

BOLSOVER DISTRICT COUNCIL**PARKING REQUIREMENTS****PR.1 Introduction**

The Bolsover District Local Plan contains policies which state the general principles to be applied to parking provision within the district (GEN 1, SAC 6 and TRA 14).

PR.2 The county council, as the highway authority, approved a set of car parking standards on an interim basis in October 1998 as a guide to parking requirements within Derbyshire. The district council has incorporated many of the county council's standards into this appendix to the local plan. The appendix re-titles them requirements and makes some amendments and adaptations to meet the district's particular needs and the policy framework.

PR.3 These requirements will be reviewed from time to time to reflect best available practice.

PR.4 Requirements and Flexibility

The requirements contained in this appendix set out the maximum parking provision that will normally be required, and the district council will have regard to the requirements contained in this appendix in the determination of planning applications. A reduced level of parking provision is desirable where a site is well served by public transport, or public parking is available nearby, or the mode of operation indicates that the requirements may be reduced (eg. shift working, covenants on use etc). For larger developments, that is those which would attract a maximum car parking provision in the order of 100 spaces or more, the local planning authority will require a travel plan to be submitted along with any reserved matters application, to seek to maximise access to the site by public transport, cyclists and pedestrians, and to minimise car parking requirements, particularly for long stay commuter parking. Details of the scope of the travel plan are given in PR.5.

PR.5 Travel Plan

The travel plan shall identify the maximum number of employees and visitors likely to be present on the site at any one time, and the mode of operation of the site including hours of operation, shift working patterns, the number and type of operational vehicles, deliveries and collections. The travel plan shall seek to maximise public transport usage, minimise car usage, particularly for long stay commuter parking, and provide adequate facilities and incentives to encourage public transport usage and usage by cyclists and pedestrians.

PR.6 The travel plan shall seek to minimise car usage by promoting alternative forms of transport and by car sharing schemes, by contract bus usage and other identified means.

PR.7 On large sites, with multiple users, the travel plan shall seek to ensure that each

individual development plot is within 400 m of a public transport facility.

PR.8 The travel plan will seek to define:

- * The amount and location of parking for operational vehicles at the site.
- * The amount and location of car parking facilities on the site.
- * The target routing and frequency of public transport services to meet the needs of the site and any incentives necessary to achieve that target.
- * The facilities required for public and contract buses including bus shelters and lay-bys.
- * The facilities required for cyclists and pedestrians visiting the site, including secure and covered accommodation for cycles, and other appropriate facilities.
- * The provision of facilities for those with disabilities.
- * Proposals to encourage car sharing.

PR.9 The travel plan will be required to be implemented prior to occupation of the site, or prior to the occupation of an individual development plot, on large development sites.

PR.10 The travel plan may make provision for implementation in phases after occupation of the site, to allow for progressive expansion of employment or usage. The travel plan will provide for the review of the plan periodically, or specifically in respect of changed circumstances, including significant extension of buildings, changes of use, change of mode of operation or occupation by a new owner/operator.

PR.11 There is a need to restrict long-stay commuter car parking in order to promote the use of public transport, cycling and walking. Where an applicant is making a significant contribution to measures to assist public transport, cycling or walking, the requirements for long-stay (usually staff provision) and, where appropriate, customer parking will be reduced. Similar reductions will be made in town centres and local centres which are served by adequate public transport and parking facilities.

PR.12 A flexible approach to parking requirements will be needed in conservation areas and near or in connection with listed buildings, depending upon the nature and location of the development and the effect on the special character of the locality.

PR.13 In addition, where uses are complementary with demand occurring at different times of day, then a reduced level of aggregate provision will be considered.

PRINCIPLES OF PARKING REQUIREMENTS

PR.14 Parking requirements will normally be met within the development site.

PR.15 Parking for People with a Disability

Parking for people with disabilities shall be provided at the rate of 4% of total parking provision subject to a minimum of one space, designed and marked out in accordance with Figure PS1, at retail, commercial, industrial and leisure developments. All designated spaces to be close to the main building entrance.

PR.16 Cycle Parking

Cycle stands need to be located as near as possible to the main entrances. Short-stay parking should be open to view and long-stay should have access restricted to the user. Consideration should be given to providing a covered parking area. The stands should allow at least the frame and ideally both wheels, to be secured to them. A typical stand is illustrated in Figure PS5. The rate at which cycle stands should be provided is included in the schedule of requirements below. Cycle provision will be required in any new public parking areas.

PR.17 Motorcycles

When provision is made within a scheme for motorcycles the following car parking requirements may be reduced, generally at the rate of 1 car/van space for every 2 motorcycle spaces provided.

