

vehicle parking standards



Local Development Framework



November 2007



Warwick District Council

**Vehicle Parking Standards
Supplementary Planning Document**

November 2007

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1. Introduction and Policy Background

- 1.1 This Supplementary Planning Document (SPD) sets out Warwick District Council's detailed planning policies for vehicle parking, based on the parent policy *DP8 Parking* in the Warwick District Local Plan 1996 – 2011.
- 1.2 DP8 is one of a suite of policies in the local plan aimed at managing the demand for car travel and encouraging the use of more sustainable forms of travel, particularly public transport, walking and cycling. This is part of an environmental agenda, driven by climate change, problems of air pollution and congestion and the need to ensure the efficient use of land, as well as a social agenda about ensuring equitable access to facilities and encouraging more active and therefore healthier lifestyles. In setting the standards these considerations must be balanced with the need to ensure road safety and to ensure convenient access to services, facilities and employment and thereby promote a strong and stable economy. The amount of car parking and its location and design also has a big impact on the quality of both urban and rural environments – how they look, how they function and their safety.
- 1.3 The availability and convenience of parking at destinations such as work places and shops has a big influence on people's travel choices. Government guidance on Transport in PPG13 therefore requires car parking provision at such destinations to be within controlled limits, set by government, and for even tighter standards to be set (i.e. less generous levels of parking) where local circumstances permit. PPG13 therefore sets the ceiling under which the maximum car parking standards set out in this document have been prescribed.
- 1.4 Until recently central government policy on residential parking set out in PPG3 urged general restraint on parking provision arguing that residential developments that provide more than 1.5 spaces per dwelling are unlikely to meet the government's agenda and that developers should not be required to provide more spaces than they consider appropriate (unless there are road safety issues). The focus has, however, shifted with the publication of new residential guidance, PPS3 in November 2006. This acknowledges the importance of car ownership in determining levels of parking in residential areas and urges that levels of parking are determined through a consideration of this, the need for an efficient use of land and the promotion of good design.

2 Using the Standards

2.1 Key Principles

A This document relates parking requirements to the uses defined in the Town and Country Planning Use Classes Order.

2.1.1 If no standard is included for a particular use or the use falls outside the Use Classes Order, then an assessment of the appropriate parking provision will be based on the individual circumstances of the development.

B The standards apply to new development, extensions, redevelopments and changes of use.

2.1.2 Standards for an extension apply only to the extension itself. For new developments, redevelopments and changes of use the standards relate to the requirements of the development as a whole. All measurements are based on the gross floor area, i.e. including areas such as service corridors, lifts and toilets.

C The car parking standards are maximum standards in accordance with PPG13 and DP8.

2.1.3 It should be noted, however, that the following sentences are contained in the reasoned justification to DP8 in the Warwick District Local Plan, 1996-2011 *Proposals which meet maximum levels of parking will be appropriate in most circumstances. However, the council would allow standards of parking below maximum standards where it can be demonstrated that this is appropriate.*

2.1.4 The principle is therefore that the maximum standards set out in Tables 1 and 2 should be applied unless circumstances exist which indicate that a lower level of provision is appropriate. Circumstances under which provision below the maximum standards may be appropriate in non-residential, residential and mixed-use developments are set out in sections 2.2-2.4 below.

2.1.5 The availability of on street parking may be a reason for not applying the maximum standard. In all cases the council will consider whether the development can be implemented without detriment to highway safety.

2.1.6 Policy DP8 of the Local Plan and PPG13 also allow for more parking than the defined maximum on town centre and edge of centre sites where the local authority is satisfied that the parking facilities will genuinely serve the town centre as a whole, not just the individual development in question.

D The car parking standards set out in this document are for off-street parking.

2.1.7 In major new development areas it may be appropriate to design for some of the parking demand to be accommodated on-street, in accordance with the recommendations in the Department for Transport's publication Manual for streets (2007). Where this is the case, the requirement for off-street spaces may be reduced accordingly.

