

# Part F:

## Parking and Travel

### Contents

F1	Introduction
F2	Parking
F3	Parking Standards: Residential
F4	Parking Standards: Non-residential
F5	Motorcycle Parking
F6	Cycle Parking
F7	Electric Vehicle Charging Points
F8	Transport Assessments
F9	Travel Plans

This part of the Development Requirements SPD provides further detailed guidance on the interpretation of the following Core Strategy policies, as appropriate:

- CS.2 Climate Change and Sustainable Construction
- CS.9 Design and Distinctiveness
- CS.26 Transport and Communications

## F1. Introduction

The Development Requirements SPD provides detailed advice and guidance to applicants when submitting planning applications. It will be used by Stratford-on-Avon District Council to help reach decisions on whether to approve or refuse planning applications. Making sure that applications comply with the guidance contained within the SPD will make it easier for the Council to grant planning permission. The SPD accompanies the Core Strategy which set out the Council's planning policies. The guidance in this SPD is also consistent with national planning policies set out in the NPPF.

This section of the SPD provides information and advice on how applicants can ensure that issues of adequate parking and safe travel are achieved in new development. It should be read in conjunction with other parts of the SPD, in particular [Part C: Design Principles](#).

Key words or terms which appear throughout the document are included in the Glossary.

## F2. Parking

The NPPF (para.39) makes it clear that in setting local parking standards planning authorities should take into account local circumstances such as the accessibility of the development, its type, mix and use, and the availability of public transport.

The demand for and the management of parking are growing problems in the District, particularly in the town of Stratford-upon-Avon. This is due to high levels of car ownership and usage. There is no doubt that different user groups, individuals, and different types of development have different parking needs. The definition of parking standards should therefore reflect these varied needs.

The car parking standards should be taken as a starting point by applicants and the proposed scheme will be assessed accordingly. Applicants should explain how the standards have been applied to their individual proposal and, where appropriate, how and why they have deviated from them.

The Council's car parking standards reflects the rural nature of Stratford-on-Avon District, where private car travel is necessary between many of its smaller settlements and the small market towns and Stratford-upon-Avon. In addition to this, the limited availability of public transport has led to a greater reliance of the private motor for residents and businesses in order to carry out day-to day necessities, such as travelling to work, shopping and visits to GPs and hospital.

### Exceptions

For non-residential schemes within or very close to the centres of Stratford-upon-Avon and the 8 Main Rural Centres, a smaller number, a smaller number of spaces than specified in the standards may be appropriate given the availability of off-street parking, greater scope to use public transport and potentially lower than average levels of car ownership, as the propensity to travel by private car could be less. The standards will however be applied on a case-by-case basis.

In circumstances where it is not possible to provide sufficient parking on site, the applicant should discuss the matter with the case officer to see if there is sufficient provision nearby that can be used without detriment to other occupiers/users or whether the demand for parking can be reduced through some form of management.

For schemes involving the redevelopment or reuse of an existing building, for example conversion of a large house into separate flats, the need for additional car and cycle parking will be assessed on a case-by-case basis.

In certain locations there may be cases where car-free development can be considered acceptable in principle. These may include:

- extension, alteration or re-use of an existing building with no access to parking;
- reversion of a previously converted property to its original residential use, including flats above shops;
- where arrangements are made to share an existing car park within the vicinity of the site which can reasonably accommodate the parking demand generated by the development.

In all instances applicants will be required to demonstrate why a car-free development represents the best available option.

### **Parking Design**

[Part D](#) of the Development Requirements SPD provides guidance on the design approach to parking, including sizes of parking spaces.

Whilst the contribution of on-street parking to meeting the standards is not generally supported, there may be circumstances where wider than usual roads can be provided within a scheme to adequately accommodate parked vehicles and passing traffic without compromising the design integrity of the scheme as a whole. Applicants should discuss proposals with both Stratford-on-Avon District Council as the Planning Authority and Warwickshire County Council as the Highway Authority.

### **Domestic Garages**

Where domestic garage/car ports meet the minimum sizes set out in [Part D](#), they can contribute to meeting the parking standards set out below. In such cases, the Council may impose planning conditions preventing their future loss under the permitted development regime.

