

Part O:

Parking and Travel

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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

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 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 SPD will make it easier for the Council to grant planning permission. The Council's Planning Policies are set out in the Core Strategy, available at www.stratford.gov.uk/corestrategy

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

O1. Parking

The NPPF (para.105) makes it clear that in setting local parking standards planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low-emission vehicles.

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 and so opportunities to promote cycling will be encouraged. Guidance on cycle parking is set out in Section O6. 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 mainly rural nature of Stratford-on-Avon District, where private car travel is necessary between many of its smaller settlements and the small market towns. In addition to this, the limited availability of public transport in these areas has led to a greater reliance of the private motor car 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.

Compared to other areas of the District, Stratford-upon-Avon town centre benefits from higher levels of public transport accessibility and is well served by cycle and walking facilities and public car parking. The centre also accommodates an extensive range of shops and services and, through the Council's Local Industrial and Economic Development Strategy, there is a need to promote economic growth and increase productivity.

For the above reasons the Council applies a zonal approach to parking standards based on two zones:

- Zone A – Stratford-upon-Avon Town Centre (applying a lower standard for Residential and A Class Retail uses); and
- Zone B – Remainder of the District.

The overarching principle of the zonal approach is that developments located within Stratford-upon-Avon Town Centre, close to good public transport services and local facilities, will require less parking than equivalent developments in other areas of the District with lower levels of public transport accessibility and availability of services. A map identifying the boundary of Zone A is set out in Figure O1.

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:

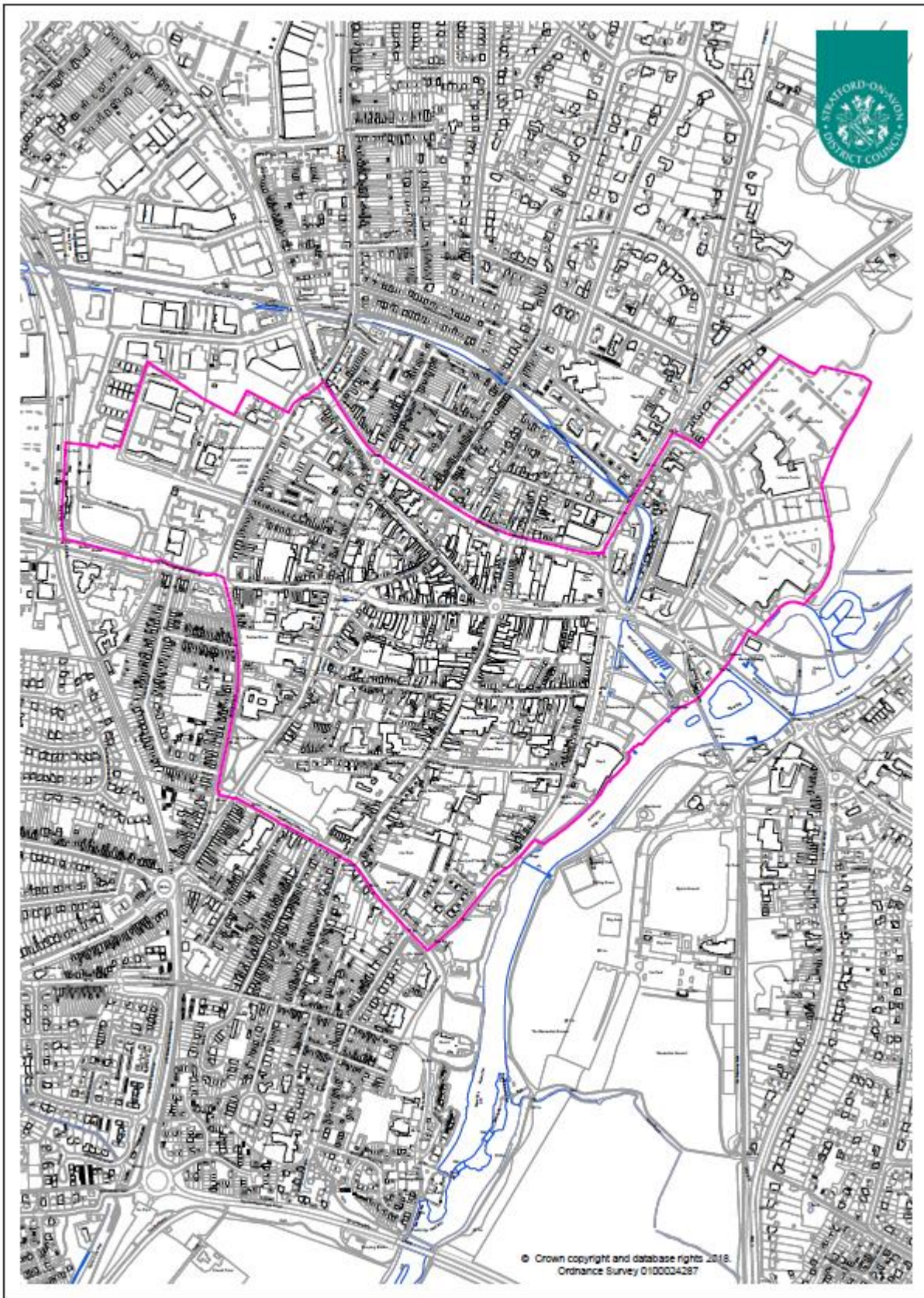
- extension, alteration or re-use of an existing building with no access to parking;
- reversion of a previously converted property to its original residential use, including flats above shops;
- where arrangements are made to share an existing car park within the vicinity of the site which can reasonably accommodate the parking demand generated by the development;
- Where 100% cycle provision is considered to be a viable option;
- Highly sustainable locations close to a full range of services, facilities and frequent public transport services.