2.2 Applying the Standards to Non-Residential Development

- 2.2.1 The proposed car parking standards for non-residential development are set out in Table 1. Parking at non-residential development is termed 'destination parking'.
- 2.2.2 Parking provision which meets the maximum standard will be appropriate in most circumstances. For non-residential development, car parking below the maximum standard may be deemed appropriate where the applicant can demonstrate that one or more of the following circumstances apply:
- (i) there is suitable spare capacity for any additional demand to be accommodated on-street without detrimentally affecting the safety and convenience of residents and other occupiers;
 - (ii) there is sufficient spare capacity in local off-street car parks to accommodate any increase in parking demand;
 - (iii) the development will not generate any (or only negligible) parking;
 - (iv) the development will generate significantly less parking than suggested by the maximum standard e.g. by meeting a local need;
 - (v) the development meets other planning objectives and would not unacceptably worsen the parking situation .
- 2.2.3 As an illustration of criterion (v), the standards may be reduced in a Conservation Area in order to ensure that the development respects the character of the area.
- 2.2.4 Where applicants seek to satisfy criteria (iii) or (iv) the council will expect, where appropriate, this to be demonstrated through a travel plan (see section 9).

Non-Residential Development in High Accessibility Zones

- 2.2.5 Within Warwick District levels of accessibility by sustainable means of transport vary considerably. They are consistently higher in the town centres of Leamington, Warwick and Kenilworth than in other parts of the district as there is a population within walking and cycling distances of services and facilities as well as a reasonable degree of accessibility by public transport¹. The town centres (as defined on the Local Plan Proposals Map) are therefore designated as 'high accessibility zones' with all other areas within the district being deemed as low accessibility areas.
- 2.2.6 At non-residential developments the availability of parking is a key determinant in the choice of travel mode to access that development. It is therefore appropriate to vary the parking standards according to the alternatives available to access by private car to discourage unnecessary car use. More restrictive destination parking standards are therefore proposed for the town centres.
- 2.2.7 There are other equally valid reasons why lower destination parking standards are appropriate in the town centres. Firstly, many trips to new development in the town centres (especially shops, cafes and other A use classes) will not be to

¹ This is confirmed by Warwickshire County Council mapping of access to key services using 'Accession' software.

those developments as destinations on their own but as part of a wider trip to a number of facilities. These facilities are already served by town centre parking which would be utilised more efficiently. Secondly, even if additional parking is required, it may be inappropriate for it to be provided on the development site because of urban design considerations. There will, for example, be opportunities for changes of use and redevelopments on highly constrained sites that do not have the ability to provide sufficient (or any) car parking to meet the standards yet which are otherwise acceptable in planning terms. Lastly, many trips to eating and drinking establishments and take aways, wherever they are located, will be in the evening. Therefore if they are in locations with car parking that is primarily occupied during the day, they may not require extra parking².

2.2.8 At the same time it is important to provide sufficient parking to ensure the continued vitality of the town centres, to recognise that not all parts of the catchment area have convenient access by non-car mode, and to ensure that investment is not discouraged in the centres in favour of less sustainable locations.

2.2.9 Some land uses are suited to different standards in high and low accessibility zones. For Warwick District the standards in high accessibility zones are generally recommended to be between 25% and 50% of the standards applicable elsewhere in the District.

² This includes the town centres but also any such facilities on retail and business parks (where it could be presented as a rationale for not meeting the maximum standard).