## **F3. Parking Standards: Residential**

The residential parking standards apply to all developments involving the provision of 1 or more dwelling units (gross). Provision should normally be made within the curtilage of properties, in shared parking areas, or a combination of the two. The standards apply equally to both market and affordable housing as there is little evidence that the level of vehicle ownership differs between such tenures, particularly in respect of the proportion of households with one car.

The standards will be used as a guide, having regard to the size of the dwelling that is to be created, the likely parking demand arising, the impact upon highway safety and the level of provision that already exists on site.

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The District Council will apply the following principles in respect of parking standards:

- (a) The number of spaces derived from applying the standards should be rounded up to the next whole number.
- (b) Where a development incorporates two or more uses to which different standards are applicable, the standards appropriate for each use should be applied in a proportionate manner.
- (c) Shared use provision may be appropriate if this would not cause conflict, for example where uses operate at different times of the day or days in the week.
- (d) Staff members will be calculated on a Full Time Equivalent (FTE) basis, eg. two part-time job sharing staff equals 1 FTE member of staff.
- (e) Tandem parking spaces should not be used in shared circumstances as they can be inconvenient and may deter the full use of off-street parking provision.

There is a clear distinction between the provision of allocated parking spaces and those that are unallocated. The former are specifically for the use of occupiers of dwellings and are either provided within an individual curtilage or as identified spaces in parking courts. Non-allocated spaces are additional to this and intended to provide scope for visitors. These can be provided within the dwelling curtilage, on-street if the design of the road is appropriate, or in shared parking courts. By their nature, it would not be practicable to apply non-allocated parking standards to scheme involving extensions to dwellings.

It is not possible to identify parking standards for every potential type of residential development/use. Where a development/use does not have an ascribed standard the likely parking requirements will be assessed taking into account the nature of the intended use, location of the site and other relevant factors.

**Table 1: Residential Development**

Type of development	Threshold/ Criteria	No. of allocated spaces	No. of unallocated spaces	Cycle parking standards
Residential, including extensions resulting in associated increase in number of bedrooms [NB. Includes holiday homes]	1 bedroom dwelling (or 1 bedroom extension if insufficient provision on-street)	1 space	0.4 space per original dwelling	1-2 bedroom dwellings – 1 space  3-4 bedroom dwellings – 2 spaces  5+ bedroom dwellings – 3 spaces  Visitor parking to be provided in larger developments of over 25 dwellings
	2/3 bedroom dwelling (or 2/3 bedroom extension if insufficient provision on-street)	2 spaces		
	4+ bedroom dwelling (or 4+ bedroom extension if insufficient provision on-street)	3 spaces		
Sheltered/Extra Care or similar for active elderly	Residents	1 space per unit		1 space per 5 units
	Non-resident staff	1 space per 2 staff		1 space per 5 staff
	Visitors	1 space per 10 units		1 space per 10 units
Nursing homes or similar accommodation for frail elderly	Warden	1 space per resident warden		1 space per 5 staff
	Non-resident staff	1 space per 2 staff		
	Visitors	1 space per 5 units		1 space per 10 bedrooms

#### **F4. Parking Standards: Non-Residential**

The non-residential parking standards apply to all developments that result in the creation of non-residential floorspace. This includes the extension of existing non-residential premises and changes of use.

Stratford-on-Avon District Council will apply the following principles in respect of parking standards:

- (a) The number of spaces derived from applying the standards should be rounded up to the next whole number.
- (b) The amount of floorspace proposed should be calculated on the gross floor area of the development (measured externally).
- (c) Where a development incorporates two or more uses to which different standards are applicable, the standards appropriate for each use should be applied in a proportionate manner.
- (d) Shared use provision may be appropriate if this would not cause conflict, for example where uses operate at different times of the day or days in the week.
- (e) Staff members will be calculated on a Full Time Equivalent (FTE) basis, eg. two part-time job sharing staff equals 1 FTE member of staff.
- (f) Tandem parking spaces should not be used as they can be inconvenient and may deter the full use of off-street parking provision.