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

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 section O4: Parking Design 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.



Stratford-upon-Avon Town Centre Boundary

Figure O1: Zone A boundary map of Stratford-upon Avon Town Centre

02. 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.

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

- (a) The number of spaces derived from applying the standards to allocated spaces will be rounded using the standard convention (i.e. 0.1-0.4 is rounded down and 0.5-0.9 is rounded up). 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.
- (b) 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.
- (c) 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.
- (d) Tandem parking spaces should not be used where residential parking is unallocated 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.

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, the accessibility of the development and the level of provision that already exists on site.

Extra Care Housing

The Core Strategy defines extra care housing as 'comprising self-contained homes with design features and support and care services available to enable self-care and independent living. Each household has its own front door. It is for people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long term care (residential or nursing homes)'.

The contribution of the Extra Care Housing model towards meeting the District's housing needs by facilitating and sustaining independent living and avoiding social isolation is considered significant, and preferable to other more "institutional" models of accommodation and care or models where care provision is absent.

Further information on the provision of Extra Care Housing can be found in Section T4 of Part T (Specialised Housing) of the Development Requirements SPD.

The level of parking provision on Extra Care Housing schemes will vary depending upon a range of factors, including:

- The spectrum of care being provided and the likely mobility and connectivity needs of resident, visitors and staff (including opportunities for social interaction);
- The availability, distance and ease of access of residents to key services/facilities on site, in the near vicinity and within the extra care facility itself – taking into account and likely mobility issues;
- The availability and frequency of public transport to key services and facilities;
- Connectivity and standard of routes to local services and facilities; and
- Servicing requirements of the scheme.

For these reasons no specific parking standards are set out within this SPD. Instead, applicants are required to consider and address the above factors as part of a holistic approach towards ensuring the accessibility of schemes in order to maximise accessibility and connectivity, which may include necessary infrastructure upgrades. When designing a parking solution for an Extra Care Housing Scheme applicants are required to justify the approach accordingly as part of any submitted planning application for consideration. This will need to include details of the proposed layout, parking standards for cars and cycles, disabled parking and servicing requirements and would likely be set out within the Transport Assessment or Transport Statement, as appropriate.

Table O1. Residential Development Parking Standards

Property type and size	Car Parking Standard*				Cycle Parking Standard*	
	Zone A Stratford-upon-Avon Town Centre**		Zone B Remaining Areas**		All Areas** (See Section O6 for further information)	
Includes extensions resulting in associated increase in the number of bedrooms (NB. includes holiday homes)	No. of allocated spaces	No. of unallocated visitor spaces	No. of allocated spaces	No. of unallocated visitor spaces	No. of allocated spaces (houses)	No. of unallocated spaces (apartments)
1 bed units	1	0	1	0.2 space	1	1 space per dwelling
2 bed units	1	0	2	0.2 space	1	
3 bed units	1	0	2	0.2 space	2	
4 bed units	1	0	3	0.2 space	2	
5+ bed units	1	0	3	0.2 space	3	
	All Areas**				All Areas**	
Nursing homes or similar accommodation for frail elderly (dwellings which are not self-contained)	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	

*Where adopted Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.
 **The number of spaces derived from applying the standards will be rounded using the standard convention (i.e. 0.1-0.4 is rounded down and 0.5-0.9 is rounded up).
 N.B. The parking standards should be taken as a starting point and each 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.

