

Coventry Local Plan 2016

Appendix 5

Car and Cycle Parking Standards for New Development

1. Introduction

- 1.1 This appendix sets out standards for levels of car and cycle parking associated with new development in Coventry. The standards include requirements for electric car charging points and the provision of parking for people with disabilities.
- 1.2 These standards should be applied in combination with the main policies set out in the Coventry Development Plan, and specifically policy Acc 3 which deals with car parking. The City Centre Area Action Plan also contains policies relating to the provision of public car parking in the City Centre.

Relevant Local and National Car Parking Policy

- 1.3 The National Planning Policy Framework (NPPF) (2012) sets out the Government's approach to car parking standards stating that in setting local standards, local planning authorities should take into account:
- the accessibility of a site
 - the type and mix of the proposed development
 - the availability of and opportunities for public transport
 - local car ownership levels
 - an overall need to reduce the use of high-emission vehicles
- 1.4 In March 2015 the government provided additional detail on the NPPF parking policy which stated that, "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network".
- 1.5 There is very clear evidence locally that the under provision of car parking can be attributed to road safety and congestion issues in numerous areas across the city. Most notably, inadequate levels of car parking have been shown to cause unacceptable levels of on-street parking causing obstructions to other road users including refuse and emergency vehicles. A review of the current parking situation is outlined in more detail below.
- 1.6 It has been determined that the provision of car parking standards is required locally to address those issues whilst also providing additional guidance to developers to help maintain appropriate and consistent levels of car parking across the city and with surrounding areas.

