



Supplementary Planning Guidance

Car Parking Standards

March 2003

Introduction

This Guidance gives guidelines for the provision of parking for new developments (including changes of use) in the Borough and should be read in conjunction with the Nuneaton and Bedworth Borough Local Plan.

Context

Planning Policy Guidance Note 13; Transport (March 2001) provides national guidance on parking provision. It emphasises that car parking availability can influence means of travel, and in particular the negative impact an increase in car parking provision may have on encouraging more sustainable transport modes. The guidance recognises the need to achieve a balanced provision of car parking associated with new development in order to promote more sustainable methods of travel, minimise road congestion, and reduce the use of 'convenient' car and road based transport. At the local level PPG13 stresses the need for car parking standards to be suited to the locality and type of development concerned. Maximum parking standards in PPG13 are designed to be both realistic, yet encourage a reduction in dependency on car transport. This point is also emphasised in the Warwickshire Structure Plan (August 2001).

Policy T5 of the Warwickshire Structure Plan refers to the use of maximum parking standards and the role of Town Centre parking. The issues raised in T.5 will be covered within the SPG, whilst the maximum standards in Appendix A of the Structure Plan will form the basis of the local parking standards in Appendix A.

Advice in the DETR 'Planning for Sustainable Development: Towards Better Practice' publication also encourages a sustainable approach towards parking provision.

Each individual development proposal will be judged on its own merits including, site location and size, the nature of the proposed development, alternative parking availability within the locality, alternative methods of transport, and ease of accessibility to the site. In some exceptional circumstances higher provisions of parking may be required to suit a particular development if the applicant can demonstrate a need for higher provision. The emphasis will be on not exceeding the maximum parking standards to achieve a means of restraint for each type of Use identified in Appendix A.

Town Centre Parking

POLICY 1

Current levels of off-street car parking in Nuneaton and Bedworth Town Centres will be maintained.

Town Centre policies will aim to reduce car dependency and encourage the use of public transport. However, Town Centre vitality and viability must also

be maintained for current users and future development. Policies must also meet wider town centre objectives as defined in the Borough Local Plan.

New development within Town Centres represents a sustainable development because of the proximity to Public Transport within easy walking distance. The existing level of parking provision will be maintained, but no further parking provision will be required for new developments within the Town Centres. Higher levels of parking may be allowed where the applicant can demonstrate need. However, developers may be required to pay a commuted sum towards improving public transport facilities to and from town centres.

POLICY 2

A reduction in long stay car parking places, to be replaced by short stay parking will be encouraged in town centre car parks.

The convenience of town centre car parking can reduce the attractiveness of public transport alternatives. Town centre car parks should be more readily available to short stay users, whilst long stay users (such as commuters) should be encouraged to use alternative public transport methods for access to the centre.

POLICY 3

Major new retail, leisure or employment developments in the town centres may require off street parking to maintain existing levels of provision. Where this is the case parking must:

- (1) be consistent with the parking standards in Appendix A; and**
- (2) serve the town centre as a whole.**
- (3) A Green Travel Plan will also be required.**

Where new development occurs in a town centre it may attract additional shoppers, visitors and employees. A green travel plan will be required for all new developments (not including change of use) over 1000 sqm. Any additional town centre car parking specified in Green Travel Plans should meet the needs of the whole town centre and not individual developments. Applicants should demonstrate the need for additional parking. All Green Travel Plans should encourage the use of public transport rather than increasing parking spaces.

POLICY 4

Commuted payments towards the provision of public transport within the town centre may be required from new developments depending on their scale.

The Council will seek a commuted sum of money to invest in existing parking, cycle parking or alternative public transport facilities in the town centres where a new development is proposed.

POLICY 5

Secure cycle and motorcycle parking facilities will be sought for all new large-scale retail, leisure and employment developments within the town centre.

Facilities should be available to users of the Town Centres as a whole, and not restricted to customers of particular developments. If a developer is unable to provide secure cycle parking facilities, the Council will seek a commuted sum towards provision elsewhere in the Town Centre, or for alternative means of public transport.

District Centre Parking

POLICY 6

The Council will maintain the existing level of car parking in district centres.