O3. 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 to allocated spaces will be rounded using the standard convention (i.e. 0.1-0.4 is rounded down and 0.5-0.9 is rounded up).
- (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 retail (class A) and community facilities (class D1 and D2 such as museums, libraries, cinemas and leisure centres) tend to be located within existing town and local centres. As such, existing on-street and off-street parking may be available in the vicinity. 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.

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 O2: Non-Residential Development Parking Standards

Type of development	Threshold/Criteria	Number of allocated spaces*		Cycle parking standards*
		Zone A Stratford-upon-Avon Town Centre**	Zone B Remaining Areas**	
				All Areas** (See Section O6 for further information)
Food Retail (A1)	Up to 500 sq. m floorspace	1 space per 50 sq. m	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
	500+sq. m floorspace	1 space per 50 sq. m	1 space per 10 sq. m	
Non-Food Retail (A1)	All floorspace	1 space per 50 sq. m	1 space per 20 sq. m	
Garden Centres (A1)	Indoor and outdoor display areas	1 space per 50 sq. m	1 space per 50 sq. m	
Financial and Professional Services (A2)	All floorspace	1 space per 50 sq. m	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 (A3-A5)	Indoor Customer area	1 space per 20 sq. m	1 space per 5 sq. m	Customers & staff – 1 space per 50 sq. m

*Where Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.

**The number of spaces derived from applying the standards will be rounded using the standard convention (i.e. 0.1-0.4 is rounded down and 0.5-0.9 is rounded up).

N.B. The parking standards should be taken as a starting point and each 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.

Type of development	Threshold/Criteria	Number of allocated spaces**	Cycle Parking Standards** (See Section O6 for further information)
Offices (B1a)	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	
Research and Development (B1b) & Light Industrial (B1c)	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	
General Industrial (B2)	Up to 1000 sq. m floorspace	1 space per 30 sq. m	1 space per 500 sq. m
	Additional floorspace (1000+ sq. m)	1 space per 40 sq. m	
Storage and Distribution (B8)	Up to 1000 sq. m floorspace or open storage area	1 space per 50 sq. m	1 space per 1000 sq. m
	Additional floorspace or open storage area (1000+ sq. m)	1 space per 80 sq. m	
Hotels and Guest Houses (C1)	Guests	1 space per guest bedroom	Guests – 1 space 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 (D1) – Clinics and surgeries, including vets	Staff and Visitors	3 spaces per consulting room	1 space per consulting room for staff and visitors
Non-residential institutions (D1) – Day Nurseries and Crèches	Staff and 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
Assembly (D2) – cinemas, concert halls, conference centres	Staff and Visitors	1 space per 3 seats	Visitors – 1 space per 100 sq. m or public area Staff – 1 space per 5 staff

Type of development	Threshold/Criteria	Number of allocated spaces**	Cycle Parking Standards**
Assembly (D2) – sports centres, swimming pools	Staff and Visitors	1 space per 20 sq. m	Visitors – 1 space per 100 sq. m or public area Staff – 1 space per 5 staff
Leisure (D2) – outdoor sport	Staff and Visitors	1 space per 100 sq. m	Staff and Visitors – 1 space per 500 sq. m
Vehicle Service Stations	Staff and Customers	2 spaces per 50 sq. m	1 space per 5 staff
Car showrooms	Staff and Customers	2 spaces per 100 sq. m including outdoor display areas	1 space per 5 staff

*Where Neighbourhood Development Plans set different standards these will normally take precedent over the above standards.

**The number of spaces derived from applying the standards will be rounded using the standard convention (i.e. 0.1-0.4 is rounded down and 0.5-0.9 is rounded up).N.B. The parking standards should be taken as a starting point and each 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.

04. Parking Design

Policy CS.9 Key Design Principles: Connected Proposals will incorporate effective measures to reduce crime and the fear of crime and to minimise danger from traffic.

Parking Principles

The ultimate outcome of parking design is that it does not dominate the public realm or inconvenience pedestrians, cyclists and other vehicles. The provision, location and type of parking should be considered at the earliest stage and be integrated into the overall design of a development. Sufficient spaces need to be provided in a manner where they are used and inappropriate parking should be designed out as much as possible by using carriageway widths, street furniture and planting.