2.3 Applying the Standards to Residential Development

- 2.3.1 The proposed car parking standards for residential development are set out in Table 2. The standards apply equally to market and affordable housing.
- 2.3.2 Parking provision which meets the maximum standard will be appropriate in most circumstances. For residential development car parking below the standard will only be allowed where there will be no adverse impact on on-street parking arising from the development. This may be because one or more of the following criteria are met:
- (i) there is sufficient capacity for on-street parking (whether within a Resident's Parking Zone or not) without detrimentally affecting the safety and convenience of other residents and occupiers;
 - (ii) it is a RPZ but a S106 agreement will be put in place to waive or reduce the residents' rights to parking permits (see below);
 - (iii) there is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers);
 - (iv) the development includes a 'car club', secured through a S106 agreement;
 - (v) the development includes garage spaces;
 - (vi) the development meets other planning objectives and would not unacceptably worsen the parking situation.
- 2.3.3 If criteria (ii), (iii) or (iv) are met then it is expected that the development will only appeal to those households with a level of car ownership that can be accommodated on-site. Alternatively, the applicant may be able to demonstrate that there is regularly significant off-street parking available without displacing significant numbers of other vehicles. In any such cases, the Council will need to be satisfied that the development will not result in an overspill of parking onto nearby streets where parking controls are weaker. In some instances, there may be particular urban design issues such as the reuse of a listed building which, in accordance with criteria (vi), would justify car parking below the maximum standard'
- 2.3.4 Garage spaces will not be taken into account in assessing proposed parking provision against the maximum standards set out in this document. However, where garages are provided, the applicant can propose a reduced provision of spaces (i.e. below the maximum) that reflects the garage parking. The Council will need to be convinced that the garages are sufficiently large, accessible and safe and sure that they can be utilised.
- 2.3.5 The applicant should provide the total number of spaces suggested by the development mix (i.e. the number of units of different sizes) unless a lower number is justified as discussed above. However, the applicant may wish to redistribute the spaces between the dwellings to meet site or development-specific circumstances. Notwithstanding this, the Council would want to be assured that adequate parking was provided across the site for all housing types particularly for any affordable housing component. This should be to the

- satisfaction of the partner Registered Social Landlord where this is known at the time of the application.
- 2.3.6 The term 'sheltered housing' is interpreted as self-contained housing units, not Old People's Homes or Nursing Homes that fall under use class C2 'residential institutions'. Some 'continuing care' communities may need to apply standards for both residential institutions and sheltered housing depending on the composition of the development.
- 2.3.7 Parking at hostels for the homeless and other special needs groups and student parking will need to be considered on a case by case basis and be influenced by the need for car parking by staff and residents, the availability of other transport links and other site considerations.
- 2.3.8 Within sheltered housing a distinction is made between units for the 'active elderly' (who may be as young as 55) and units for the 'frail elderly' which have the support of a warden and other staff. These have different parking standards. Schemes that cater for a mix of active and frail elderly (or that pitch their development at the market between these two groups) will need to provide somewhere between the two standards.

Possible Parking Restrictions for New Residential Developments in Residents' Parking Zones (RPZs)

- 2.3.9 In RPZs where the existing take up of parking permits is high in relation to the parking capacity, a restriction may be placed on the eligibility for parking permits of occupiers of new 'self-contained' residential dwellings (including in conversions). The District Council will liaise with the County Council and District Council parking enforcement team to find out whether this is the case.
- 2.3.10 These restrictions will be implemented by a Section 106 agreement. When a property covered by this type of agreement is sold, the agreement remains legally binding on the new resident. The buyer would be made aware of the agreement as part of the land search on purchase.
- 2.3.11 For existing houses in multiple occupation (HMOs) in RPZs County Council policy allows an entitlement of one permit per bedroom. However, for new HMOs where this level of entitlement would compromise the capacity of the parking zone the District Council may impose restrictions on eligibility through a S106 agreement as described above. Again liaison will be required with the County Council and the District Council parking enforcement team to find out whether this restriction should be applied.

Residential Development in Rural Areas

- 2.3.12 To ensure that adequate parking provision is provided in rural areas where there are higher levels of car ownership a more generous standard is allowed for two bedroom dwellings (see table 2). For all other dwelling sizes the standard is the same for urban and rural areas.

2.4 Applying the Standards to Mixed Use Developments

- 2.4.1 Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards set out in Tables 1 and 2 of this document, unless the uses will be occupied at different times of the day or week such that the parking can serve more than one type of development. In such cases the overall parking provision can be reduced provided adequate justification is demonstrated.
- 2.4.2 This mixed use approach includes ancillary uses such as offices within an industrial development and bars and restaurants open to non-residents in hotels.

