of measures to achieve the above.

6. Travel Plans

What is a Travel Plan?

6.1 A Travel Plan is a site-specific policy and action plan for managing transport effectively that aims to improve access to a site by all modes of travel. By implementing a Travel Plan applicants can address transport issues such as: commuting, business travel, fleet management, business deliveries and transport contracts. Travel Plans are an effective and important means of controlling the traffic generation of new developments and establishing long-term sustainable travel patterns.

6.2 A Travel Plan is a package of practical measures, a mixture of incentives and disincentives, developed by employers and employees with the aim of reducing car dependency and encouraging the use of sustainable modes of transport. The plan can include improved bicycle facilities, car sharing schemes, support for public transport or changes in parking provision.

When is a Travel Plan required?

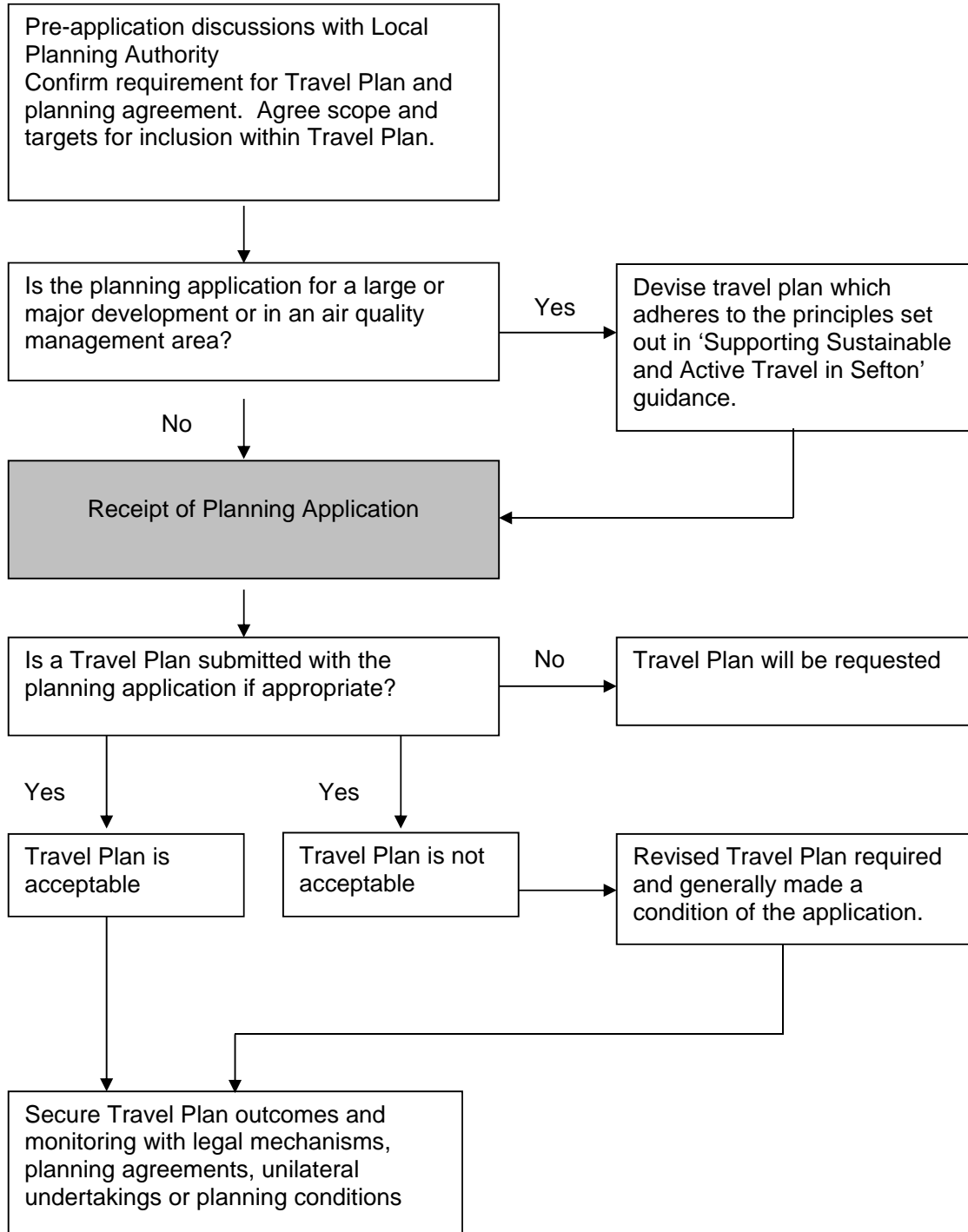
6.3 **Table 5.2** in section 5 sets out when a Travel Plan is required. Extensions to sites which bring the total floor space, seating, units or employees to the thresholds above or higher will also be required to submit a Travel Plan.

Travel Plan preparation process

6.4 Figure 6.3 below sets out the process that applicants should use when preparing a Travel Plan. The Council will be available to support the development and implementation of a Travel Plan prepared as part of the development control process.

6.5 Early consultation with the Council as part of the pre-application process is advised as it may influence the design of any final scheme and will ensure developers are aware of what is expected in the Travel Plan. Where a Travel Plan is required, or the developer gives a commitment to an agreed process to develop and implement a Travel Plan prior to occupation of the development, this should be submitted with the planning application.

Figure 6.3 Travel Plan Process



What information is required in a Travel Plan?

6.6 The Travel Plan for the development will be expected to follow the principles set out in 'Supporting Sustainable & Active Travel in Sefton', available from <http://activetravelsefton.co.uk/employers/>. The nature and size of the development will dictate the scope of the Travel Plan.