The level and location of parking provision for all types of vehicles has a significant influence factor on the form and quality of a development. In particular, the way that vehicles are parked can affect a range of factors including:

- Safety on the street;
- Degree of spacing between buildings;
- Visual impact;
- Activity;
- Travel choice of residents;
- Social interaction between residents.

When considering the location and type of parking for a particular street, it is critical that accessibility and social inclusion factors, along with the street hierarchy is taken into consideration and that the desired character of the street type informs the design process; for example a primary route with heavy traffic loads and bus routes should not have flows unacceptably hampered by on street parking. Conversely a secondary or minor street might use on street parking or front parking courts to calm traffic speeds. The standards for access to car parking areas should accord with the guidance set out in the Manual for Streets (2007)) or its successor document or Warwickshire County Council's highway design standards.

Developers will be required to demonstrate that the layouts of roads and parking places within the sites are adequate for safe and convenient parking, manoeuvring, loading and unloading of vehicles to fulfil operational requirements of the proposed development. It may be necessary to provide vehicles tracking plots to demonstrate that lorries and larger vehicles can manoeuvre and access parking places.

Parking may be provided by a variety of layouts within new development. They broadly fall into the categories of on-street parking and on-plot parking.

Generally, all car parking should be on-plot. Whilst parking in front 'on street' courts may be acceptable, the use of rear courtyard parking areas is unlikely to be appropriate in the majority of cases. This is due to the problems of accessibility, surveillance, crime and disorder and the creation of unattractive and poorly managed areas.

On Street Parking

Generally, new development should make provision for on-plot parking. Warwickshire County Council Highways should be consulted at the design stage of development proposals for discussion to determine suitable provision. In town centre and residential areas the highway authority will need to be satisfied about the impacts including safety matters relating to on-street parking provision for new and re-developments.

Unallocated car parking spaces on the street may enable visitors space to park. However, parking for residents should be mostly accommodated within the curtilage of the dwelling. On street parking provides convenient access to frontages, can contribute to an active street and traffic calming: and keeps most vehicular activity on the public side of buildings.

- Perpendicular and angled parking bays can accommodate more cars than parallel parking, but increase the width of the road and due to limited visibility, are potentially more dangerous unless traffic speeds are appropriately controlled by the street design. Other potential adverse impacts to mitigate include preventing vehicle lights shining into windows at night and ensuring sufficient tree and shrub planting to lessen visual impacts;
- Continuous areas of communal street parking are visually intrusive and need to be broken up or the number of parking spaces restricted to one place;
- The proportion of on-street parking appropriate for a particular scheme will be considered on its own merits, within the local context with regard to the parking standards and the environmental and road safety impact of the proposals;
- Street layouts must be designed to discourage on-pavement parking without the use of bollards, where ever possible to avoid unattractive street clutter;
- The design and layouts should make it clear where on street parking is and is not appropriate.

Parking Squares

Parking perpendicular to the street can be arranged in parking squares. They should be designed with robust material and as attractive public spaces, which are capable of accommodating parked cars. Small squares can add interest and provide parking in a traffic calmed environment. Successful parking squares and on street parking areas usually consists of:

- Appropriate street trees (with protective guards as necessary) and planting;
- surfaces other than tarmac and which are semi-permeable for SuDS assistance;
- well-designed street furniture.

On-Plot Parking

The benefits of this type of parking include:

- greater security and crime reduction;
- better ease of access;
- helps keep pavements clear for users;
- helps prevent on-street congestion.

The negatives of on-plot-parking may include:

- a less efficient use of space than unallocated parking;
- does not contribute to on-street traffic calming;
- when located in front of houses it breaks up the frontage and can be over-dominant;
- can restrict passive surveillance.

To mitigate the negative impacts, it is better for on-plot parking to be placed to the side of the dwelling and where possible, behind its building line to minimize its dominance of the plot, allow for front gardens with planting and to avoid a repetitious layout. The surfacing for private drives should be small unit permeable pavers, or other materials which will allow sustainable drainage and contrast with standard tarmac, raising the environmental quality of the area.