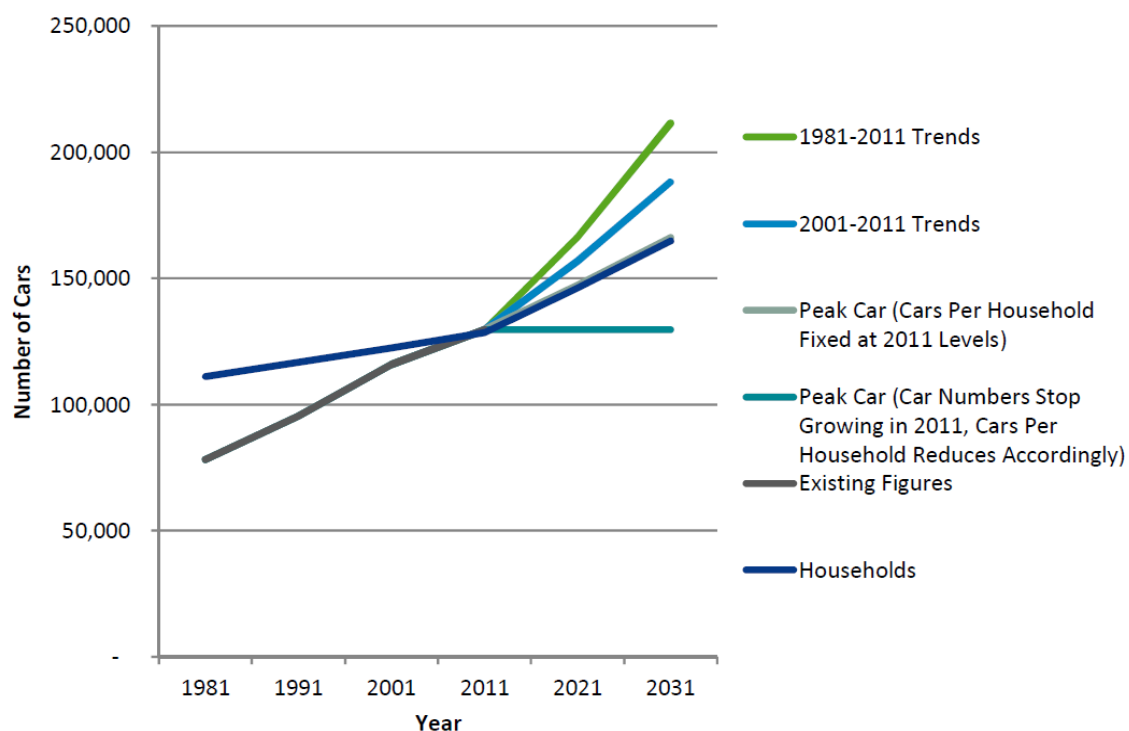
Background

- 1.7 Coventry is a compact highly accessible city with a well-developed and maintained road network. The density, type and accessibility of housing varies greatly across the city, but typically Coventry is made up of large areas of terraced and semi-detached housing, in many cases with little or no off-street car parking. In more suburban lower density areas of the city, levels of car ownership levels are typically higher, but even with an increased availability of off-street parking, levels of on-street parking frequently remain high.
- 1.8 Patterns of commercial development over the past twenty years have seen an increase in out of town businesses and retail sites. In some cases there has been an overspill of car parking into local residential areas necessitating the introduction of residents parking zones. This overspill effect is also an issue in residential areas located around the periphery of the city centre. It is considered that the application of appropriate levels of car parking and the completion of a ring of residents parking zones around the edge of the city centre alongside a continued programme of promoting sustainable travel modes will help to address this.
- 1.9 The City Council has undertaken a review of current car parking issues to inform the formulation of these standards. The review considered:
- The existing parking situation in a variety of areas across the city in terms of on-street parking, and associated highway safety and traffic management issues.
 - The effectiveness and impact of recent car parking provision on new development
 - Car parking standards adopted by other local authorities including those with comparable characteristics to Coventry and those in the locality
 - Other relevant planning and transportation policies related to car parking
 - Car ownership levels and usage levels in different parts of the City
 - The availability of public transport
- 1.10 The review has shown that the provision of inadequate levels of car parking, most notably in residential areas, has increased occurrences of inappropriate and obstructive informal on-street car parking. This indicates that restricting levels of car parking does not necessarily have a material impact on reducing levels of car ownership. The location and design of car parking also appears to have an impact on its usage and occurrences of on-street parking.
- 1.11 The increase in on-street parking has caused a variety of issues including:
- Blocked access routes for emergency, refuse and delivery vehicles
 - Blocked footways preventing access for pedestrians
 - Reduced visibility for all road users at junctions and for pedestrians crossing the road
 - Negative impacts from parking on the overall visual appearance of the street scene
- 1.12 Over recent years, the typical standard applied has been to restrict parking to two spaces per dwelling, not necessarily linked to the number of bedrooms. There is also evidence which indicates that a high proportion of garages, counted as part of the total parking provision, are frequently used for general storage rather than for parking vehicles.

Accessibility and Car Ownership

1.13 The City Council continues to promote a number of positive initiatives to encourage an uptake in walking, cycling and public transport usage. There is also evidence that overall levels of vehicular mileage in the city have reduced slightly over recent years. Despite this, over the past 30 years levels of car ownership in Coventry have continued to increase. Projecting this forward, it is expected that this trend will continue in line with an increase in the number of households.

Numbers of Cars and Housholds in Coventry



Approach of these Standards

1.14 As outlined above, the availability of car parking can have a major impact on local traffic management and safety issues. It is therefore essential to try and get the balance right of ensuring that adequate levels are provided to manage inappropriate parking without providing excessive levels which dominate the built environment and overtly encourage car use.

1.15 The Local Plan includes policies setting out a balanced approach to supporting the movement needs of local residents and businesses in a growing city. Those policies recognise the role of the car in supporting connectivity to areas in and around Coventry, but also actively encourage sustainable and active modes of travel to help address traffic congestion, air quality and health issues.

1.16 The quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely

to be reliant on car use, hence there will be a reduced need for car parking compared to less accessible areas of the city. The City Council is also exploring options for the introduction of car clubs, with a focus on the City centre, which support more efficient and flexible models of car ownership.

1.17 2011 census information clearly shows a wide variance in levels of car ownership in different parts of the city.

City Centre

| | |
|------------------------------|-------|
| 0 cars or vans in household | 69.1% |
| 1 car or van in household | 24.6% |
| 2 cars or vans in household | 5.2% |
| 3 cars or vans in household | 0.9% |
| 4+ cars or vans in household | 0.2% |

Ward in the South of the City

| | |
|------------------------------|-------|
| 0 cars or vans in household | 7.8% |
| 1 car or van in household | 35.3% |
| 2 cars or vans in household | 43.2% |
| 3 cars or vans in household | 10.2% |
| 4+ cars or vans in household | 3.5% |