6.7 For speculative developments, multi-occupation sites and future occupiers, a staged Travel Plan development may be appropriate. In these cases a Framework Travel Plan, following the principles set out in 'Supporting Sustainable & Active Travel in Sefton' may be submitted, which sets out all commitments which are not dependent on input from employees/visitors/end users (such as public transport or car clubs) and which can be implemented prior to development or occupation.

6.8 Where a number of occupiers of a different nature will be at a site (e.g. at an industrial estate, business park etc.) an Area Travel Plan will be required. A requirement for each individual occupier to develop a Travel Plan within a set timeframe shall be included as part of the Area Travel Plan.

6.9 All Travel Plans are required to contain clear modal share targets based on the Transport Assessment or other supporting data, and a robust action plan showing timescales for their achievement. Requirements for monitoring Travel Plans will include the submission of an annual modal share survey, biennial full staff travel surveys. The annual monitoring report, including updated Action Plan is required to be submitted to Sefton Council for approval.

Assessment of Travel Plans

6.10 Travel Plans that are not considered to follow the principles set out in 'Supporting Sustainable & Active Travel in Sefton' (<http://activetravelsefton.co.uk/employers/>) will not be accepted and the applicant will be required to revise and re-submit the document to a more appropriate standard before the application can be determined. Revision of Travel Plans and re-assessment by officers may incur a fee.

6.11 Incomplete Travel Plan documents can delay any subsequent planning determination. Applicants should therefore ensure that their Travel Plan submission follows the above guidance.

Implementation of the Travel Plan

6.12 The implementation of the approved Travel Plan, its agreed measures and outcomes and monitoring arrangements will be secured via a section 106 agreement, unilateral undertaking, planning condition, or any successor mechanisms. In the majority of cases the Local Planning Authority will seek to enter into a section 106 agreement with the developer to secure the Travel Plan and its agreed outcomes. The requirement for a 106 agreement will be discussed at any pre-application meeting.

6.13 Sefton Council expects strict compliance with all conditions. Failure to do so may result in the service of a breach of condition or enforcement notice under sections 187 A and 172 respectively of the Town and Country Planning Act 1990. Failure to comply once either of these notices has been served will result in prosecution by the respective Council.

7. Air Quality and Alternative Fuels

Air Quality Assessments

7.1 New development may have a significant impact on air quality. Local Plan Policy EQ5 'Air Quality' aims to manage air quality issues linked to development. Development proposals must not lead to a material decline in air quality, hinder Air Quality Management Area objectives or revocation or lead to the declaration of an Air Quality Management Area. Where appropriate, major development proposals (10 homes or more or developments of 1,000 sq. m) must incorporate appropriate measures to reduce air pollution and minimise exposure to harmful levels of air pollution to occupiers of the development sites and neighbouring sites.

7.2 For all developments, developers should engage in pre-application discussions with the Council to determine the need for an air quality assessment and what information they should contain. The Council will have regard to the Institute of Air Quality Management and Environmental Protection UK guidance on Planning for Air Quality (<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>), which provides guidance on when an air quality assessment is required. The Council may provide further guidance in a future SPD or Information Note.

7.3 However, the following forms of development are likely to give rise to air quality issues and may require an air quality assessment:

- Developments requiring a full Environmental Impact Assessment or Transport Assessment;
- Developments that may result in increased congestion and lower vehicle speeds than is present on the existing local road network;
- Proposals that significantly alter the composition of traffic such that adverse air quality impacts may arise;
- Proposals for new developments with more than 300 car parking spaces;
- Proposals for lorry or coach parks;
- Proposals for new residential developments or intensification of existing residential use, which would introduce new sensitive receptors into an area of poor air quality, if this would result in the declaring of a new AQMA or the amending of an existing one such that more people would be affected.

7.4 If a proposal falls into one of the above categories then the developer must contact the Council to discuss whether an air quality assessment is required.

7.5. Under policy NH2 'Nature', as set out in paragraph 11.33 of its explanation, air quality assessment is also likely to be required as part of any site-specific Habitats Regulations Assessment, for development proposals that are likely to result in an increase of more than 1% in nitrogen inputs into the Sefton Coast Special Area of Conservation (SAC). More information is set out in the Local Plan and Nature Conservation SPD.

Alternative Fuels

7.6 Proposals which require new parking spaces must incorporate electric vehicle charging points to facilitate the use of electric vehicles in accordance with Local Plan policies IN1 'Infrastructure and developer contributions', EQ3 'Accessibility' and EQ7 'Energy efficient and low carbon design'. Compliance will be secured via a planning condition.

7.7 Every new dwelling built on site with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric vehicle charging point readily accessible from one of the dedicated parking spaces, i.e. one electric vehicle charging point per dwelling should be provided.

7.8 For developments with communal parking spaces (for example retail units, employment development, health facilities, housing), communal electric vehicle recharging points should be provided at a rate of 1 per every 10 communal parking bays. For developments with 1-9 communal parking spaces, 1 electric vehicle charging point will normally be required. All EV charging points should be clearly marked as such, and their purpose should be explained to new occupants within their welcome pack / travel planning advice.

7.9 When calculating the amount of communal recharging points required, the requirement will be rounded up or down to the nearest whole number (except for 1-9 spaces where 1 charging point will normally be required). The table below illustrates how this will apply in practice.

Communal parking bays	10%	Requirement
4	0.4	1 charging point
13	1.3	1 charging point
16	1.6	2 charging points
24	2.4	2 charging points
37	3.7	4 charging points

8. Implementation

Implementation Mechanisms

8.1 Planning conditions, section 106 planning agreements (including those involving commuted sums where appropriate), section 38 and section 278 highways agreements, other legal agreements or other mechanisms may be used to secure the appropriate provision of transport and accessibility infrastructure, the preparation and implementation of Travel Plans and traffic management or other transport related measures.