3. Car Parking Standards

3.1 Non-Residential Development (i.e. 'Destination Parking')

3.1.1 Standards for all 'destination parking' are set out in Table 1 below. These cover all land uses that might be driven to from home. They differ from residential parking in that the availability of parking at destinations is a key determinant of travel mode. The variation in standards between Low and High Accessibility Zones reflects the availability of alternative means of travel to the private car for many of those within the zone's catchment area.

Table 1: Parking Standards for Non-Residential Development		
Land Use	Low Accessibility Zone Standard	High Accessibility Zone Standard
A1 Shops		
Non-food retail	1 sp/20 sq m ⁽¹⁾	1 sp/50 sq m
Food retail	1 sp/14 sq m ⁽¹⁾	1 sp/50 sq m
A2 Financial & Business Services		
	1 sp/25 sq m	1 sp/50 sq m
A3 Restaurants & Cafes; A4 Drinking Establishments; A5 Hot Food Takeaways		
	1 sp/20 sq m	1 sp/50 sq m
B1(a) Offices		
	1 sp/30 sq m ⁽¹⁾	1 sp/60 sq m
B1 (b) and (c) High Technology/ Light Industry		
	1 sp/40 sq m	1 sp/80 sq m
B2 General Industry ⁽²⁾		
	1 sp/50 sq m	1 sp/100 sq m
B8 Storage & Distribution ⁽²⁾		
	1 sp/80 sq m	1 sp/160 sq m
C1 Hotels, Motels & Guest Houses		
Hotels, Motels & Guest Houses ⁽³⁾	1 sp/bedroom	0.5 sp/ bedroom
C2 Residential institutions		
Old People's Homes/ Nursing Homes/ Homes for adults & children with disabilities	1 sp/ 3 residents + provision for ambulance	1 sp/ 4 residents + provision for ambulance
Hospitals	Each case to be considered on its own merits	
Residential school, college or training centre	Each case to be considered on its own merits	
Sui generis: Hostels for the homeless and other special needs groups and student accommodation	Each case considered on its own merits	
D1 Non-residential institutions		
Consulting rooms (doctors, dentists, vets)	4 spaces /consulting room	2 spaces per consulting room
Crèche, day nursery, day centre	1 space per FT staff	0.5 spaces per FT staff

Table 1: Parking Standards for Non-Residential Development		
	Low Accessibility Zone	High Accessibility Zone
Land Use	Standard	Standard
Schools	2 spaces per classroom for staff & visitors plus facilities for picking up and setting down children or as determined by Travel Plan	1 space per classroom for staff & visitors plus facilities for picking up and setting down children or as determined by Travel Plan
	Provision should also be made for the set down and picking up of children by coach and bus, on or off-site, as appropriate.	
Higher and further educational establishments	2 spaces per classroom for staff & visitors; student/ parent parking to be determined on merit; or according to Travel Plan	1 space per classroom for staff & visitors; student/ parent parking to be determined on merit; or according to Travel Plan
Art galleries, museums & libraries	1 space per 30 sq m	1 space per 60 sq m
Places of worship	1 space per 10 sq m or 5 seats/person spaces	1 space per 20 sq m or 10 seats/person spaces
Public halls, exhibition halls etc.	Each case to be considered on its own merits.	
D2 Assembly & Leisure		
Cinemas, conference facilities, concert halls, theatres and other similar spectator facilities	1 space per 5 seats ⁽¹⁾	1 space per 10 seats
Dance halls, discotheques and indoor play areas	1 space per 20 sq metres	1 space per 40 sq metres
Bowling centres, bowling greens	3 spaces per lane	1.5 spaces per lane
Swimming pools, health clubs and gymnasia	1 space per 10 sq metres plus 1 space per 4 spectator seats (for both spectators and staff)	1 space per 20 sq metres plus 1 space per 8 spectator seats (for both spectators and staff)
Golf courses	3 spaces per hole	n/a
Golf driving ranges	2 spaces per tee	n/a
Marinas, sailing and water based uses; ice rinks	Each case to be considered on its own merits.	
Tennis and Badminton Courts	3 spaces per court	1.5 spaces per court
Squash Courts	2 spaces per court	1 space per court
Playing Fields	12 spaces per pitch plus motor coach space per pitch.	6 spaces per pitch plus motor coach space per pitch.
Stadia	1 space per 15 seats + motor coach parking ⁽¹⁾	n/a
Composite facilities and other sports and leisure facilities	Each case to be considered on its own merits based on standards set out above.	
(All D2 facilities)	The requirement for motor coaches at D2 facilities will be determined on merit.	
Other Uses		
Vehicle repair, garage and spares stores	1 space per 20 sq metres	n/a
Car sales establishments	1 space per 50 sq metres car display area	
Exhaust and tyre centres	1 space per 0.3-0.5 bays	n/a