Similar policies will apply to district centre parking as in the town centres. The vitality and viability of district centres must be maintained to serve local communities. Car parking standards should be maintained in all District Centres however, new developments will be required to promote the use of sustainable public transport routes. Increased parking will only be allowed where the applicant can demonstrate need.

District centres serve smaller 'catchment' areas in which access by methods such as walking, cycling or public transport should be encouraged, whilst reducing the reliance on car based transport for short 'convenient' journeys.

POLICY 7

Committed payments towards the provision of public transport to and from district centres will be required from any new major developments.

The Council will seek a commuted sum of money to invest in existing parking, cycle parking or alternative public transport facilities in district centres where new development is proposed.

POLICY 8

An element of cycle parking will be sought at all district centres.

The provision of cycle parking in district centres will encourage a reduction in the number of short journeys made to and from a district centre by car.

Local Centre Parking

POLICY 9

Developments within and outside local centres will be expected to comply with parking standards in Appendix A.

Development located outside district and town centres will require an element of car parking provision. Local centres may be served by poorer public transport facilities requiring a higher reliance on car based transport.

Railway Parking

POLICY 10

The Council will seek to retain existing car parking facilities at Nuneaton and Bedworth Railway stations in order to integrate local and regional transport policies, and to encourage the development of the West Coast Main Line.

Nuneaton and Bedworth railway stations are located within walking distance of the Town Centres, and form part of a public transport network at both the local and regional level. Additional parking will not be sought at either location due to their accessibility to Town Centre car parks and public transport routes. Existing facilities will be maintained to ensure the continued use of rail transport by commuters within the region.

POLICY 11

An element of secure cycle and motorcycle parking will be required at new and existing railway stations.

Several new stations have been identified in the Borough Local Plan. The new stations will require an element of parking facilities, however access to the railway stations by public transport and cycling will be encouraged, particularly within the local area. Green Travel Plans should be produced in association with any new railway developments. Disabled parking standards of the (SRA) Strategic Rail Authority must be complied with.

Residential Parking

POLICY 12

New residential development will be expected to comply with parking standards in Appendix A.

New residential development will require car parking provision. Where a developer wishes to provide below maximum standards of car parking spaces, this should not compromise highway safety and access for people with disability or mobility problems. The Council would require evidence to be submitted detailing the location of the development on a sustainable transport route which is able to meet the needs of residents at the development. Where new residential development forms part of a larger mixed use scheme, the Council may require a Green Travel Plan to be submitted with the planning application. In general, developments with an average of more than 1.5 off street car parking spaces per dwelling will not reflect the Governments sustainable approach to residential developments (PPG3), and as a result will

not be permitted. Standards acceptable for residential development are included in Appendix A.

POLICY 13

New residential developments will not be permitted unless they meet the following:

- (a) parking spaces should comply with the standards set out in Warwickshire County Council's 'Transport and Roads for Developments: The Warwickshire Guide 2001';**
- (b) layouts should avoid unbroken frontage parking;**
- (c) the fronts of garage doors or gates are a minimum of 5.5 metres from the back of the highway and parking spaces are a minimum of 4.8 metres long;**
- (d) layouts avoid access to parking at or adjacent to road junctions, particularly within radius turnouts;**
- (e) parking layouts include suitable low level landscaping to break up areas of hard surfaces;**
- (f) turning spaces are provided where a drive:-**
 - (i) leads from the main road serving the area**
 - (ii) is within the radius turnout of a highway junction**
 - (iii) is over 20 metres in length.**

The layout of car parking on new residential developments should form an integral part of the overall design and prevent a car dominated street scene. Imaginative design should break up areas of hard surfacing, aided by low level landscaping.

Parking spaces should meet size standards set in Warwickshire County Council's guide, and be positioned with easy access. The location of parking should ensure road safety with satisfactory visibility, dropped kerbs and a location away from junctions.