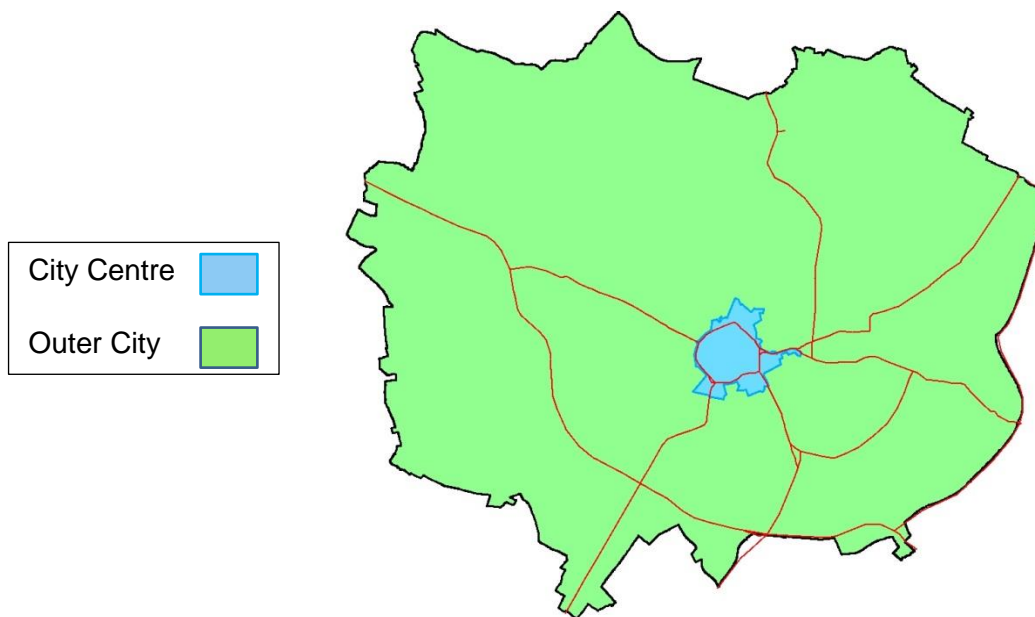
1.18 Recognising the variances in car ownership and accessibility across the city, the standards set out in this document are based on two distinct zones:

1) **City Centre** (all sites within the defined City Centre)

The level of car parking permitted for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF, as set out in para 1.3 above.

2) **Outer City** (all other areas within the city boundary)

The level of car parking permitted for applications in the Outer City will be determined on the basis of the standards set out in table 1 below.



- 1.19 The car parking standards in this document should be considered as a maximum. However it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the parking standards should be fully and appropriately justified with detailed supporting evidence. In most cases this should be included within the associated Transport Statement or Assessments which should include:
- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas
 - Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence
 - Details of how the parking will be managed and how that will mitigate any under or over-provision
- 1.20 This is not considered to be an exhaustive list, and there may be other factors associated with the specific characteristics of each site which may need to be considered. In all cases, where an applicant is considering a departure from the standards, the Council encourages early pre-application discussions.
- 1.21 Where a reduction in parking could lead to a transfer of parking into other locations, appropriate financial contributions may also be required for the introduction or expansion of Residents Parking Zones.

2. Car Parking Standards

- 2.1 The standards set out in Table 1 below show the detailed car parking standards expected for each type of land use. These should be treated as maximum standards and applied in accordance with the supporting guidance notes provided below.
- 2.2 Care should be taken to ensure that parking is well designed, easily accessible and is sympathetic to the surrounding environment, particularly in residential areas. Unallocated parking spaces required for visitor parking in residential areas should be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to the highway.

Car Parking in the City Centre

- 2.3 The level of privately allocated car parking for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF.
- 2.4 The provision of private car parking will not generally be promoted within City centre as it is highly accessible by a range of transport modes and there is already an adequate supply of publically available car parking. However it is recognised that in some cases a small allocation may be appropriate. The justification of any provision should be set out in the accompanying Transport Assessment or Statement as appropriate. In cases where private car parking is provided, opportunities should be sought to provide parking as part of the building, underground, or as a multi storey arrangement to maximise the density of development.
- 2.5 The promotion of Travel Plans (where required) will be expected to support the promotion of demand management measures including public transport, walking and cycling and the encouragement of communal car facilities such publically available car parking and car clubs. This helps to reduce the impact of car parking on the local environment and increase the overall density of development in the city centre. For residential developments in the city centre, it is recommended that the purchase of long-term car parking passes for public car parks is promoted through the relevant Travel Plan.