Table 1: Parking Standards for Non-Residential Development		
	Low Accessibility Zone	High Accessibility Zone
Land Use	Standard	Standard
Garden Centres	1 space per 50 sq m internal/ external area	n/a

- (1) the PPG13 maximum standard but without a development size threshold
- (2) ancillary office space to be treated separately
- (3) restaurants and bars open to non-residents to be treated separately

3.2 Parking at Dwellings

3.2.1 These standards are presented separately as the low and high accessibility zones of the destination parking standards are not appropriate.

3.2.2 The residential parking standards are intended to reflect expected levels of car ownership and the need to use land efficiently. Car usage is much less a function of residential parking than of destination parking.

Table 2: Parking Standards for Residential Development	
Dwellings	Maximum number of parking spaces (excluding garages)
Studio apartments and 1 bedroom units	1
2 bedroom units	1.5 ⁽¹⁾
3 bedroom units	2
4+ bedroom units	2
Houses in Multiple Occupation (HMOs) ⁽²⁾	1 space per 2 bedrooms ⁽³⁾
Sheltered housing for the active elderly	As above
Very sheltered housing for the frail elderly ⁽⁴⁾	0.5 spaces per unit plus provision for ambulance (warden unit as above). Some spaces should remain unallocated for use by staff

- (1) In rural areas two spaces are allowed per dwelling except where a garage is provided which would constitute one of these spaces.
- (2) units let to more than six people sharing some facilities
- (3) to be rounded up to nearest number of whole spaces when application is for an odd number of bedrooms within the HMO
- (4) self contained units only. 'Old Peoples Homes' and Nursing Homes are considered under use class C2 residential institutions.

4 Design, Layout and Siting of Car Parking

- 4.1 The car parking proposals associated with a development should form part of the overall landscape proposals and complement both the scheme and the wider locality with creative use of planting, kerbs and surface materials. To avoid being unattractive sterile areas, large areas of parking should be subdivided, for example using island beds, differentiated paving or other use of hard and soft landscaping.
- 4.2 In accordance with 'Secured by Design' principles, parking areas should also have natural surveillance, adequate lighting and be 'defensible space' i.e. with a clear sense of ownership by those using the spaces. In residential development parking should be provided close to and visible from the buildings where the owners live but without adversely affecting the amenity of habitable rooms.
- 4.3 Pedestrian access, security, lighting, management and maintenance of parking areas are all important design considerations. Safe and convenient pedestrian routes should be provided between car parking and main entrances to buildings. Where views into the site are not important from a security perspective, boundaries should be appropriately screened from roads and other parts of the public realm.
- 4.4 In residential developments, off-street parking should be at least as convenient as on-street parking. Parking should therefore generally be at the front or side of the building. Applications for parking at the rear of buildings will not normally be acceptable unless it can be demonstrated that rear parking provides as safe and convenient access to the property as parking at the front or side and that the parking will be overlooked or protected by a gated access. Urban design and Conservation Area considerations may necessitate less visible parking arrangements in order to maintain the particular character of an area. In these circumstances, the Council will encourage the use of a gated access or other security measure to reduce the risk of vehicle crime.
- 4.5 Provision of underground and undercroft parking will be encouraged as this will enable either higher density development, more amenity space at ground level or a combination of the two. Such spaces will need appropriate security provision including either locked entrances or CCTV as a minimum. Detailed guidance on safety and security aspects of underground car parks are provided in the Association of Chief Police Officers 2004 publication 'Secured by Design – New Homes' available at www.securedbydesign.com.
- 4.6 The English Partnerships & Design for Homes publication: "Parking: What Works Where" (2006) sets out residential parking styles appropriate to different urban and rural environments. These examples are repeated in Manual for Streets (2007). This is a valuable source for developers and planners in considering the suitability of different forms of car parking.
- 4.7 Car parking spaces should measure a minimum of 2.4 metres x 4.8 metres. Parking spaces alongside a wall, fence or boundary should be 3 metres wide and spaces between walls or fences should be 3.5 metres wide. In addition there