8.2 Grant of planning permission is subject to planning conditions, which may cover transport and accessibility issues. Legal agreements may also be linked to the grant of planning permission. In accordance with national requirements, both planning conditions and planning agreements must meet all of the following tests- they must be

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Transportation Access to Developments through Planning and Highway Act Instruments

8.3 Section 106 of the Town & Country Planning Act 1990 allows developments to fund enhancements to a range of sustainable travel access initiatives, which can include capital contributions to physical infrastructure or revenue support for suitable measures.

8.4 New or improved highways through which physical access measures in terms of highway infrastructure for all modes can be introduced can also be provided directly by the developer through the Highways Act 1980 (sections 278 and 38):

- For newly adopted roads- they need to meet “adoption standards” e.g. drainage, lighting and a period of maintenance (s 38)
- “Any works on the highway of benefit to someone” this could be traffic signals, improved entrance, junction, traffic calming, cycle lanes etc.

8.5 In addition to the above the Community Infrastructure Levy may be applied to the development to support wider development of the area, if adopted by the Council.

Monitoring and Enforcement

8.6 Whilst legislation imposes no duty on the Council to utilise its enforcement powers in respect of breaches of planning conditions, the Council is committed to taking action where it is practical, reasonable, and necessary to do so in the wider public interest. It is a criminal offence to not comply with an enforcement notice and some breaches of planning control are also criminal acts (for example the unauthorised display of advertisements).

8.7 In considering whether enforcement action is appropriate, the Council will decide whether the harm is sufficient to warrant further action being taken in the public interest.

9. Monitoring and Review

9.1 Appendix 3 of the Local Plan sets out monitoring indicators for policies IN2 'Transport' and EQ3 'Accessibility'. The indicator for policy IN2 refers to the number of transport infrastructure schemes in part 1 of policy IN2 'Transport' implement and so it less relevant to this SPD.

9.2 The indicator for policy EQ3 is 'the percentage of new build housing within appropriate distance to bus stop; rail station; GP; primary school'. The appropriate distances to these services are now set out in this SPD. The 'Sustainability Appraisal and Site Selection Methodology for Sefton Local Plan' (2014) used the following measures of site accessibility, set out in table 9.1 below and these are considered appropriate here. These were measured as 'straight line accessibility distances'.

Table 9.1: Accessibility measures used in the 'Sustainability Appraisal and Site Selection Methodology for Sefton Local Plan' (2014)

Level of Accessibility			
	High	Medium	Low
Train Stations	<800m	<1,200m	>1,200
Bus stops (min. 2 services per hour)	<400m	<800m	>800m
District / Local Centres / shopping parades	<800m	<1,200m	>1,200m
Neighbourhood Park	<600m	<900m	>900m
GP surgeries / health centres	<800m	<1,200m	>1,200m
Primary School	<800m	<1,200m	>1,200m

9.3 Based on this approach, it is proposed to monitor the following measures:

- % of new build housing within 400m of a bus stop (high accessibility)
- % of new build housing within 400m-800m of a bus stop (medium accessibility)
- % of new build housing within 800m of a train station (high accessibility)
- % of new build housing within 800m - 1,200m of a train station (medium accessibility)
- % of new build housing within 800m of a primary school (high accessibility)
- % of new build housing within 800m - 1,200m of a primary school (medium accessibility)

9.4 The following will also be monitored:

- Number of Travel Plans approved
- Schemes that accord with the requirements for electric charging points.

9.5 Once the SPD has been adopted, the approved indicators will be presented within the Authority Monitoring Report (which is produced at the end of each calendar year) to provide evidence of the effectiveness of the guidance and whether amendments are required.

Appendix A – Policy context and additional information

Sefton Local Plan and associated guidance

The following policies included in the Sefton Local Plan (www.sefton.gov.uk/localplan) are travel and transport related:

Chapter 9	IN1	Infrastructure and developer contributions
	IN2	Transport
Chapter 10		Design and Environmental Quality
	EQ1	Healthy Sefton
	EQ2	Design
	EQ3	Accessibility
	EQ5	Air Quality
	EQ7	Energy efficient and low carbon design
	EQ9	Provision of public open space, strategic paths and trees
Chapter 11	NH2	Nature

Supplementary Planning Documents (SPDs) and Information Notes

There are a number of adopted and emerging of SPDs and Information Notes which are also relevant (see www.sefton.gov.uk/spd and www.sefton.gov.uk/newspd):

- New Housing SPD (2016 and draft update) should be referred to for all residential developments, regarding design, layout, parking and electric vehicle charging infrastructure
- Design Supplementary Planning Guidance (2013) and forthcoming update, regarding design, layout and landscaping
- Open Space SPD (Sept 2017) includes design guidance for open space, strategic paths and path networks
- Nature Conservation SPD (Sept 2017) refers to biodiversity, and 'At what dwelling threshold should housing development mitigate increased recreation pressure on the Sefton Coast?' Information Note (2018)
- SuDS and Flood Risk Information Notes (2018) – which relate to policy EQ8 'Flood risk and surface water' which set out the Council's requirements for site drainage and those relating to SuDS and may be relevant to highway drainage.

Heritage, including Conservation Area Appraisals

There are a number of Conservation Area Appraisals and Advisory Leaflets which can be found at <https://www.sefton.gov.uk/planning-building-control/conservation-and-heritage/conservation-areas.aspx>.