PR.18 Cars and Light Vans

Car parking spaces shall be a minimum of 4.8m x 2.4m. End bays in a row of spaces may need extra width (0.4m) to allow for access/egress because of walls, flower beds etc. Where access is to be taken off a trunk, classified or busy road, consideration will be given to the provision of a turning space clear of any parking area. (Figure PS2 illustrates typical layouts and Figures PS3 and PS4 show car turning spaces).

PR.19 Coaches

To be assessed individually but, as a minimum, satisfactory facilities should be provided, generally clear of the highway, to enable coach passengers to embark or disembark in safety and coaches must be able to enter and leave the site in a forward gear.

PR.20 Commercial Vehicles

The level of commercial vehicle parking will be determined on a case by case basis. Facilities will normally need to be provided within a development site to enable such vehicles to enter and leave in a forward direction, clear of any parking areas. Guidance on the design of servicing areas and lorry parking can be found in "Designing for Deliveries" published by the Freight Transport Association and "Roads and Traffic in Urban Areas" produced by the Institution of Highways and Transportation with the Department of the Environment, Transport and the Regions.

PR.20 Parking bays for rigid vehicles should be at least 12m long, for articulated vehicles 15m long. In both cases width should be at least 3.5m.

CAR, COMMERCIAL VEHICLE AND CYCLE PARKING SPACES REQUIRED BY DIFFERENT LAND USES

PR.21 The requirements set out below generally follow the categories of the Town and Country Planning Use Classes Order. Where an application is for a mixed use development or for a building with ancillary uses (e.g. offices at a factory), an aggregate of total provision will be required.

PR.22 Generally, parking provision should be made within the same curtilage as the development which it serves. Parking areas should have safe and convenient pedestrian access. In the layout and design, consideration should be given to the safety of persons using the parking area and to security.

PR.23 SHOPS (CLASS A1)

1. General Shops

Customers	1 car space per 30 sq.m.
Staff	1 car space per 100 sq.m.

(Note: the requirement may be relaxed for local corner shops provided no obvious parking problems will arise)

2. Individual Superstores

Customers	below 1,000 sq.m.	1 car space per 25 sq.m.
	1,000-3,000 sq.m.	1 car space per 20 sq.m.
	above 3,000 sq.m.	1 car space per 10 sq.m.
	plus 1 short-stay cycle space per 1,000 sq.m. (minimum 1)	
Staff		1 car space per 100 sq.m. plus 1 cycle space per 40 staff (minimum 1)

3. Individual Retail Warehouses

Customers	1 car space per 20 sq.m. plus 1 short-stay cycle space per 5,000 sq.m. minimum 1)
Staff	
1 car space per 100 sq.m. plus 1 cycle space per 40 staff (minimum 1)	

4. Retail Parks

To be assessed as a combination of the different uses described above.

5. Garden Centres

Customers	1 car space per 30 sq.m. covered area plus 1 car space per 50 sq.m. open area of display areas generally given to public access
Staff	1 car space per 100 sq.m. covered area

PR.24 FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2)

1. Offices

Customers and Staff	1 car space per 15 sq.m. plus 1 short-stay cycle space and 1 long-stay per 40 staff (minimum 1)
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PR.25 FOOD AND DRINK (CLASS A3)

1. Restaurants, Cafes and Hot Food Take-aways

Customers and Staff	1 car space per 4 sq.m. dining area or public waiting space in take-aways 1 short-stay space per 80 seats (minimum 1) plus 1 long-stay cycle space per 20 staff (minimum 1)
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(Note: Roadside (motorists) restaurants are included in this category)

2. Transport Cafes

Customers	1 lorry space per 2 sq.m. dining area
Staff	1 car space per 100 sq.m.

3. Public Houses, Licensed Clubs and Bar Areas of Restaurants

Customers and Staff	1 car space per 2 sq.m. public drinking area plus 1 car space per 10 sq.m. of beer gardens plus 1 short-stay cycle space per 80 seats and 1 long-stay per 20 staff (minimum 1 of each)
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(Note: Any food and drink development which includes residential
accommodation must provide extra spaces complying with the requirement for
dwelling houses)

PR.26 BUSINESS (CLASS B1)

1. Administrative Offices, Light Industry and Research

Staff and Visitors	1 car space per 25 sq.m. 1 short-stay cycle space per 1,000 sq.m. (minimum 1) plus 1 long-stay per 350 sq.m. (minimum 1)
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PR.27 GENERAL INDUSTRIAL (CLASS B2)

1. Industrial Processes

Staff and Visitors	1 car space per 40 sq.m. plus 1 short-stay cycle space per 1,000 sq.m. (minimum 1) and 1 long-stay per 350 sq.m. (minimum 1)
Operational Vehicles	1 space per vehicle based at premises, plus parking for maximum number of h.g.v's normally visiting the site