Where mixed-use schemes for residential and commercial developments are proposed, the parking requirements for each element should be calculated individually. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements, e.g. the use of business car parking facilities by residential developments during evenings and weekends.

Most new Class A developments tend to be through changes of use in existing town and local centres. As such, existing on-street and off-street parking might be available. The nature and extent of existing provision will be assessed for each individual scheme to determine whether this is sufficient and would not cause harm to the amenity of the area or to highway safety.

Many community facilities (Class D1 and D2), eg. museum, library, community hall, cinemas and leisure centres, tend to be provided in town or local centres where existing on-street and off-street parking is often available in the vicinity. The nature and extent of existing provision will be assessed for each individual scheme to determine whether it is sufficient and would not cause harm to the amenity of the area or to highway safety.

It is not possible to identify parking standards for every type of potential development/use. Where a development/use does not have an ascribed standard the likely parking requirements will be assessed taking into account the nature of the intended use, location of the site and other relevant factors.

**Table 2: Non-Residential Development**

<b>Type of development</b>	<b>Threshold/ Criteria</b>	<b>No. of allocated spaces</b>	<b>Cycle parking standards</b>
Food Retail (Class A1)	Up to 500 sqm floorspace	1 space per 15 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
	Additional floorspace (500+ sqm)	1 space per 10 sq. m	
<b>Non- Food Retail (Class A1)</b>			
	All floorspace	1 space per 20 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
<b>Garden Centres (Class A1)</b>			
	Indoor and outdoor display areas	1 space per 50 sq. m	Customers & staff – 1 space per 100 sq. m up to 1000 sq. m; thereafter 1 space per 200 sq. m
<b>Financial and professional services (Class A2)</b>			
	All floorspace	1 space per 20 sq. m	1 space per 100 sq. m to include visitor parking
Food and drink (including restaurants, cafes, pubs, hot food takeaways)(Classes A3, A4 and A5)	All floorspace	1 space per 5 sq. m of the indoor customer area	Customers & staff – 1 space per 50 sq. m of the indoor customer area
<b>Offices (B1a)</b>			
	Up to 1000 sq. m floorspace	1 space per 20 sq. m	1 space per 250 sq. m
	Additional floorspace (1000+ sq. m)	1 space per 30 sq. m	1 space per 250 sq. m
<b>Research and development (Class B1b)</b>			
	Up to 1000 sq. m floorspace	1 space per 30 sq. m	1 space per 250 sq. m
	Additional floorspace (1000+ sq. m)	1 space per 40 sq. m	

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Type of development	Threshold/ Criteria	No. of allocated spaces	Cycle parking standards
Light Industrial (Class B1c)	Up to 1000 sqm floorspace	1 space per 30 sq. m	1 space per 250 sq. m
	Additional floor space (1000+ sq. m)	1 space per 40 sq. m	1 space per 250 sq. m
General Industrial (Class B2)	Up to 1000 sqm floorspace	1 space per 30 sq. m	1 space per 500 sq. m
	Additional floor space (1000+ sq. m)	1 space per 40 sq. m	
Storage and Distribution (Class B8)	Up to 1000 sqm floorspace or open storage area	1 space per 50 sq. m	1 space per 1000 sq. m
	Additional floorspace or open storage area (1000+ sqm)	1 space per 80 sq. m	
Hotels and Guest Houses (Class C1)	Guests	1 space per guest bedroom	Guests – 1 spaces per 5 bedrooms
	Resident staff	1 space per resident staff bedroom	1 space per 5 staff
	Non-resident staff	1 space per 2 staff	
Non-residential Institutions (Class D1) – clinics and surgeries, including vets	Staff & Visitors	3 spaces per consulting room	1 space per consulting room for staff and visitors
	Staff & Visitors	1 space per 1 staff plus sufficient space for dropping off and collecting children (Assessed on a case by case basis)	Staff – 1 space per 5 staff Visitors – 1 space per 10 car parking spaces?