Sefton Council Developers Pack

The following chapters listed are included within the Sefton Council Developers Pack (www.sefton.gov.uk/developerspack) and should be adhered to in all planning applications:

Chapter 1 – Section on Pedestrian Infrastructure

Chapter 1 – Section on Cycle Infrastructure

Chapter 6 – Cycling

Chapter 7 – Public Transport

Chapter 8 – Public Rights of Way

Chapter 11 - Parking

Sustainable & Active Travel in Sefton

The 'Supporting Sustainable & Active Travel in Sefton' Guide should be used and the general principles applied to travel plans submitted as part of planning applications. A copy of this can be requested or downloaded from the Active Travel Sefton website. (<http://activetravelsefton.co.uk/employers/>)

National Policy Context

- National Planning Policy Framework 2014 Chapter 4 – Promoting Sustainable Transport
www.gov.uk/government/uploads/system/uploads/attachment_data/file/60772/116950.pdf
- Planning Practice Guidance 2014 – Travel Plans, Transport Assessments and Statements: www.gov.uk/guidance/travel-plans-transport-assessments-and-statements
- Planning Practice Guidance 2014 – Air Quality: www.gov.uk/guidance/air-quality--3

Liverpool City Region Policy Context

The Third Local Transport Plan for Merseyside (2011 to 2024) (LTP)
www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/MTP.aspx

The LTP sets out six goals to support the city region in achieving a shared transport vision:

- a) Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and Local Strategic Partnerships.
- b) Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.
- c) Ensure the transport system promotes and enables improved health and wellbeing and road safety.
- d) Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.
- e) Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.
- f) Maintain our assets to a high standard.

The Liverpool City Region Growth Strategy: Building Our Future (2016)
www.liverpoollep.org/growth-strategy/

The Liverpool City Region Transport Plan for Growth (2015) (TfG)
www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/MTP.aspx

TfG was adopted by the Combined Authority in March 2015. It is an overarching document that draws together the two existing statutory Local Transport Plans produced in 2011 for Merseyside and Halton. The Plan's priorities are defined as Growth, Low Carbon and Access to Opportunity:

- 'Growth' reflects the plans and aspiration for economic growth in the City Region
- 'Low Carbon' describes the desire to see a clean, low emission and sustainable transport network
- 'Access to Opportunity' refers to the work in supporting those who wish to access training, education and further learning and employment opportunities.

The Liverpool City Region Sustainable Urban Development (SUDs) Strategy (2016) www.liverpoollep.org/wp-content/uploads/2015/04/01-06-2016-LCR-DRAFT-SUD-LEP-Website-Version.pdf

This draws together interrelated sustainable mobility, low carbon and environmental activities within a single framework for the region. The broad vision for this strategy is to achieve the following inter-related goals:

- A well connected city region which promotes sustainable urban mobility, enhanced accessibility for people to employment, training and a choice of access to make our economy low carbon, more competitive and more resilient
- Well managed and high quality natural capital with enriched and well managed biodiversity and environmental assets, focused on the reduction of carbon and supporting the transition to a low carbon economy
- A city region that has better levels of health and wellbeing as a core component of sustainable economic growth.

APPENDIX B: ACCESSIBILITY CHECKLIST AND SUPPORTING INFORMATION

B1: Accessibility Checklist for applicants: Guidance Notes and Frequently Asked Questions

This part of the appendix is most relevant for applicants and Council officers.

Issue	Comment
Fill in the checklist before submission of the planning application	For some of the questions in the checklist applicants will need information gathered from the site. Applicants should fill in the checklist as best they can before submission of the planning application so they know what information is needed.
Sources of Information	Fill in the checklist using the following information: <ul style="list-style-type: none"> • Information provided with the application; • Map based information to be prepared by the applicant • Information from a site visit
There is no overall score for all types of access	The scores for walking, cycling, public transport and driving are not added together to produce an 'overall' score. The development must provide a realistic choice of access and so must meet the target score for each type of access.
Outline Applications	It may not be possible to identify the detailed criteria to meet the target scores in the assessment of an outline application. However, the checklist enables those criteria, which have not been met, to be identified as reserved matters to be considered in the full application.
Internal layout and safety for pedestrians and cyclists. Pedestrian and Cyclist Priority	Sefton's Developers Pack sets a road user hierarchy with pedestrians and cyclists at the top. 'Priority' needs to be considered where there is conflict between two modes. Within a site boundary, it is suggested that the following priority issues should be considered: <ul style="list-style-type: none"> • Can the pedestrian and/or cyclist be given priority by the location of the building's entrance in relation to the site entrance being minimised? This will normally mean putting the main doors close to the site entrance and the car park to the side (or back) of the development rather than the front. Consider giving pedestrians and cyclists separate site entrances from drivers. or • Will the pedestrian or cycle route to the building entrance fail to encourage access by walking or cycling because the cyclist or the pedestrian has to take a convoluted route Direct, short and safe pedestrian and cycle routes (following 'desire lines') should be provided from convenient site entrances to the main doors of a development. or • If the pedestrian or cyclist has to cross a line of traffic within the site, is the pedestrian / cyclist given priority? If