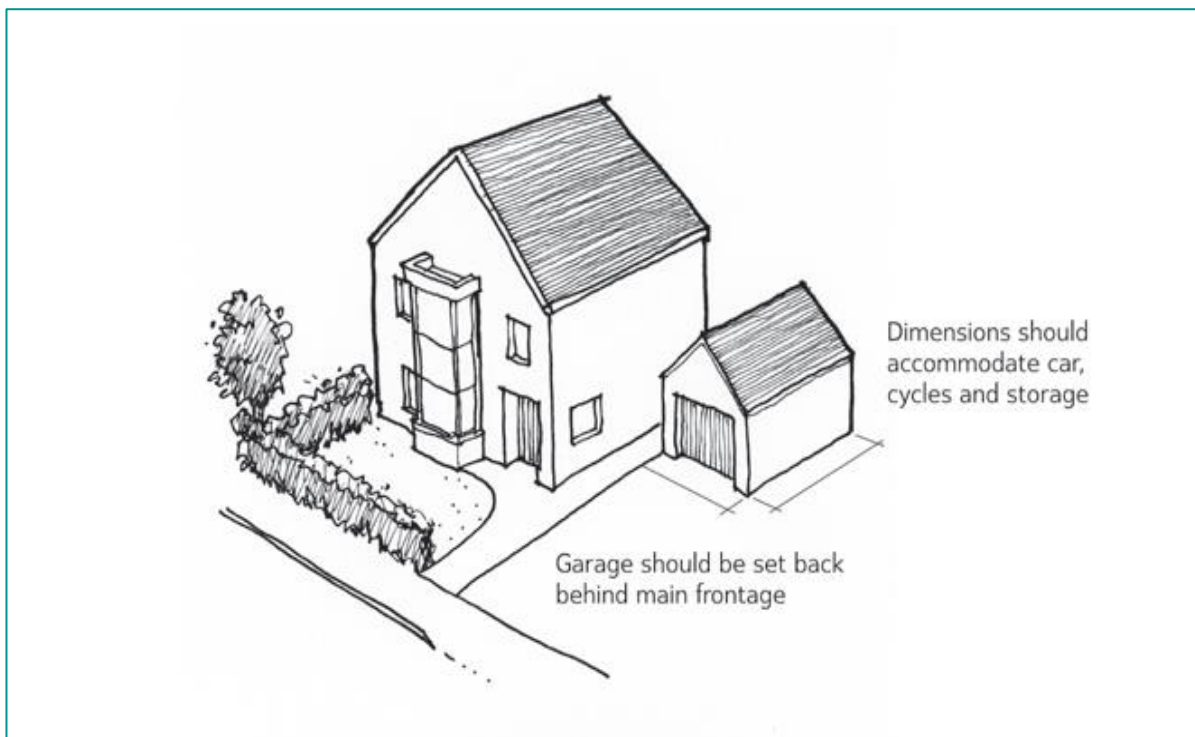


Fig.02 - Shows on-plot parking with a well-designed garage set back to the side of the house and a planted front garden.

Where plot widths are narrow (below 5.5 m) or in the case of terraced houses with no space to the side of the house, the parked car may visually dominate the front of the house. This effect will be magnified if this method is repeated at regular intervals in a street.

As a general rule, no more than three adjoining narrow-fronted properties utilising this approach should be grouped together to reduce the visual impact. Appropriate soft landscaping and boundary treatments should also be employed to provide variety.

Private car spaces and drives visible from the street should be surfaced in small unit permeable pavers, or other materials which will allow sustainable drainage and contrast with standard tarmac, raising the environmental quality of the area.

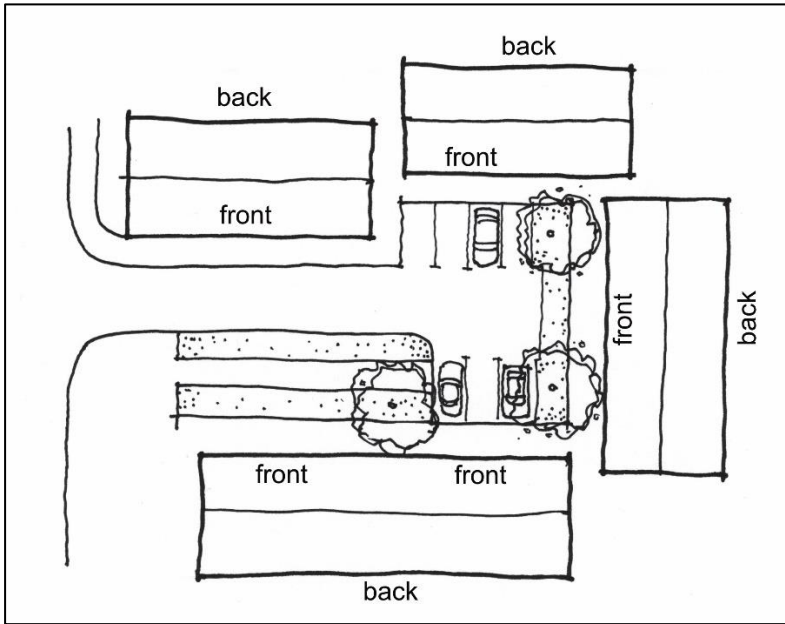


Fig.O3 - Example of off-plot parking to the front of dwellings

NB. The illustration is for indicative purposes only as car parking arrangements will vary from site to site, depending on the nature of the site.