Draft Development Requirements Supplementary Planning Document (SPD)

Type of development	Threshold/ Criteria	No. of allocated spaces	Cycle parking standards
Non-residential Institutions (Class D1) – Education establishments	Staff & Pupils	1 space per 2 staff	1 space per 20 pupils aged between 5 and 11 (i.e. Primary Schools) 1 space per 5 pupils aged over 11 (i.e. Secondary Schools, Sixth Forms, Colleges etc.) Staff – 1 space per 5 staff
Assembly (Class D2) – cinemas, concert halls, conference centres	Staff & Visitors	1 space per 3 seats	Visitors – 1 space per 100 sq. m of public area Staff – 1 space per 5 staff
Leisure (Class D2) – sports centres, swimming pools	Staff & Visitors	1 space per 20 sq. m	
Leisure (Class D2) – outdoor sport	Staff & Visitors	1 space per 100 sq. m	Staff & Visitors – 1 space per 500 sq. m
Vehicle service stations	Staff & Customers	2 spaces per 50 sq. m	1 space per 5 staff
Car showrooms	Staff & Customers	2 spaces per 100 sq. m including outdoor display areas	1 space per 5 staff

## **F5. Motorcycle Parking**

Motorcyclists prefer to park close to their destination, in places where they can secure their machine. Designated motorcycle parking facilities that fail to meet these requirements will probably be overlooked in favour of informal spaces that are considered more suitable by owners. Motorcycles are prone to theft as they can be readily lifted into another vehicle. Security should therefore be a key consideration when providing parking facilities for motorcycles. Physical security need not be difficult or expensive to provide. Fixed features, such as rails, hoops or posts designed to provide a simple locking point to secure a motorcycle should be provided.

In planning for motorcycle parking, in most situations motorcycles will be able to use car parking spaces, but in some situations it will be appropriate to provide designated motorcycle parking areas, particularly:

- where there is a high density of development and where car parking is likely to be intensively used; and
- where demand for motorcycle parking is expected to be significant.

## **F6. Cycle Parking**

Cycling is recognised for the contribution it can make as a sustainable and healthy form of transport and is a growing pursuit. To support this, measures should be incorporated into development schemes that make the choice to cycle more convenient and safer. However, whilst there is a growing understanding of good principles for cycle parking in the public realm, little thought has been given to what should be done where most journeys begin and end, i.e. at home. Consequently having good quality cycle parking within residential development can be a positive selling point for developers.

The appropriate amount of provision will vary depending on the type of development. Greater consideration should be given to the provision of cycle storage in new residential development. Each dwelling should provide for an appropriate level of cycle parking within its plot or be part of an appropriate shared parking provision. Shared cycle parking needs to be secure, covered, have good surveillance and be designed and located to be convenient to use.

Cycle parking needs to be designed early on in the process, as space needed to accommodate cycles can be significant. The importance of well thought out design is critical. Cycle parking facilities will be underused if it is difficult to manoeuvre cycles into the designated space or the location is inconvenient. This in turn leads to cycles being left attached to railings or street furniture with associated visual harm, highway impediments and risk of theft or damage.

It is imperative that cycle parking forms an integral part of any full or reserved matters planning application, rather than treating it as a secondary issue to be resolved by condition. Full details of matters such as the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be provided.