Issue	Comment
	pedestrian or cycle routes cross car routes, measures (such as marked crossing points; give way markings; or traffic calming) should make sure pedestrians or cyclists have priority.
Access on foot	<p>'Barriers around site' – 'Barriers' such as raised kerbs, narrow pavements and signposts in the middle of a walking route provide obstacles for people with difficulties getting around, while a busy road would be a major barrier to all pedestrians. A development will only be considered accessible by foot if it is accessible for all.</p> <p>The distance from the development that barriers should be identified will be in proportion to the size of the development, but will normally be the shortest route to:</p> <ul style="list-style-type: none"> • Local facilities (e.g. shops, and local schools for housing developments) • Public transport (i.e. the closest bus stops in both directions) <p>'Heavy traffic': To determine when heavy traffic presents a barrier to pedestrians, a measure of pedestrian / vehicle conflict may be used. This measure may also be used to determine what type of pedestrian crossing facilities may be required.</p>
Access by cycle	<p>'Safety Issues': for the site to be considered accessible by cyclists there must be safe cycle access to the site. 'Safety issues' for cyclists may arise:</p> <ul style="list-style-type: none"> • When they are turning into or out of the site across a line of traffic; • At junctions approaching the site when turning across traffic; or • Where the road width narrows and cyclists are not given priority by motor vehicles <p>These safety issues can be addressed by doing the following:</p> <ul style="list-style-type: none"> • At the site entrance, providing turning lanes on the road, or crossing facilities close to the site entrance; and cycle lanes for cyclists leaving the site; • Within 400m of the site: providing advance stop lines at junctions with traffic signals. <p>The following measures can link a development to the developing cycle network.</p> <ul style="list-style-type: none"> • Cycle lanes • Signs • Off-road cycle paths • Crossing facilities, including Toucan crossings (crossings with signals and facilities for cyclists)
Access by public transport	<p>A number of actions can help support access by public transport, including the following:</p> <ul style="list-style-type: none"> • Contributing to the bus infrastructure facilities serving the site (bus stops, displays showing the 'real' time the bus is

Issue	Comment
	<p>due, bus priority measures such as bus lanes or junctions which give priority to buses)</p> <ul style="list-style-type: none"> • Contributing to bus stations, rail stations, park and ride schemes • Providing bus stops and waiting facilities on site • Supporting a new service, including the support of Community Transport (paying a subsidy over an agreed period to establish a bus service where one currently does not exist) • Providing a travel plan which includes subsidies for employees using public transport
Are walking distances to the entrance or centre of the site?	<p>The important criterion to consider is whether the total distance someone will have to walk will mean that walking or public transport is not a reasonable choice of mode.</p> <p>In most cases the distance to the entrance of the site should be sufficient. However in the case of large sites – if public transport into the site is not provided – then the distance to the centre of the site should be considered</p>
Vehicle access and parking	<p>If the Council does not think the development has safe vehicle access and circulation, the application will be refused.</p> <p>Within City/ district centres there is a limit on the total parking to be provided. So developments may have to:</p> <ul style="list-style-type: none"> • Remove on-street parking and provide public off-street spaces; or • Reduce the development's off-street parking provision if public spaces are available within 400m • Consider car free or car-capped development (if housing) as appropriate.
Mixed Use Developments	<p>The use requiring the higher/highest target score should take precedence</p>
Extensions	<p>In terms of safety and local amenity:</p> <ul style="list-style-type: none"> • it should be considered whether the addition of the extension will mean that the site, as a whole, will surpass unacceptable levels of safety or amenity <p>In terms of accessibility:</p> <ul style="list-style-type: none"> • the extension needs to be considered on its own merits
Target Score Weightings	<p>Weightings have been kept to a minimum, giving additional weight only to what is considered the most fundamental criteria in determining accessibility and/or promoting sustainable travel (provided the above issue is addressed), i.e. proximity to:</p> <ul style="list-style-type: none"> • Good public transport • Population to enable access by walking or cycling • Low or no car parking provision

B2: Accessibility checklist

When completing the Accessibility Assessment (MASA) you should:

- Identify the minimum 'scores' for walking, cycling, public transport and vehicles, which are applicable to your development from Table 3 in chapter 3 of this SPD.
- Write these minimum 'scores' in each section summary in the checklist
- Work through each section of the Accessibility Assessment (i.e. access by foot, cycle, public transport and motor vehicles), filling in the appropriate score as you go, identifying whether your development meets each factor
- Depending on whether the proposed development meets each factor, place the appropriate 'points' in the 'score' column
- For each mode total the 'scores' and compare this figure with the minimum 'score'
- If your total score is equal to or more than the minimum score, then your development will be considered accessible by that mode.

Proposal:	Address:		
Application reference:	Completed by:		
Access diagram			
Has a diagram been submitted which shows: how people move to and through the place and how this links to surrounding roads, footpaths and sight lines?			Yes / No

Proposal:		Address:		
Application reference:		Completed by:		
Access on foot		Points	Score	
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site?			Yes / no
Location	<u>Housing development</u> : if within 800m of a district or local centre	Yes	2	
	<u>Other development</u> : if the density of local housing (i.e. Within 800m) is more than 50 houses per hectare	No	0	
Internal	Does 'circulation' and access	Yes	1	

Proposal:		Address:		
Application reference:		Completed by:		
Access on foot		Points	Score	
layout	inside the site reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	No	0	
External layout	Are there barriers between the site and local facilities or housing, which restrict pedestrian access? E.g. <ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Pavement less than 1.35m wide A lack of a formal crossing where there is heavy traffic Security concerns, e.g. As a result of lack of lighting 	There are barriers	-1	
		There are no barriers	1	
Other	Links to identified recreational walking network			
TOTAL (B)				
Summary	Box A: Target score (from table 3)			
	Box B: Actual Score			
	Comments or action needed to correct any shortfall			

Proposal:		Address:		
Application reference:		Completed by:		
	Access by Cycle	Points	Score	
Safety	Are there safety issues for cyclists either turning into or out of the site or at road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)?		Yes / No	

Proposal:		Address:	
Application reference:		Completed by:	
Cycle parking	Does the development meet cycle parking standards in a secure location with natural surveillance? (See Table 7) - or where appropriate contribute to communal cycle parking facilities?		Yes / No
Location	<u>Housing Development</u> : if within 1 mile of a district or local centre <u>Other development</u> : if the density of local housing (e.g. within 1 mile) is more than 50 houses per hectare	Yes:2 No:0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes:1 No:0	
External Access	The development is within 400m of an existing or proposed cycle and/or proposes to create a link to a cycle route, or develop a route	1	
	The development is not within 400m of an existing or proposed cycle route	0	
Other	Development includes shower facilities and lockers for cyclists	1	
TOTAL (B)			
Summary	Box A: Target score (from table 3)		
	Box B: Actual Score		
	Comments or action needed to correct any shortfall		