Parking for Electric Vehicles

- 2.6 As set out in policy Acc 3, the City Council is supportive of an uptake in low emission and electric vehicles. In order to ensure that all new developments are equipped with the necessary infrastructure, new developments will be expected to include, where practical, appropriate provision for electric car charging points. Electric vehicle parking should be counted as part of the total parking provision, and bays should be clearly marked.
- 2.7 5% of all new parking spaces should include provision for electric car charging points. In cases where the provision of this allocation is demonstrated to be impractical, 5% of spaces should have the capacity to easily retrofit recharging points. This should include the provision of ducting to accommodate a suitable power supply which facilitates high speed recharging.
- 2.8 For larger developments, details of how electric vehicle charging will be allocated, located and managed should, where applicable, be included within the relevant Transport Assessments or

Transport Statement. The management of the charging points, including the mechanism/procedure for charging, will be the responsibility of the developer/occupier

- 2.9 In cases where charging points, including infrastructure to enable retrofitting, cannot be provided within the development site, developer contributions may be sought to enable those facilities to be suitably provided in other locations including public car parks or on-street parking spaces.
- 2.10 The West Midlands Good Practice Air Quality Planning Guidance (2014) provides details on a recommended technical specification for electric charging points and should therefore be referred to in conjunction with these standards.

Parking for People with Disabilities

- 2.11 In accordance with the City Council's objectives to promote equality, accessibility and to be an Age Friendly City, new developments must incorporate provision for blue badge holders. New developments, excluding individual dwellings with private off street parking, will be expected to allocate 5% of the total parking provision for blue badge holders. These spaces should be appropriately designed to meet the requirements of people with reduced mobility in accordance with good practice such as the Department for Transport's Inclusive Mobility (2005).

Parking for Goods Vehicles

- 2.12 In accordance with Local Plan Policy Acc 7 appropriate off-street parking, loading/unloading, waiting and turning areas should be provided for HGV's to prevent obstructions to the highway causing delays and road safety issues. Each application will be assessed on its own merits.
- 2.13 It will be necessary to demonstrate in the application and through Transport Statements / Transport Assessments how goods vehicles will be managed as part of the proposed development, particularly in areas where the presence of HGV's has the potential to cause traffic management and road safety issues.

Drop-Off and Loading Areas

- 2.14 Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be unique to each site and therefore will be considered on a case by case basis.
- 2.15 For class D1 education establishments, appropriate provision for safe drop-off facilities should be considered to discourage inappropriate on-street parking. The level of provision will be determined on the merits of the application and the characteristics of the site and surrounding area.