- should be adequate space for access, sight lines and manoeuvring which is kept clear at all times.
- 4.8 An aisle between parking bays set at 90 degrees to it should have a minimum width of 6 metres. Alternatively, an aisle between parking bays set at 45 degrees to the traffic flow (i.e. 'chevron' parking) should have a minimum width of 3.6 metres (diagram 1). If possible these spaces should be longer, measuring 5.1 metres.
 - 4.9 Large areas of car parking should incorporate Sustainable Urban Drainage to intercept pollutants and slow run-off. While this may not be feasible in small schemes, these should at least use porous surfaces in the interest of flood avoidance. Tree planting in car parks will be encouraged, in addition to the retention of any protected trees, and these will also require permeable paving as well as the use of urban tree soils. In addition, the Council will expect hand excavation within the canopy spreads of any protected trees.
 - 4.10 Under the General Permitted Development Order (GPDO), householders do not need planning permission to construct an access to a highway which is not a trunk or classified road, or for hard surfacing within the curtilage of the dwelling. (A licence will, however, be required from the County Highway Authority to ensure appropriate construction within the highway). Thus whilst the cumulative effect of such actions can have a detrimental impact on both the streetscape and the drainage regime, it is generally beyond the scope of the planning system to take measures to prevent it.
 - 4.11 Where planning permission is required for the construction of an access the main consideration is one of highway safety. However, because of potential cumulative impacts on the street scene and the drainage implications of increased surface water run-off, the Council will, where possible, also consider the impact on these before allowing any such developments to take place. Where additional off-street parking is to be provided, soft landscaping will be required to reduce visual impacts and the use of large unrelieved areas of hard surfacing will be discouraged.
 - 4.12 Car parking in residential areas should also be planned with reference to the Residential Design Guide, 2007.

5 Parking for People with Disabilities

- 5.1 The needs of mobility impaired people must be taken into account in the planning and design of new development including the number of parking spaces, their quality and their location on site. The number of spaces should be provided in accordance with the DETR's Traffic Advisory Leaflet 5/95: 'Parking for Disabled People'.

This requires the following level of provision:

Table 3: Parking for People with Disabilities		
Car park used for:	Car park size	
	Up to 200 Bays	Over 200 Bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of total capacity, whichever is greater	4 bays plus 4% of total capacity

- 5.2 Application of this standard would result in 10 spaces in a 200 bay car park at business premises and 12 spaces in a 200 bay car park serving shops. There is some concern, however, that in areas of high parking restraint this may not give sufficient spaces, hence there should be a check that a minimum standard of one space per 750 sq. metres of non-residential development is being met by the application of this ratio.
- 5.3 In addition, a larger number of spaces for disabled people may be required by the Council in facilities where a higher proportion of disabled users/visitors will be expected, for example at medical facilities, residential care homes and some community facilities.
- 5.4 Parking spaces for people with disabilities should be at least 3.6 metres wide and 6.0 metres long, in order to allow occupants of vehicles to get in and out of vehicles safely and to provide access to the rear of the vehicle for wheelchair storage. This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay. They should be provided with a dropped kerb when there is a pedestrian route at the other side of the parking bay (diagram 2).
- 5.5 Disabled parking should be provided on firm and level ground and as close as possible to the main entrance of the building. Spaces should be marked with the British Standard "Disabled" symbol in accordance with BS3262 Part 1. Any parking fee concessions should be stated clearly at the parking space.

