



Planning Policy,
Warwick District Council,
Riverside House,
Milverton Hill,
Leamington Spa,
CV32 5HZ

4 May 2018

Dear Sirs,

Warwick District Council Parking Standards Supplementary Planning Document

Thank you for the opportunity to respond to your public consultation on the Warwick District Council Parking Standards Supplementary Planning Document.

Jaguar Land Rover welcomes the supplementary guidance in relation to parking standards. The approach to EV charging points in non-residential development is supported and represents a pragmatic approach to the provision of charging points.

The flexible approach to standards in the SPD, taking into account the specific circumstances of the development proposal, is welcomed.

It would be helpful if further clarity is provided in the document as to when parking in excess of the standard would be acceptable. This is particularly relevant given the current NPPF consultation which proposes to add paragraph 107 and reflects earlier ministerial statements on maximum parking standards:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network”

The SPD currently provides a list of exceptions to the parking standards set out in 'Table 2'. However these exceptions relate to when a lower provision may be justified.

Given the nature of Jaguar Land Rover's business, parking need and demand can vary and will often exceed typical standards. For example for managing fleet vehicles or due to the flexible working arrangements where inter-site travel is common. Whilst Jaguar Land Rover promotes alternative modes of transport, the nature of the business means standard levels of parking provision may not be appropriate.

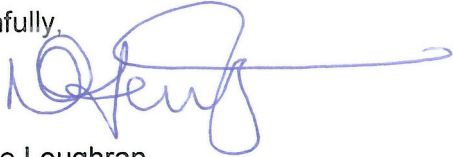
It would therefore be appropriate to include within the SPD reference to the individual circumstances of employers, taking into account the nature of the business and site specific considerations in allowing parking in excess of the standard.

It is also encouraging that the SPD acknowledges the need for larger parking bays. Both larger vehicles and EV charging requirements mean that traditional sized parking bays (2.4m x 4.8m) are increasingly unsuitable for modern vehicles. The increase in the size of parking space is therefore welcomed as is the emphasis on them being minimum dimensions.

I trust these comments are of assistance and would welcome on-going engagement in respect of the emerging document.

Should you have any comments or queries please contact Tom Podd, Senior Town Planner, tpodd@jaguarlandrover.com, 07392103639.

Yours faithfully,



fl-

Sarah-Jane Loughran
Property Director – Strategy and Corporate Real Estate