## Design, Layout and Siting of Cycle Parking

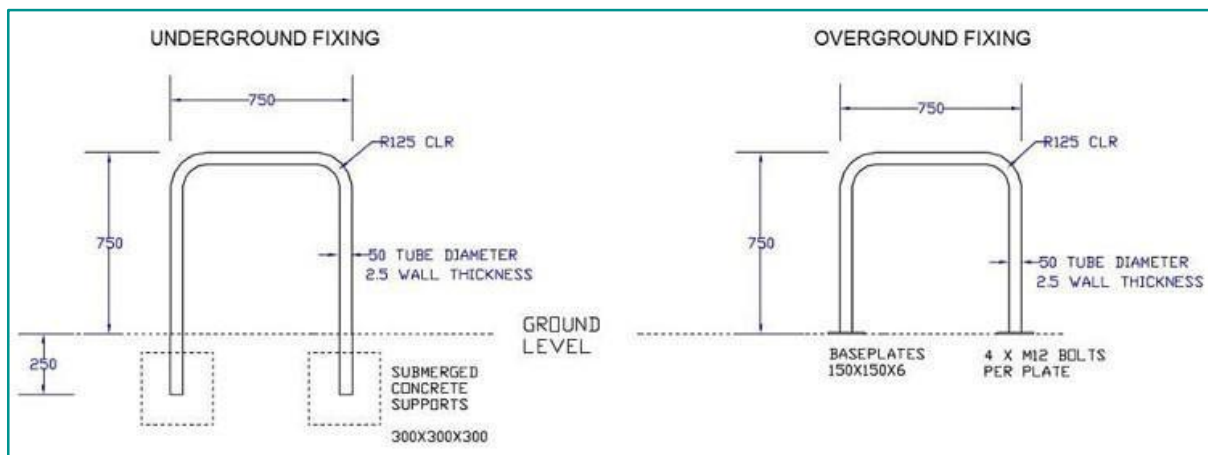
The following key considerations for cycle parking are outlined below:

<ul style="list-style-type: none"> <li>• Conveniently sited</li> </ul>	<ul style="list-style-type: none"> <li>• All cycle parking should be positioned in a manner that encourages the use of a cycle as first choice for short trips.</li> </ul>
<ul style="list-style-type: none"> <li>• Accessible and easy to use</li> </ul>	<ul style="list-style-type: none"> <li>• All parking facilities should be easy to get to, with no inconvenient detours, steep slopes or narrow access ways.</li> </ul>
<ul style="list-style-type: none"> <li>• Safe and Secure</li> </ul>	<ul style="list-style-type: none"> <li>• Facilities should always be secure and give cyclists the confidence that their cycle will still be there when they return.</li> </ul>
<ul style="list-style-type: none"> <li>• Covered</li> </ul>	<ul style="list-style-type: none"> <li>• Parking provided for residents should always be covered and, where appropriate, this should also apply to visitor parking.</li> </ul>
<ul style="list-style-type: none"> <li>• Fit for purpose</li> </ul>	<ul style="list-style-type: none"> <li>• The recommended choice of rack is the 'Sheffield' type stand due to its practical and durable design. (see below)</li> </ul>
<ul style="list-style-type: none"> <li>• Well managed and well maintained</li> </ul>	<ul style="list-style-type: none"> <li>• Shared residential cycle parking in flats and apartments should be the subject of a funded maintenance regime.</li> </ul>
<ul style="list-style-type: none"> <li>• Attractive</li> </ul>	<ul style="list-style-type: none"> <li>• The design of cycle parking facilities should be in keeping with their surroundings.</li> </ul>

### Stands

The use of butterfly racks or similar which only grip the wheel are not considered appropriate as they are less secure, do not support the bike, can damage it and cause a trip hazard to pedestrians.

The Sheffield type stand will be required as a minimum. This is the most common, simple and reliable design of stand, constructed from a single tube with two right angle bends. The addition of a horizontal bar approximately 500mm above ground level is recommended as it makes it easier to secure children's cycles and 'step through' cycles and reduces the likelihood of cycles slipping down the stand if properly locked.



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The minimum spacing between Sheffield stands should be 1000mm. This distance is always measured from the centre line and at right angles to the longitudinal axis of the stand, even when stands are at an angle to a wall or kerb line. When used in the public realm they should be sited towards the front of the buildings. The first and last stands in a row should be fitted with a tapping rail for the benefit of blind and partially sighted people. Stands should always be fixed at right angles to any slope. This overcomes any tendency for the parked cycles to roll downhill.

If unavoidable, where cycle parking is provided to the rear or sides of buildings, the access way should preferably be 1500mm wide or a minimum of 1200mm over a distance of no more than 10 metres and surveillance should be maximised.

Cycle parking for residents and employees should be provided in a secure, covered and lockable enclosure, preferably within the footprint of the building. To promote ease of use and cycling as the preferred modal choice, parking facilities should usually be at the front of the building, either in a specially constructed cycle shed or an easily accessible shed or garage. The former should be designed with careful consideration in terms of its setting and urban design.