Size of Parking Spaces

Table O3 shows the minimum dimensions required for parking places and should be read in conjunction with the guidance below.

For many years the recommended minimum dimensions for a car parking space has been 4.8m by 2.4m. However, in view of the increasing trend for larger vehicles, the standard is failing to meet current car parking needs. Table O3 below sets out dimensions for parking bays in various scenarios.

A road of aisle minimum width of 6.0m width is required for car parks where multiple spaces are laid out in perpendicular to the access or aisles. Alternative layouts such as parallel or herringbone parking have different space requirements and may be served by narrower aisle or roads. The aisle widths need to be determined on a site specific basis, with regard for Manual for Streets 2.

<https://www.gov.uk/government/publications/manual-for-streets-2>

Where spaces are bordered by walls, fences or, landscape design (or otherwise restrained) they need to be enlarged above the minimum width by at least 250mm on each restrained side.

Parking spaces on-street and in laybys parallel to the carriageway must be a minimum 6.0m in length and 2.0m wide.

Table O3: Parking Bay Sizes

Circumstance	Width	Length
Where no boundary features nearby	2.5m	5.0m
Where boundary feature to one side	2.75m	5.0m
Where boundary features to both sides	3.0m	5.0m
Where boundary feature to end of bay	2.5m	5.5m
Disability Parking	3.6m	6.0m
On-Street Parallel Parking bay by footway	2.0m	6.0m

Access and Visibility to Parking Places

Sufficient space must be provided to ensure vehicles can easily and safely enter and leave parking spaces and be parked without overhanging the footway or road. Parking arrangements should maintain visibility splays where necessary to do so.

There should also be adequate visibility between the parking space, footpath and road to enable visibility between drivers and other highway users – particularly vulnerable users on the footpath.

Similarly parallel parking places should be wide enough to enable doors to be at least partially opened before encroaching on the carriageway. Normally, this will be 2m where parking is adjacent to a footway and 2.4m elsewhere.

Garages

The provision of parking in garages provides the most secure form of private car accommodation.

There are several design considerations which should take account of the local context:

- Generally, garages should be to the side and rear of dwellings and set behind the building line. To maintain the primacy of the dwelling as the most important feature of the plot garages should not be built in the front of the dwelling or its plot unless there are exceptional circumstances.
- Integral garages should have well designed doors with glazing where appropriate and are best accommodated in wide fronted buildings at least 7m width and at least 2 storeys in height and incorporating ground floor front windows to a habitable room to limit garage door visual dominance and encourage informal surveillance of the street.

Minimum Size of Garages

It is recognised that despite being an important design feature of residential developments, garages are used for a number of purposes, such as general storage.³ It is acknowledged that storage space is important, particularly as many properties do not have much storage space within the dwelling itself. This has led to increased pressure on car parking and parking on residential footpaths, which results a highway safety risk to drivers and pedestrians safety and less attractive residential areas.

Where a garage is intended as an allocated car parking space, additional provision of a minimum of 3 sqm floor area for household and garden storage, along with cycle parking

within the garage is normally required. Alternatively, a separate weather proof structure should be suitably designed and sited within the curtilage of the dwelling for garden or cycle storage etc.

Garages will only be acceptable as a car parking space and cycling store if they are at least 7.0m long and a minimum width of 3.5m (3.15 between piers), and have a door width of at least 2.4 metres. These dimensions provide sufficient space to access a car and reasonable amount of space for cycle, garden and household storage. In order to access cycles without the need to remove the car, a personnel side door may be necessary towards the rear of the garage with an external access route to the street.

Where the character and density of development allows, a space in front of the garages should be either of sufficient size to accommodate a second car to be parked (6.0m is needed to allow the garage to be opened) or short enough to discourage parking which would overhang the shared surface or footpath.