Proposal:		Address:	
Application reference:		Completed by:	
	ACCESS BY PUBLIC TRANSPORT	POINTS	SCORE
Location and access to public transport	Is the site within a 200m walk of a bus stop, and/or within 400m of a rail station?	Yes: 2 No: 0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e.: <ul style="list-style-type: none"> • A lack of dropped kerbs • Pavements less than 1.35m wide • A lack of formal crossings where there is heavy traffic • Bus access kerbs 	Barriers: 0 No barriers: 1	
	High (four or more bus services or trains an hour)	2	
	Medium (two or three bus services or trains an hour)	1	
Frequency	Low (less than two bus services or trains an hour)	0	
	Other		
	The proposal contributes to bus priority measures serving the site	1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	1	
	The proposal contributes to an existing or new supported bus service (Merseytravel or Community Transport)	1	
	TOTAL (B)		
Summary	Box A: Target score (from table 3)		
	Box B: Actual Score		
	Comments or action needed to correct any shortfall		

Proposal:		Address:	
Application reference:		Completed by:	
	VEHICLE ACCESS AND PARKING	POINTS	SCORE
Vehicle access and circulation	Is there safe access to and from the road?		Yes / No
	Can the site be adequately serviced?		Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal?		Yes / No
	Has access for the emergency services been provided?		Yes / No
	For development, which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods)?		Yes / No
Parking	The off-street parking provided is more than advised for that development type		Yes / No
	The off-street parking provided is as advised for that development type	1	
	The off street parking provided is less than 75% of the amount advised for that development type (or Shares parking provision with another development)	2	
	For development in controlled parking zones:		
	Is a car free development	1	
	Supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	1	
	TOTAL (B)		
Summary	Box A: Target score (from table 3)		
	Box B: Actual Score		
	Comments or action needed to correct any shortfall		

B3: Transportation Access to Developments through Planning and Highway Act Instruments

B1 When looking at improving sustainable mode access for developments, the questions that need to be asked are relatively straightforward and reflected in the questions to assess accessibility in this document. Development teams could quite easily produce their own checklists for these measures, based around the accessibility scoring system in the SPD. Basically, developers and development teams should think about such matters as walking routes to the nearest public transport access points, be they a local Merseyrail station or the nearest appropriate bus stops.

- Are these routes of an adequate nature?
- Do they require enhancements?
- Is there a need for additional road crossing points?
- Is there a need for a new footway?
- Is the lighting in the area appropriate?

B2 At the same time as looking at the walking routes between a potential development and its nearest public transport access points, particularly if one of those access points is a station, consideration should also be given to potential cycle routes. Of course, as part of any cycle audit, the development teams will be looking at the cycle routes between the proposed development and the local cycle network as well as the cycle parking within the vicinity or within development, as part of their local cycling policies. Cycle access to the rail network should be included in this audit.

B3 Beyond the walking and cycling routes to local transport access points, the developers and development teams should ask themselves the question 'are these access points of a suitable quality for the proposed new development?'

B4 Any major new development should ensure that its nearest appropriate bus stops are brought up to county-wide best practice standards, with good quality shelters and passenger information where appropriate. If a Merseyrail station features in the access arrangements for a development, then a development team should ask itself, in consultation with Merseytravel, if there are any appropriate enhancements that could be made to the access to the local station which a developer could, and should, be required to make a contribution towards.

B5 On larger developments, which may be some distance from the public transport network, the development team should ask themselves if there is a requirement for enhancement or diversion of bus services, or even the provision of a new service to meet the needs of the development and so on.

B6 If enhancements need to be made to meet or exceed the minimum accessibility score for a particular mode of transport, then the relevant instruments should be employed to ensure that developers contribute appropriately to enhance or upgrade facilities or service improvements.

B7 If there is a requirement to provide a new piece of highway in or through the development to create good quality public transport access, and cycle access to a development the developer can be asked to fund such a provision through a Section 106 or Section 278 process.

B8 Beyond the provision of physical infrastructure for public transport enhancements to developments, if there is a requirement to enhance the bus network to ensure that a new development is adequately served by public transport, an existing bus service can be diverted from its present route, closer to a new development, by a number of means. If it's a commercial service, a diversion can be negotiated with the commercial operator, which, if necessary, can be achieved by the payment of a de-minimis sum, under the Transport Act 1985 and the Transport Act 2000. Any such payment can be funded via a Section 106 Town & Country Planning Act requirement. If the service is a Merseytravel supported provision, then a diversion can be achieved via negotiation with Merseytravel, which, once again can be provided through section 106 funding from the developer.

B9 However, if the enhancement to the bus network that is required is of a more substantial nature, then an additional vehicle to an existing service or a new service can also be funded by similar arrangements through Section 106 payments.

B10 It is normal practice, in all the above instances to ask for a developer to fund any bus service enhancements for a period of no less than five years, in order to permit a bus service's relationship with the new development to become established.

B11 In order to ensure that optimum use is made of any funding, the development team should agree an appropriate trigger point for the start of new services or provisions to potential developments. These trigger points should take into consideration such factors as the number of properties completed and occupied in a residential development, the number of employees starting work within a significant employment-related development, or the opening date of a major retail development as suitable target dates for the commencement of services or the introduction of other provisions.

B12 Whilst all the above measures in themselves do not represent complex arrangements, if they are deployed in a co-ordinated manner following a methodical assessment of the sustainable access issues for a new development then sustainable access to sites can be significantly enhanced. In undertaking this work developers and development teams should ensure that access arrangements introduced benefit all members of the community.