POLICY 14

Communal car parking areas will be permitted where they meet the following objectives:-

- (a) they provide on average no more than 1.5 spaces per dwelling;**
- (b) they are in small groupings of less than 12 spaces;**
- (c) they are no further than 30 metres from the property served;**
- (d) they are located in areas to maximise security and surveillance;**
- (e) they are well lit without shedding excess light into nearby rooms;**
and
- (f) they are landscaped with low level vegetation and materials used within the surrounding development.**

POLICY 15

On street parking in new residential developments will not be permitted unless the following objectives are met:-

- (a) the parking is used in relation to traffic calming measures;**

- (b) the parking bays provide on average no more than 1.5 spaces per dwelling;**
- (c) on street parking should not be located near children’s play areas;**
- (d) domination of the street scene by frontage parking should be avoided through the use of low level vegetation and varied residential layouts;**
- (e) on street parking should not cause additional parking on adjacent footpaths or verges.**

Residential on street parking should not normally be included within a development layout. Where on street parking is included within a development layout parking bays of appropriate sizes will be required to prevent overspill parking on adjacent footpaths and verges. In all cases, on street parking should not be permitted in areas associated with children’s play areas. Domination of the street scene by parking along the front of properties should also be avoided, and in cases where on street parking is permitted, parking bays should be broken by vegetation and the residential layout.

Residential Parking in Town Centres

POLICY 16

Town centre residential parking should be restricted to 1 space per dwelling or less. The use of shared car parking will be encouraged for larger residential developments within the town centre. Access for residents with special needs should continue to be met through the provision of designated parking spaces or residents parking permit schemes.

New residential developments in Town Centres will require less car parking space than elsewhere. A maximum standard of one space per dwelling will be permitted. Negotiation between the developer and the Council should ensure standards meet the needs of all concerned, including parking for those with disability or mobility problems. In some cases residents parking permits may be required for town centre parking spaces.

Commercial Parking

POLICY 17

Car parking standards at existing commercial developments should be maintained. New commercial developments should meet maximum parking standards as in Appendix A.

Employment Policy 12 in the Deposit Draft Local Plan (2001) requires a high standard of design for new commercial developments in accordance with Design Briefs and Supplementary Planning Guidance. Car Parking is an important element of commercial schemes in town centre locations and out of town business parks / industrial estates.

New commercial development should provide satisfactory parking for employees, visitors and transit vehicles. Where a major commercial development is located out of the town centre, a Green Travel Plan will be required demonstrating alternative forms of transport for employees travelling to and from the development. Commuted payments covered in section 106 agreements may be required to reduce employee parking and improve alternative transport facilities.

The layout of industrial sites should include parking and turning areas suitable for all goods vehicles using the site, and should be designed to minimise vehicle movement.

Car park layouts should provide ease of access, security and low levels of vegetation to break large expanses of hard surfacing. In addition to parking spaces, secure cycle and motorcycle parking facilities should also be provided within every site.

On each individual industrial estate areas for secure off road parking or overnight layby facilities should be available for any vehicles which may not have 24 hour access onto sites. This will reduce traffic congestion elsewhere on the site.

Throughout industrial / retail or business parks provision should be made for those with disability or mobility problems, or parents with young children. All car parks should provide pedestrian safety measures which may include pedestrian crossings, a high standard of lighting, open visibility and CCTV.

Garage Courts

POLICY 18

The redevelopment of lock up garage sites will not be permitted where there is a clearly identified need for parking facilities, and where the garages continue to be in use as garages/ parking facilities.

Garage courts can provide parking for residential developments facing directly onto the street front, reducing congestion caused by on street parking.

Education Parking

POLICY 19

The County Council will be urged to provide for the dropping off and collecting of children at education premises off the public highway.

Traffic congestion associated with ‘the school run’, and dropping off and collecting of children at school is becoming an increasing problem at school entrances. In many cases school grounds no longer have sufficient space for safe parking and turning areas, and as a result safety on adjacent highways is becoming an increasing problem for pedestrians and vehicles.

Educational institutions will be encouraged to produce a School Travel Plan providing evidence of alternative methods of transport such as car sharing schemes, or school buses in order to reduce parking facilities.