Diagram 1
Design and layout of car parking spaces

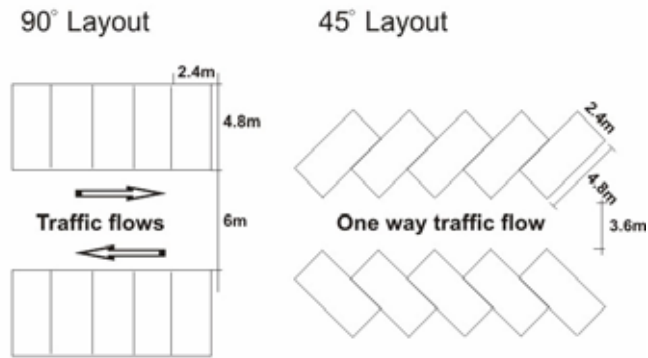
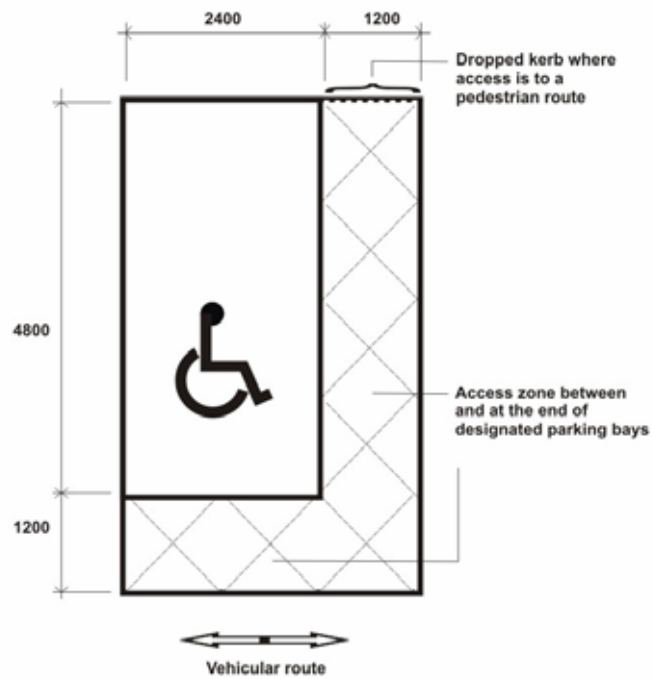


Diagram 2
Parking bay designated for disabled people



Dimensions of parking bay are to centre lines of markings

6 Cycle Parking

6.1 Cycle Parking Standards

The minimum cycle parking standards are set out in Table 4.

Table 4: Minimum Cycle Parking Standards in Warwick District		
Use Class	Description of land use	Minimum Cycle Parking Standard
A1	Food and Non Food	1 space per 150 sq m
A2	Financial and Professional services	
A3, A4 and A5	Restaurants and Cafes, Drinking Establishments and Hot Food Take-aways	
B1	Business (Offices, Research & Development and Light Industry)	1 space per 200 sq m
B2	General Industry	1 space per 500 sq m
B8	Storage and distribution	1 space per 850 sq m
C1	Hotels	1 space per 4 bedrooms ⁽¹⁾
C2	Accommodation for people in need of care (hospitals, care homes, residential institutions)	To be considered on merit
C3	Apartments	1 space per unit
	Houses	To be considered on merit ⁽²⁾
D1	Medical	1 space per 350 sq m or 1 space per 3 consulting rooms
	Nurseries	To be considered on merit
	Educational	To be considered on merit ⁽³⁾
	Other uses	To be considered on merit
D2	Assembly and Leisure	Considered on merit however where 20 or more car park spaces are provided there should be 10% cycle parking provision.

(1) Ancillary uses should comply with the relevant standards for that Use Class.

(2) In most cases the use of garages and rear gardens for cycle storage would be acceptable as provision.

(3) The amount of cycle parking should be determined in line with the requirements of the green travel plan.