Appendix C

Appendix C1 – Parking Standards

Developments should meet the following standards.

Standards for disabled parking are set out in Appendix C2.

Electric vehicle charging point requirements apply to all parking spaces. One charging point is required for every dedicated space, and for every 10 communal parking spaces, and one is normally required for schemes with 1-9 communal parking spaces and 5% of spaces in car parks of 10 or more spaces as set out in sections 7.2.1 to 7.2.4 of this SPD.

In line with Local Plan policies IN1 'Infrastructure and developer contributions', EQ3 'Accessibility' and EQ7 'Energy efficient and low carbon design', every new dwelling built on site with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric

vehicle charging point readily accessible from one of the dedicated parking spaces, i.e. one electric vehicle charging point per dwelling should be provided.

Communal electric vehicle recharging points should be provided at a rate of 1 per every 10 communal parking bays, for all types of development (for example retail units, employment development, health facilities, housing). For developments with 1-9 communal parking spaces, 1 electric vehicle charging point will normally be required. All EV charging points should be clearly marked as such, and their purpose should be explained (e.g. within their new home welcome pack, information boards, travel planning advice). Compliance with the above will be secured via a planning condition.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
1	A1 Shops	Food retail	1 space per 17 sq m	1 space per 16 sq m	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 140 sq m (minimum of 2 spaces)	1 space per 350 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.
2		Non-food retail	1 space per 23 sq m	1 space per 22 sq m	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 200 sq m (minimum of 2 spaces)	1 space per 500 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
3	A2 Financial & Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 28 sq m	1 space per 25 sq m	Standard allocation for “shopping, leisure and recreation” (5% of total car park capacity)	1 space per 200 sq m (minimum of 2 spaces)	1 space per 500 sq m (minimum of 2 spaces)	In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.
4	A3 & A5 Restaurants, Cafes, Hot Food Takeaways	Restaurants, cafes, snack bars. Fast food and drive through takeaways.	1 space per 9 sq m of public floor area	1 space per 7 sq m of public floor area	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 50 sq m (minimum of 2 spaces)	1 space per 125 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off spaces. In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
5	A4 Drinking Establishments	Public houses, wine bars, other drinking establishments	1 space per 9 sq m of public floor area	1 space per 7 sq m of public floor area	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 50 sq m (minimum of 2 spaces)	1 space per 125 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off spaces. In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.
6	B1 Business / Offices	Stand-alone offices, business parks, research and development, call centres	1 space per 35 sq m	1 space per 26 sq m (stand-alone offices and business parks) 1 space per 20 sq m see note below* .	Standard allocation (see table below)	1 space per 200 sq m (minimum of 2 spaces)	1 space per 750 sq m (minimum of 2 spaces)	Negotiation of standards for call centres may be necessary due to shift patterns.
*Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paras 2.7 - 2.9 in SPD.								

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
7	B2 General Industry	General industry	1 space per 48 sq m	1 space per 60 sq m 1 space per 48 sq m * see note to row 6	Standard allocation (see table below)	1 space per 450 sq m (minimum of 2 spaces)	1 space per 1000 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear.
8	B8 Storage and Distribution	Storage and Distribution	1 space per 100 sq m	1 space per 120 sq m 1 space per 100 sq m *see note to row 6 above.	Standard allocation (see table below)	1 space per 850 sq m (minimum of 2 spaces)	1 space per 2000 sq m (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear.
9	C1 Hotels	Hotels, boarding and guesthouses	1 space per bedroom	1 space per bedroom	Standard allocation (see table below)	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Parking allocation covers staff parking. Coach drop-off to be provided (hotels only). Coach and taxi parking to be negotiated on a case-by-case basis.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
10	C2 Hospitals	Hospitals	See row below.	See row below	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater Over 200 bays: 4 bays plus 4% of total capacity	1 space per 10 staff (minimum of 2 spaces)	1 space per 20 staff (minimum of 2 spaces)	Allocation is starting point for discussion. Ambulance parking spaces to be provided in addition to emergency facilities.
Staff patients and visitors accommodation for long stay patients (elderly or mentally ill) 2 spaces for every 3 beds + Day places for elderly or mentally ill 2 spaces for every 3 places + Other accommodation 1 space per bed + Outpatient and accident /emergency facilities 1 space for every 4 anticipated daily attendances								
11	C2 Residential Institutions	Residential care homes, nursing homes	1 per 3 beds	1 space per resident staff + 1 space per 2 non-resident staff + 1 space per 3 beds for visitors /care workers	Standard allocation (see table below) (Minimum of 2 spaces)	1 space per 40 beds (minimum of 2 spaces)	1 space per 100 beds (minimum of 2 spaces)	Space for ambulance, minibus or van.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
12		Independent living housing (Category ii housing, domiciliary care / community living) and sheltered accommodation	To be determined on a site-by-site basis	1 space per 2 residential units/dwellings+ 1 space per resident staff + 1 space per 5 residential dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 15 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Living will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
13		Extra Care Housing	To be determined on a site-by-site basis	1 space per 4 residential dwellings + 1 space per resident staff + 1 space per 5 residential units/dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 40 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Housing will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
14		Residential schools & colleges	1 per 4 beds	1 per 4 staff plus 1 per 4 beds for pupils over driving age	Standard allocation (see table below)	1 space per 20 beds (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	
15	C3 Dwelling Houses	“Car free” residential developments	N/A	N/A	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Acceptability of car free developments is to be determined through a Transport Assessment / Statement and MASA / Design and Access Statement.
16	C3 Dwelling Houses	5 dwellings or less (houses and flats, including residential domestic improvement / extension)	One space per dwelling unless the development is designed as a car-free development.	See table in row below	By negotiation with council officers	Flats: 1 space per dwelling Houses: 1 space per bedroom - provision within storage room, garage or via access to rear garden to be demonstrated.	By negotiation with council officers	
Dwelling type			Min no. parking spaces					
1 bedroom houses / 1 bedroom flats			1 allocated space per dwelling					