2. Vehicle Service and Repair

Customers	1 car space per 15 sq.m.
Staff	1 car space per 30 sq.m.
Tow Vehicles	1 space minimum, appropriately sized

PR.28 STORAGE OR DISTRIBUTION (CLASS B8)

1. Warehousing

Operational Parking	1 space for each vehicle based at premises plus parking for maximum numbers of h.g.v's normally visiting the site
(i) Below 235 sq.m. Staff and visitors	1 car space per 25 sq.m.
(ii) Above 235 sq.m. Staff and visitors	7 car spaces plus 1 car space per 100 sq.m. internal plus 1 car space per 200 sq.m. external storage area plus 1 short- stay cycle space per 5,000 sq.m. (minimum 1) and 1 long-stay per 40 staff (minimum 1)

2. Wholesale Cash and Carry

Operational Parking	1 space for each vehicle based at
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premises plus parking for maximum numbers of h.g.v's normally visiting the site

- (i) Below 235 sq.m.
Staff and customers 1 car space per 25 sq.m.
- (ii) Above 235 sq.m.
Staff and customers 2 car spaces plus 1 car space per 30 sq.m. plus cycle provision as per warehousing above

PR.29 HOTELS (CLASS C1) AND HOSTELS

1. Hotels, Boarding and Guest Houses

Customers	1 car space per bedroom
Staff	1 car space per 10 bedrooms plus 1 long-stay cycle space per 20 staff
Conference Facilities	1 space per 3 sq.m. of rooms so provided
Bar/Restaurant Facilities	Additional parking provision to meet half of the appropriate requirement for food and drink uses

2. Residential Hostels and Community Homes

Residents and Staff	1 car space per 4 bedrooms and 1 long-stay cycle space per 20 staff (minimum 1)
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PR.30 RESIDENTIAL INSTITUTIONS (CLASS C2)

1. Elderly Persons Care Homes, Nursing Homes & Other Specialist Care Homes

Visitors and Staff	2 car spaces plus 1 car space per 4 bedrooms plus 1 short-stay cycle space per 20 flats/units (minimum 1) and 1 long-stay space per 20 staff (minimum 1)
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(Note: The bedroom total should include both resident owner and residential staff bedrooms)

2. Residential Schools, Colleges and Training Centres; Halls of Residence, Hospitals and Community Housing for People With A Disability

To be assessed individually.

PR.31 DWELLING HOUSES (CLASS C3)

1. One Bedroom Dwellings or Flats

1 car space per unit plus 1 car space per 2 units for visitors

2. Two and Three Bedroom Dwellings or Flats

2 car spaces per unit

3. Four (and over) Bedroom Dwellings or Flats

3 car spaces per unit, of which no more than 2 shall be in line

4. Active Elderly Persons Residences

1 car space per residential unit plus 1 car space per 2 units for visitors
(Note: These units are limited to residential use by people over the national retirement age, with no provision for a warden)

5. Sheltered Accommodation

Residents, Visitors and Staff	2 car spaces plus 1 car space per 3 residential units plus 1 short-stay cycle space per 20 flats/units (minimum 1) and 1 long-stay space per staff unit of accommodation
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PR.32 OTHER RESIDENTIAL USES

1. Houses in Multiple Occupation

1 car space for every 2 bedrooms

2. Holiday Residences

1 car space per 1 and 2 sleeping room units
2 car spaces per 3 (and over) sleeping room units

3. Touring Caravan Sites

1 car space per caravan plus restaurant and bar facilities to comply with the requirement for food and drink uses, and provision for offices to comply with the requirement for business uses.

NON-RESIDENTIAL INSTITUTIONS (CLASS D1)1. Medical or Health Service Surgeries including Vets

4 car spaces per consulting room or room used by a medically qualified person plus 1 short-stay cycle space per 3 consulting rooms (minimum 1) and 1 long-stay space per 40 staff (minimum 1)

2. Crèches and Day Nurseries

1 car space per 20 sq.m. of child accommodation/internal play area plus 1 extra car space where the licence is for 20 or more children. 1 short-stay cycle space per 40 children (minimum 1) and 1 long-stay per 20 staff (minimum 1).

(Note: In addition, satisfactory facilities should be provided clear of the highway to enable children to enter and leave parked cars and mini-buses in safety, without vehicles reversing, unless the proposed development is in a location where vehicles can wait to set down or pick up children in safety without affecting the free and safe flow of traffic).

3. Day Centres

1 car space per 2 staff plus appropriate turning, standing and parking facilities for coaches and mini-buses.