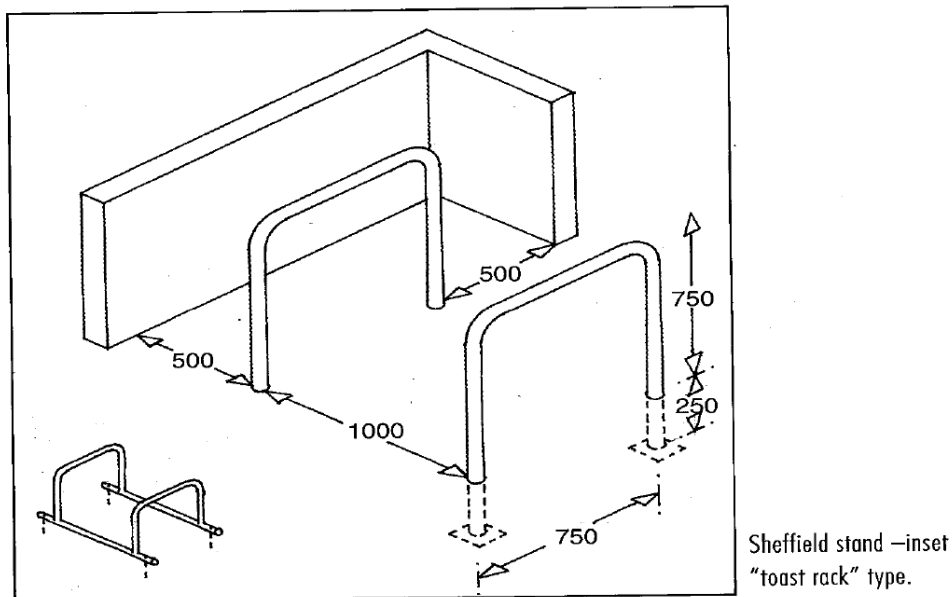
3. Cycle Parking Standards

- 3.1 Fear of theft or damage to the cycle is often cited as a major deterrent to cycling. Well-planned and secure cycle parking is therefore an essential element in increasing the level of cycle use. The provision of cycle parking must be considered early in the planning and design process.
- 3.2 The standards in table 1 apply to all areas in the city, and specify different requirements for staff, residents, pupils/students and customers or visitors. This is because staff, residents and pupils/students require cycle parking that is more secure for long-stay use whereas customers or visitors will usually be parking for a shorter period.
- 3.3 It should usually be possible to provide cycle parking spaces within the development site. In cases where this is not possible, a commuted sum (secured through a legal agreement) may be required by the City Council which will be used to provide appropriate cycle parking facilities off-site.
- 3.4 To increase the attraction of commuting by cycle, it is important to provide facilities for cyclists at their destinations. These facilities should include changing areas, storage areas for personal items and space to dry wet clothing and showers.
- 3.5 For large developments, or in exceptional circumstances, the cycle parking allocation can be open to negotiation. In these cases the applicant will be required to provide justification regarding the level of expected provision bearing in mind the characteristics of the development site and the nature of the proposed development. The phasing of provision may be appropriate in some instances.

Design Details

- 3.6 To discourage theft or vandalism, cycle parking should be secure, well lit, clearly signed and situated in prominent, accessible and convenient locations that benefit from casual surveillance by passers-by and more formal surveillance by staff or CCTV. It should also be located within a short distance of the main entrance(s) to the building(s).
- 3.7 The use of 'Sheffield' stands is recommended as a minimum and is especially suitable for customer or visitor parking. The 'Sheffield' stand is a single 50mm diameter tube with two right angle bends and provides for two cycles. A detailed specification is shown at Figure 1 below.
- 3.8 At any site where 10 or more spaces are provided, they should be covered, well lit and clearly signed. The detailed design and lighting of these facilities must have regard to the locality and setting of the proposed development.

Figure 1: Sheffield Stand design specification (copyright Institution for Highways and Transportation)



3.9 Cycle parking equipment which only holds one wheel of a bicycle e.g. 'butterfly' clips or concrete slots will not be acceptable. They provide inadequate security and can damage the wheels of a bicycle.

3.10 For long-stay parking for residents, staff and pupils/students, more secure provision will be expected. This should be in the form of cycle lockers, a locked compound with Sheffield Stands provided that they are under cover or Sheffield Stands located within an area that is already secure (access restricted to staff or similar). Design specifications for cycle lockers and locked compounds are shown in Figures 2 and 3.