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
19	D1 Non-residential Institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	To be determined on a site-by-site basis	2 spaces per consulting room (minimum of 2 spaces)	1 space per 2 consulting rooms (minimum of 2 spaces)	Priority must be given to operational needs and people with mobility problems. In town and district centres, the council may consider provision below the standards – each application to be judged on its merits.
20		Creches, day nurseries and day centres	1 space per 1 member of staff	1 space per 1 member of staff + 1 space per 4 day care attendees	Standard allocation (see table below)	1 space per 4 staff and 1 per 200 sq m for visitors (minimum of 2 spaces)	1 space per 20 staff	Coach parking and drop-off to be negotiated on a case-by-case basis. Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
21		Schools (primary and secondary)	1 space per class-room	3 spaces per class-room	Standard allocation (see table below)	1 space per 10 staff plus Primary: 1 space per 30 students Secondary: 1 space per 15 students	1 space per 20 staff	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis (based on demand for school buses). See notes in row below
Notes to row 21:								
a) Classrooms include any teaching space within a school including gyms, science rooms, drama studies etc.								
b) These standards are the starting point. Account should be taken of variations between primary and secondary schools and those with Sixth Forms.								
c) Account must be taken of previous provision at any schools that may be replaced by the new facilities.								
d) Drop-off spaces to be determined on a case-by-case basis. Suitability of proposed drop off provision (on- or off- street) to be demonstrated.								
22	D1 Non-residential Institutions	Higher and further education	1 space per 2 staff	1 space per 2 staff + 1 space per 15 students	Standard allocation (see table below)	1 space per 10 staff plus 1 space per 15 students	1 space per 20 staff plus 1 space per 30 students	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
23		Art galleries, museums, libraries	1 space per 40 sq m	1 space per 25 sq m	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 200 sq m (minimum of 2 spaces)	1 space per 500 sq m (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
24		Halls and places of worship or religious instruction	1 space per 10 sq m	1 space per 6 sq m	Standard allocation for “religious buildings and crematoria” (see table below)	1 space per 50 sq m (minimum of 2 spaces)	1 space per 125 sq m (minimum of 2 spaces)	-

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
25	D2 Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 space per 10 seats (may be reduced in negotiation with Council)	1 space per 6 seats	Standard allocation for “shopping, leisure and recreation” (see table below).	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Parking requirements for meeting rooms within conference centres to be determined on a case-by-case basis
26		General leisure/sports centres: dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sq m (may be reduced in negotiation with Council)	1 space per 23 sq m	Standard allocation for “shopping, leisure and recreation” (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Where development is expected to accommodate match days and tournaments additional over-flow parking may be required.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
27		Stadia / spectator seating / sports pitches	To be determined through a transport assessment	To be determined through a transport assessment	Standard allocation for “shopping, leisure and recreation” (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	To be determined through a transport assessment	To be determined through a transport assessment	Coach parking to be negotiated on a case-by-case basis. Need to demonstrate suitable parking arrangements are provided or can be secured.
28	<i>Miscellaneous/ Sui Generis:-</i>	Theatres	1 space per 10 seats (may be reduced in negotiation with Council)	1 space per 6 seats	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	These facilities should only be provided where there is a choice of mode of transport. Adequate turning and loading facilities for a coach/lorry will be required. Coach and taxi drop-off to be negotiated on a case-by-case basis.
29		Motor car showrooms	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Adequate turning and loading facilities will be required for high capacity car transporter vehicles.
30		Petrol filling stations	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Retail units at petrol station should be provided with a separate parking area that accords to A1 standards.

Parking standards (see additional requirements for disabled parking and for electric vehicle charging points)								
Row ID	Use Class	Specific Land Use	Town / district centres	All other areas	Disabled parking (min standard)	Bicycles (min standard)	Motorcycles (min standard)	Other considerations / Exceptional circumstances / issues for negotiation
31		Garden centres	To be determined case-by-case	Enclosed display and sales area 1 space per 15 sq m + Outdoor display areas 1 space per 50 sq m	Standard allocation for “shopping, leisure and recreation” (see table below)	1 space per 200 sq m	1 space per 500 sq m (minimum of 2 spaces)	
32		Amusement arcades	To be determined case-by-case	1 space per 22 sq m	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
33		Sunbed centres	To be determined case-by-case	1 space per 2 staff + 1 space per 2 beds	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
34		Cattery & Kennels	1 space per 4 pens	1 space per 4 pens	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	

Appendix C2

Minimum standards for disabled parking

Minimum standards for disabled parking		
Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Fewer than 10 bays	By negotiation with Council officers – one space minimum	
Standard allocation	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	6% of total car park capacity	4% of total car park capacity
Religious buildings and crematoria	Minimum 2 spaces or 6 per cent of total car park capacity (whichever is greater) 4% of total car park capacity	
Sports facilities	Refer to Accessible Sports Facilities published by Sport England for detailed guidance relating to different types of sports facilities	
All facilities	Where space permits, provide an additional large designated bay (4.8 x 8m) for commercial vehicles with side and rear hoists.	
	Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet anticipated need.	
	Where the occupier of the development is known, one additional space should be provided for each employee who is a disabled motorist.	
Residential	For developments of more than 5 dwellings: 5% of total unallocated parking provision to be provided as unallocated disabled spaces. 4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m).	