Where there is alternative convenient covered and secure cycle parking, garages 6.0m in length and 3.0m in width internally are acceptable as a car parking space.

Basement, Covered and Under Croft Parking

In appropriate circumstances under croft, basement, multi-level and covered parking can be a useful way of reducing visual intrusion and land take. Due to the proximity of walls and pillars, spaces generally need to be larger than in normal surface car parks to ensure that vehicles can manoeuvre into them with reasonable ease, and doors and boots can be opened. Care also needs to be taken with gradients between levels to avoid vehicles grounding and enable access for people with mobility difficulties. The access width should be at least 5.5m width to accommodate access for service vehicles.

Lifts should be considered if there are multiple levels of parking.

Driveways and Other Residential Parking Places

Residential parking places should provide sufficient space around vehicles to allow for safe and convenient loading and unloading, and enable vehicle maintenance and cleaning without encroachment on the adjacent footpath or property. Whilst Table O3 above sets out standards for parking bays, it is recommended that for optimum accessibility driveways and parking places adjacent to homes should be a useable area not less than 3.0m by 6.0m particularly where spaces abut plot boundaries. Tandem spaces with a garage should be at least 10.5m in length in total. This is to allow for 5.0m in front of a garage, 5.0m for a vehicle to rear and 0.5m for the door to open. Where tandem parking is proposed without a garage, it should be at least 10m.

It should be possible to access both sides of parked vehicles and fully open vehicle doors on at least one side to provide convenient access for people with impaired mobility and parents with babies and young children.

There must be sufficient room to enable garage doors to be opened and bins, cycles and mobility scooters to be stored, or removed from adjacent garages or gardens without moving the car. Extra width should be provided where required to allow pedestrian access to the house.

Mobility Difficulties

In residential developments the parking and site layout must permit access to the property for persons with mobility difficulties, for example, people using wheelchairs or mobility scooters, prams and cycles.

In specialist housing such as care homes and supported housing, it may be appropriate to integrate storage and electric charging facilities for motorised disability buggies. This will be considered on a case by case basis depending upon the circumstances of the individual scheme.

In shared parking areas, spaces for disabled people need to be properly marked and meet the Part M of the Buildings Regulations. It is preferable to provide these spaces in unallocated areas, including on-street, as it is not normally possible to identify which properties will be occupied by or visited by disabled people. Spaces for disabled people should be located as close as possible to building entrances.

An off-street Mobility Space should normally be 6.0m in length and 3.6m in width to allow appropriate access space (1.2m) to each side and the rear of the vehicle.

³ URBED 'Space to Park' (November 2013)

<http://urbed.coop/projects/space-park>

Find out more

Department of Transport 'Inclusive Mobility' (2005)

<https://www.gov.uk/government/publications/inclusive-mobility>

Access for blind people in towns (January 2014)

<http://www.theihe.org/new-access-blind-people-towns-guidance-note/>

Department of Transport Local Transport Note 1/11: Shared Space (October 2011)

Electric Vehicle Charging

Information on requirements for electric vehicle charging within new developments is set out within Part R (Air Quality) of this Development Requirements SPD.

05. 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.

06. 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.

On larger developments it may be appropriate to incorporate provision for recharging individual electric cycles. In addition there may be opportunities to introduce grouped locations of cycles for hire. This type of provision will be considered on a case by case basis depending upon the circumstances of the individual scheme and the potential benefits that such infrastructure could provide.

Design, Layout and Siting of Cycle Parking

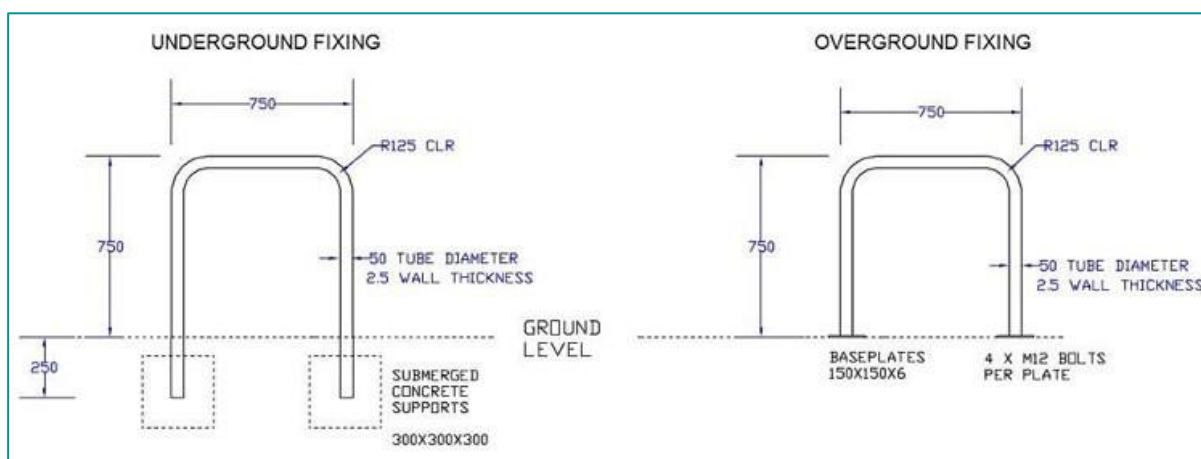
The following key considerations for cycle parking are outlined below:

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

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.



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 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. Cycle stores for individual dwellings should best be located to the rear of properties as long as accessibility to the highway is feasible. Well-designed stores to the front of apartments and commercial buildings should not unduly harm the streetscene.

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 landscape design 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 O1 and O2 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>

07. Transport Assessments

The effect of traffic that is likely to be generated by new development will, in certain circumstances, need to be comprehensively examined to allow the determination of planning applications.

Transport Assessments (TAs) and Transport Statements (TSs) should be submitted in accordance with the Council's 'Planning Application Local List' which sets out the requirements for different scales of development. The latest list is available to view on the Council's website at the following link:

<https://www.stratford.gov.uk/planning-regeneration/planning-application-forms.cfm>

In certain circumstances a TA may be required for smaller scale developments or other forms of development, eg. education, health. This may be due to the scale or type of traffic movements likely to be generated and/or the specific conditions that prevail on the road network. Where a car-free development is proposed, evidence will be required within the relevant Transport Assessment or Statement accordingly.

Where a TA is not required there may instead be a need for a Transport Statement or an Access Assessment. Potential applicants should consult with Warwickshire County Council (the Highway Authority) to agree on the existing traffic/transport conditions near the development site and the need for a formal TA or other traffic/transport document to be prepared.

Where a development proposes access to the strategic highway network, applicants are advised to consider [DfT Circular 02/2013 \(The Strategic Road Network and the Delivery of Sustainable Development\)](#).

Find out more

The Planning Practice Guidance provides advice on the content of Transport Assessments:

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

08. Travel Plans

The NPPF promotes Travel Plans as a means of reducing car usage and increasing the use of public transport, walking and cycling. The Council will require the submission of a comprehensive Travel Plan on all major non-residential developments (i.e. comprising 10,000 sq. m or more or a site area of 2 hectares or more). A Travel Plan will also be sought on other schemes where the achievement of a modal shift is considered to be particularly necessary. In the case of residential development, a Travel Plan is no longer sought by the County Council. However, a financial contribution towards the provision of Sustainable Travel Packs for the residents of new dwellings will normally be required for schemes of 10 dwellings or more, the current cost for these packs is £75 per dwelling.

Travel Plans should deliver a range of measures and incentives to facilitate the use of alternative modes of transport. These measures should be based on a thorough understanding of the actual or projected travel movements of employees, visitors and students (in relation to educational establishments), according to the nature of the scheme. Clear targets should be set to allow the Travel Plan to be monitored and reviewed. In the event that agreed, tangible targets contained in the Plan are not met, enforcement action will be considered by the Council.

In recent years, there has been growing awareness of the importance of 'soft' measures in influencing people's travel behaviour away from car use towards more sustainable modes of transport. The term 'Smarter Choices' is widely used to describe a range of measures which seek to encourage more people to choose sustainable travel by improving information, opportunities and the attractiveness of alternative modes. These include:

- Workplace and School Travel Plans;
- Personalised travel planning;
- Travel awareness campaigns;
- Public transport information and marketing;
- Car clubs;
- Car sharing schemes.

Both the District and County Councils will encourage 'Smarter-Choices' through the development process. They will expect promoters of larger-scale development schemes in particular to consider how to incorporate such measures.

In specific cases the applicant will be expected to provide funding for improvements to bus infrastructure and services, including their frequency, between the development site and settlements that support a wider range of facilities and jobs. Financial contributions towards improvements for walking and cycling facilities may also be appropriate in certain circumstances.

Find out more

The Planning Practice Guidance provides advice on the content of Transport Assessments:

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