6.2 Design, Layout and Siting of Cycle Parking

- 6.2.1 The Council will expect the following guidelines to be taken into account in meeting the standards set out above.
- 6.2.2 Cycle stands should be easy to use and in a convenient and accessible location as close as possible to the main entrance of the destination. They should be secure, well lit, and in an area of natural surveillance.
- 6.2.3 The use of the Sheffield type stand which allows the frame and both wheels to be secured is recommended as a minimum. In implementing these, an area of 1 square metre should be allowed per stand and a minimum distance of 1 metre should be maintained between each stand³. The use of butterfly racks or similar which only grip the wheels will not be considered as appropriate in meeting these standards.



Example of Sheffield type stands
(source: Sustrans Information sheet FF37)

- 6.2.4 Care should be taken to ensure that cycle parking does not obstruct pedestrian movement particularly where it is integrated into existing highways. Further to this the Council will expect cycle parking areas to be designed in such a way to minimise conflict between motor vehicles and cycles.
- 6.2.5 The Council will expect facilities intended to cater for long stay use such as for workers and commuters to provide undercover protection from the weather by means of lockers or lockable shelters or sheds. Wherever possible, provision should be made for shower and changing facilities and these should be fully integrated into the development.
- 6.2.6 In residential developments the presence of a garage or rear garden space would normally take away the need for additional cycle provision. The Council will

³ On the advice of Sustrans and the DfT's Manual for Streets

require the standard to be met for all flat developments and this will normally take the form of a covered communal facility.

- 6.2.7 It is recognised that in certain locations (such as compact town centre sites) it is not possible to provide on site provision. In these instances the Council will expect a contribution to be made towards alternative facilities for example the implementation of a communal facility for the town centre.

7 Motorcycles and Other Powered Two-Wheelers (PTW)

- 7.1 All non-residential developments should provide a minimum of 1 space for the parking of powered two wheeled vehicles for every 25 car parking spaces derived through application of the maximum car parking standard.
- 7.2 PTW spaces should be secure, well lit and situated in prominent, accessible locations, ideally on sites that benefit from casual surveillance by passers by or more formal surveillance by staff or CCTV. For security, the use of anchor points based on steel rails or hoops is recommended as a minimum.
- 7.3 They should measure 1.4 x 2.3 metres, marked out by white lining and the words 'Motorcycle Parking Only'. They should be covered, on a flat surface, on good quality hardstanding that does not become soft in hot weather (a problem with tarmacadam), and, where not covered, they should be away from the canopies of existing or proposed trees.

8 Commercial Vehicles

- 8.1 These standards do not take into account commercial vehicle parking which will be considered on the basis of individual planning applications. All applicants will be expected to demonstrate that developments have appropriate parking and manoeuvring for operational/commercial vehicles.

9 Transport Assessments and Green Travel Plans

- 9.1 Transport Assessments and Travel Plans will be required for all developments generating significant traffic movements. Development size thresholds that trigger this requirement, and the nature of the assessments to be undertaken, are given in Warwickshire County Council's publication: Transport and Roads for Development: The Warwickshire Guide 2001 (due to be updated in 2007) and set out in Local Plan policy *DP7 Traffic Generation*.
- 9.2 Developments in areas where public transport is limited may also be required to produce a Travel Plan. These establish target modal shares between different forms of transport and set out how they will be achieved. They therefore compliment the parking standards in encouraging sustainable forms of transport.
- 9.3 Where an applicant is seeking to provide significantly less car parking than specified by the maximum standard a Transport Assessment or Travel Plan may also be required. This should set out the reasons why car parking demand is likely to be lower than normally expected and/or measures that would be taken to mitigate any impacts that the shortfall might have on the character of the area and the amenity of existing residents and other occupiers.

10 Financial Contributions

- 10.1 The standards for cycles, motorcycles and other powered two wheel vehicles, and for disabled parking, are minimum standards. For these a financial contribution may be sought from developers where the requisite minimum number of stands or spaces cannot be provided on-site. In addition, the Council may seek a payment towards the improvement of public transport infrastructure.