Figure 2: Cycle Lockers Design Specification

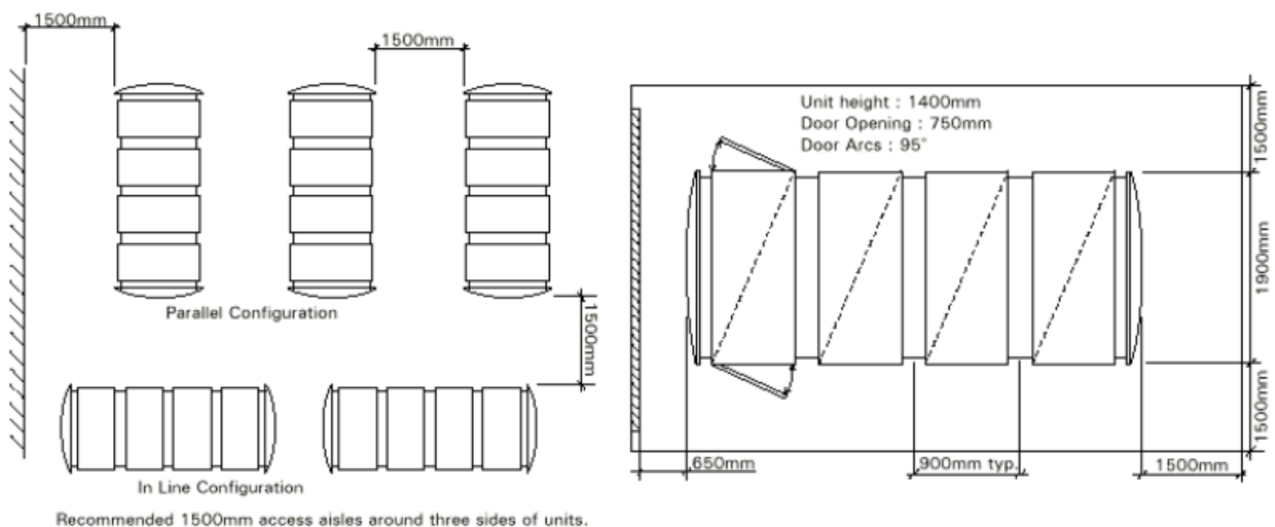
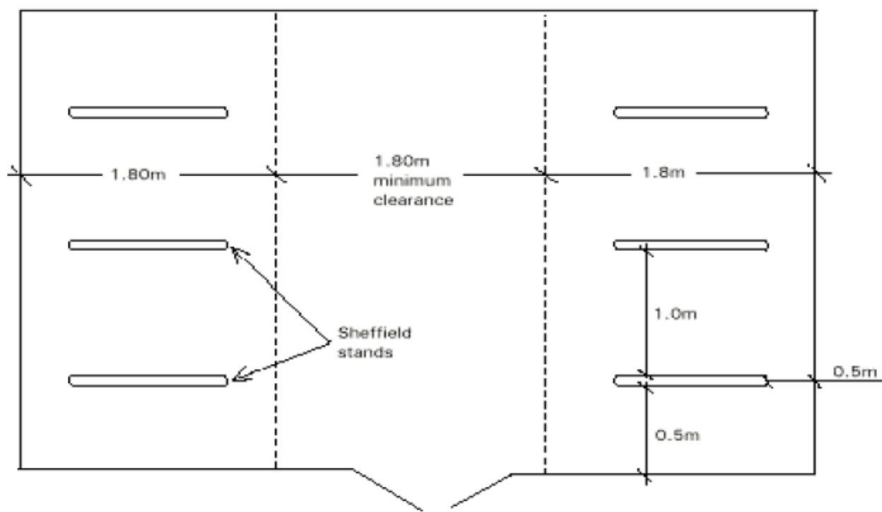


Figure 3 Locked Compound Design



Notes for Table 1

Car Parking Standards

1. All standards should be calculated on external gross floor space (m²) unless otherwise stated.
2. In order for garages in residential developments to qualify as part of the parking provision they must be a minimum of 3m x 6m internally.
3. Unallocated visitor car parking for C3 residential dwellings should be provided in the form of appropriately marked publically available spaces. In cases where this is provided as part of the highway, spaces must be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to other highway users.
4. FTE means Full Time Equivalent.
5. Where it is calculated that part of a space is required, this should be rounded up.
6. Provision should be allocated for Blue Badge holders, in accordance with para 2.11 above.
7. Provision should be allocated for electric car charging in accordance with paras 2.6 to 2.10 above.
8. 5% of the total car parking provision should be allocated for people with disabilities / blue badge holders
9. Parking spaces for people with disabilities should be at least 3.6 metres wide and 6.0 metres long. This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay.

Cycle Parking Standards

10. A Sheffield type stand (see Figure 2 below) is capable of allowing two bicycles to be parked if correctly installed (2 spaces).
11. In most residential developments, the use of suitably sized garages or sheds will be acceptable as cycle storage provision. A method of securing the cycle to a solid wall is encouraged.
12. For flats, maisonettes and managed schemes, secure communal space(s) should be provided on the ground floor or in a basement area provided that ramped access is available.
13. FTE means Full Time Equivalent.
14. All standards should be calculated on external gross floor (m²) space unless otherwise stated.