When provided within the footprint of the building or as a freestanding shed/garage, cycle parking should be accessed by means of a door (secured by mortice lock) at least 1000mm wide and be at least 2000mm deep.

With regard to flats, apartments and employment sites, cycle parking (whether provided internally or externally), should be sited within 20m of the relevant entrance of the building and in all cases closer than the nearest non-disabled car parking space. It should be well lit, create a sense of personal safety, and included in any premises' CCTV surveillance system. External cycle parking should be overlooked by the windows of buildings and not hidden by landscaping or planting. In all cases, secure compounds must not have unsecured apertures large enough for anyone to climb in or a cycle to be passed through.

The preferred solution is for the cycle parking to be within the building footprint with an individual cage for each dwelling or a rack space for each cycle. Cycle parking provided outside of the building should be within a lit, covered enclosure, again with cages or racks. If the parking area has open access, the enclosure should be lockable.

Parking areas should preferably be housed internally on the ground floor. As a general rule, it is not recommended that parking for cycles should be accommodated within individual apartments above ground floor level. Where lifts are provided for the use of cyclists these should be sufficiently large to accommodate their cycles, i.e. at least 2m deep and preferably 2m wide with an overall door aperture of 1.2m.

The cycling parking standards set out in Tables 1 and 2 will be applied, unless specific circumstances are applicable to a particular type or location of proposed development:

### Find out more

Cyclenation, Making Space for Cycling, 2014

<http://www.makingspaceforcycling.org/>

Sustrans, Cycle Parking, November 2014

<http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Cycle-Parking-31-10-14.pdf>

## F7. Electric Vehicle Charging Points

The UK Climate Change Act and its Carbon Budgets requires an ambitious shift in transport technology towards ultra-low carbon alternatives. Electric vehicles have no emissions (carbon dioxide, nitrogen dioxide and particulates) at the point of use and the 'wheel to wheel' carbon dioxide emissions are 30-40 per cent lower than comparable petrol or diesel fuelled vehicles.<sup>1</sup> The Government has therefore identified the low emission and ultra-low emission vehicles (ULEVs) as playing a vital part in its plans for modern transport systems (public and private) that promote economic growth and deliver on climate change targets. It presents the opportunity to decarbonise road transport and enable mobility and stimulate a greener economy and provide sustainable development.

The Government also recognises the importance that low emissions vehicles play as one of the measures to reduce air pollution and subsequently improve air quality and noise. The negative impacts of air pollution on people's health and wellbeing, and on the natural environment are well documented by up to date research.<sup>2</sup> National and European legislation requires local authorities to monitor air quality within their areas and Stratford-on Avon District Council has identified two Air Quality Management Areas (AQMAs) in the district, namely Stratford-upon-Avon and Studley.

A key theme of the NPPF is that development should enable future occupiers to make more environment friendly transport choices. In particular, paragraph 35 of the NPPF states that development should be designed where practical to incorporate facilities for charging and plug-in and other low emission vehicles.

The use of electric vehicles is an important measure in reducing emissions locally and consequently the provision of infrastructure which promotes the use of electric vehicles is essential. The uptake in electric vehicles has steadily increased with a forecast of 1 million ULEVs by 2022 (DfT) and it is therefore important that planning encourages its continued growth and responds to the future demands. National data highlights the increased level of growth in the electric vehicles market nationally since 2011, as shown in Fig.1 below.

Furthermore, it is considered that in rural areas where frequent public transport is not always available and walking and cycling are not practical options, the private car is the only realistic alternative for many communities; low emission vehicles have the potential to contribute towards low carbon transport and improved air quality.

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<sup>1</sup> Driving the future today: a strategy for ultra-low emission vehicles in the UK (OLEV 2013)

<sup>2</sup> Every breathe that we take: The lifelong impact of air pollution (Royal College of Physicians & Royal College of Paediatrics and Child Health, 2016)

<https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

The UKREATE Project (DEFRA &NERC, 2010) <http://ukreate.defra.gov.uk/Background.htm>