Planning Conditions

POLICY 20

Conditions may be used in association with planning permissions to require on site transport facilities at a particular development, for example:-

- (a) a green travel plan;**
- (b) secure cycle parking;**
- (c) a specified number of parking spaces and sizes;**
- (d) management of car parks;**
- (e) a reduction in parking spaces when suitable methods of public transport are available.**

Commuted Payments

POLICY 21

Commuted payments through a Section 106 agreement towards the provision of alternative means of transport will be required by the Council based on the scale and type of development.

Commuted payments may be required from developers to invest in alternative public transport methods and promote non-car accessibility for new developments. Payments may vary according to the scale and type of development proposed. Out of town developments which are likely to require maximum standards of parking spaces will pay a larger commuted sum. In cases where a developer provides below maximum standards of parking but has provided evidence of acceptable alternative means of transport, the payment will be reduced.

Park and Ride

POLICY 22

The need to reduce traffic congestion in and around the town centres on Nuneaton and Bedworth will be considered, including the possibility of a park and ride facility.

The Local Transport Plan 2000 also supports park and ride facilities (Policy 5) where demand is sufficient to justify a good bus service, the facility is located on a highway network, and the site is able to cope with parking demand.

Disabled Parking

Although public transport should be accessible to people with disabilities and mobility problems, many will continue to rely on the private car. As a result any car parking provision for people with disability or mobility problems will be provided in addition to the maximum parking standards required at the end of the SPG. Parking provided for disabled people should meet the requirements of Traffic Advice Leaflet 5/95, Parking for Disabled People.

Appendix A - Parking Standards

New developments will normally be required to provide car parking in compliance with the following standards:-

A1 Shops

Shop under 1000sqm:	1 space per 40 sqm
Non food shop over 1000sqm:	1 space per 25 sqm
Food shop over 1000sqm:	1 space per 15 sqm

A2 Offices

A2 use under 1000sqm:	1 space per 40 sqm
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A3 Food and Drink

Fast food take-away:	1 space per 3 sqm
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Fast Food outlets should normally be located in Town and District Centres and should be able to take advantage of related policies.

Public House / Licensed Pub: 50 sqm	1 space per 3 sqm of bar area up to 50 sqm
	1 space per 5 sqm of bar area over 50 sqm
Restaurant:	1 space per 5 sqm

B1 Business and B2 General Industrial

The following policies in the 2001 Local Plan relate to parking standards required for employment developments including ancillary offices:

Up to 300 sqm:	1 space per 30 sqm
Over 300 sqm but under 900 sqm:	1 space per 40 sqm
B1 over 900 sqm:	1 space per 70 sqm

Development over 900 sqm will exclude car parking at the standard for up to 300 sqm and between 300 sqm up to 900 sqm.

B8 Storage or Distribution

Cash and Carry Warehouse:	1 space per 50 sqm
B8 up to 300 sqm:	1 space per 30 sqm
B8 over 300 sqm:	1 space per 100 sqm

C1 Hotels

1 space per bedroom
Provision for bar / restaurant areas
as for A3

C2 Residential Institutions

Hospitals and convalescent / nursing homes:
At least 1 space per 4 resident staff
At least 1 space per 4 non resident staff
At least 1 space per 4 residents

C3 Dwelling Houses

Individual houses and self contained flats:

1 and 2 bedroom houses / flats: 1 space per dwelling (maximum standard)
2 and 3 bedroom houses / flats: 2 spaces per dwelling (maximum standard)

NB. All residential developments should conform to Local Plan and PPG3 policy with an average of 1.5 car parking spaces per dwelling.

Individual houses and self contained flats within a town centre:

A maximum of 1 space per dwelling.

Dwellings specifically for elderly persons:

Maximum of 1 space per dwelling

NB. Dwellings specifically for elderly persons will usually be restricted by legal agreement to ensure the use remains for elderly people.

D1 Non residential institutions

Surgery / Clinic:	3 spaces per consulting / treatment room
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D2 Assembly and leisure

Indoor Leisure:	1 space per 22 sqm
Golf Course:	2 spaces per hole
Stadia (over 1500 seats):	1 space per 15 seats

N.B. Sufficient coach parking will also be required for any stadia proposals

All other cases will be judged on their own merits.