Table 1 - Car and Cycle Parking Standards

| Use Class | Outer City Car Parking spaces | Inner and Outer City Cycle Parking spaces |
|--|----------------------------------|--|
| A1 - Shops (m²) Food | 1 per 25 m ² | Under 2500 m² 1 per 200 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces |
| | | Over 2500 m² 1 per 400 for customers 1 per 600 m ² for staff |
| A1 - Shops (m²) Non-food | 1 per 35 m ² | 1 per 400 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces |
| A2 - Financial and Professional Services | 1 per 30 m ² | 1 per 400 m ² for customers 1 per 400 m ² for staff A minimum of 2 spaces |
| A3 - Restaurants and Cafes (dining area m²) A4 - Drinking Establishments (bar area m²) A5 - Hot Food Takeaways (public area m²) | 1 per /10 m ² | 1 per 10 staff members (FTE) 1 per 200 m ² for customers Minimum of 2 spaces |

| Use Class | Outer City Car Parking spaces | Inner and Outer City Cycle Parking spaces |
|--|----------------------------------|---|
| B1- Business/Research & Development | 1 per 45 m ² | 1 per 400 m ² for staff 1 per 400 m ² for visitors Minimum of 2 spaces |
| B1/B2 - Light or General Industrial | 1 per 60 m ² | Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors Minimum of 2 spaces |
| | | Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors |
| B8 - Storage and Distribution | 1 per 100 m ² | Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors A minimum of 2 spaces |
| | | Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors |

| Use Class | Outer City Car Parking spaces | Inner and Outer City Cycle Parking spaces |
|---|---|---|
| C1- Hotels | 1 per 2 bedrooms + parking provision for any A3 and D2 uses | 1 per 10 staff members (FTE) 1 per 8 bedrooms for customers Minimum of 2 spaces |
| C2 - Residential Institutions Care & Nursing Homes | 1 per 4 bed spaces + 1 per 2 staff members (FTE) | 1 per 10 staff members (FTE) 1 per 8 bedrooms for visitors Minimum of 2 spaces |
| C2 - Hospital | 1 per 2 staff members (FTE) + and 1 per 2 bed spaces | 1 per 10 staff members (FTE) 1 per 20 beds for visitors Minimum of 2 spaces |
| C2A - Secure Residential Institutions | Parking provision will be considered on a site by site basis. | |
| Purpose built Student Accommodation & Residential Schools/Colleges | 1 per 4 bedrooms | 1 per 4 bedrooms for students 1 per 20 bedrooms for visitors (See note 12 above) |
| C3- Residential Dwellings (per unit) 1 bedroom house/flat | 1 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above) | 1 per dwelling (See notes 11&12 above) |
| C3- Residential Dwellings (per unit) 2 bedroom house/flat | 2 per dwelling + 1 unallocated space per 10 dwellings for visitors (See note 3 above) | 1 per dwelling (See notes 11&12 above) |
| C3- Residential Dwellings (per unit) 3 or more bedroom house/flat | 2 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above) | 2 per dwelling (See notes 11&12 above) |
| - Houses in Multiple Occupancy (HiMOs) (C4 and Sui Generis) | 0.75 per bedroom | 1 per 3 bedrooms (See notes 11&12 above) |

| Use Class | Outer City Car Parking spaces | Inner and Outer City Cycle Parking spaces |
|---|---|--|
| D1- Medical or Health Services (Non Residential) | Parking provision will be considered on a site by site basis. | 1 per 6 staff members (FTE) 0.5 per treatment room for visitors Minimum of 2 spaces |
| D1- Creche, Nursery | 1 per 2 FTE staff + appropriate drop off facilities | 1 per 10 staff members (FTE), 1 per 15 children for visitors Minimum of 2 spaces |
| D1- Education Establishment Primary schools | 1 per 2 FTE staff + appropriate drop off facilities | 1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use. |
| Secondary Schools | 1 per 2 FTE staff + appropriate drop off facilities | 1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use. |
| Further / higher education (Colleges and Universities) | 1 per 2 FTE staff + appropriate drop off facilities | 1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use |
| D1 - Art Gallery/ Museum/ Library/ Public Hall | 1 per 30 m ² | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |
| D1 - Place of Worship | 1 per 10m ² | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |

| Use Class | Outer City Car Parking spaces | Inner and Outer City Cycle Parking spaces |
|--|---|--|
| D2 - Assembly and Leisure Cinema | 1 per 8 seats | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |
| Gym/ Fitness Centre | 1 per 15 m ² public areas | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |
| Sports Hall | 1 per 20 m ² public areas | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |
| Concert / Bingo Hall | 1 per 8 seats | 1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time |
| Sui Generis* | Parking provision will be considered on a site by site basis. | |

* Please note that for the purposes of parking provisions the Sui Generic category excludes HiMOs and purpose built student accommodation. These are both covered by the standards identified specifically within Table 1.