(Note: Where the centre is purpose designed for people with physical impairment all spaces should be appropriate for their use (see Figure PS1) and there should also be an individual assessment of the need for additional car spaces for people with a disability)

4. Infant, Primary and Secondary Schools

2 car spaces per classroom or teaching area. 1 cycle space per 30 students (primary), per 10 students (secondary) plus 1 cycle space per 40 staff.

Sufficient additional hard-standing should be provided on play areas etc., for out-of-hours parking by parents or mature students.

(Note: Facilities should also be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing)

5. Colleges of Further and Higher Education

Parking requirements will be assessed individually and based on the nature of the educational establishment, type and number of staff and students (e.g. full or part-time) and the location of the site. Cycle

facilities should be provided at same rate as secondary schools.

6. Art Galleries, Museums, Libraries

To be assessed individually, including cycle facilities.

7. Public or Exhibition Halls and Community Centres

1 car space per 5 sq.m. public floor area. Minimum of 1 short-stay cycle space and 1 long-stay cycle space.

8. Community Centres

Bar/Drinking area as public house.

Other areas will be assessed in relation to other categories

Staff and Visitors	1 car space per 2 sq. m. public drinking area, plus 1 car space per 5 sq. m. public floor area. Minimum of short-stay cycle space and 1 long-stay cycle space.
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9. Places of Worship and Religious Instruction

1 car space per 5 seats or 5 sq.m. public floor area. Minimum of 1 short-stay cycle space and 1 long-stay cycle space.

PR.34

ASSEMBLY AND LEISURE (CLASS D2)

1. Cinemas, Concert Halls, Bingo Halls

1 car space per 3 seats or 3 sq.m. gross auditorium floor area if the seats are not permanently fixed. 1 short stay-cycle space per 80 seats (minimum 1) and 1 long-stay cycle space per 20 staff (minimum 1).

2. Casinos, Dance Halls, Discotheques

1 car space per 5 sq.m. public floor area. 1 short-stay cycle space per 80 seats (minimum 1) and 1 long-stay cycle space per 20 staff (minimum 1).

3. Swimming Baths and Fun Pools

20 car spaces plus 1 space per 10 sq.m. water area. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).

4. Sports Halls, Skating Rinks and Multi-purpose Sports Venues

To be assessed individually including cycle facilities, having regard to an aggregate of the different facilities.

5. Multigyms and Sport Dance Venues
1 car space per 5 sq.m. gross floor area. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).
6. Racquet Clubs
4 car spaces per court. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).
7. Outdoor Sports Grounds
15 car spaces per pitch. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).
8. Golf Clubs
(i) 150 car spaces per 18 hole course. (for development of this scale the local planning authority will require a travel plan to be submitted; paragraphs PR5-PR10 give details). 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).

(Notes: (i) 9 hole and other smaller courses will be assessed individually but not necessarily on a pro-rata basis.
(ii) Club house social facilities will be assessed on the basis of the appropriate food and drink standards)
9. Driving Ranges
2 car spaces per bay. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).
8. Bowls and Bowling
15 car spaces per green or 4 car spaces per lane. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay per 20 staff (minimum 1).
9. Snooker Halls
2 car spaces per table. 1 short-stay cycle space per 20 patrons (minimum 1) and 1 long-stay cycle space per 20 staff (minimum 1).
10. Water Sports Venues and Marinas and Specialist Sports Facilities
To be assessed individually with particular regard to intensity and type of use and whether access and activity is private or public.

USES NOT WITHIN A USE CLASS1. Theatres

1 car space per 3 seats or 3 sq.m. gross auditorium floor area if the seats are not permanently fixed. 1 short-stay cycle space per 80 seats (minimum 1) and 1 long-stay cycle space per 20 staff (minimum 1).

2. Fuel Filling Stations

Customers	1 car space per 30 sq.m.
Staff	1 car space per 100 sq.m.
Car Wash	5 car spaces minimum, separate from the filling and queuing lanes

Any significant shopping element to be assessed separately.

3. Sale and Display of Motor Vehicles

1 car space per 40 sq.m. gross display area, whether internal or external.

4. Taxi and Vehicle Hire Businesses, including Driving Schools

1 car space per vehicle operated.

(Note: If the business consists of an office for receiving orders only, the vehicles being kept elsewhere, a minimum of 1 space shall be required with additional spaces to be assessed individually.)

ALL OTHER USES

All uses not mentioned above will be assessed individually with particular regard to periods and frequency of use, amount of public access, sessional or seasonal nature, opening times etc.

FIGURE PR1 - PARKING PROVISION FOR PEOPLE WITH A DISABILITY

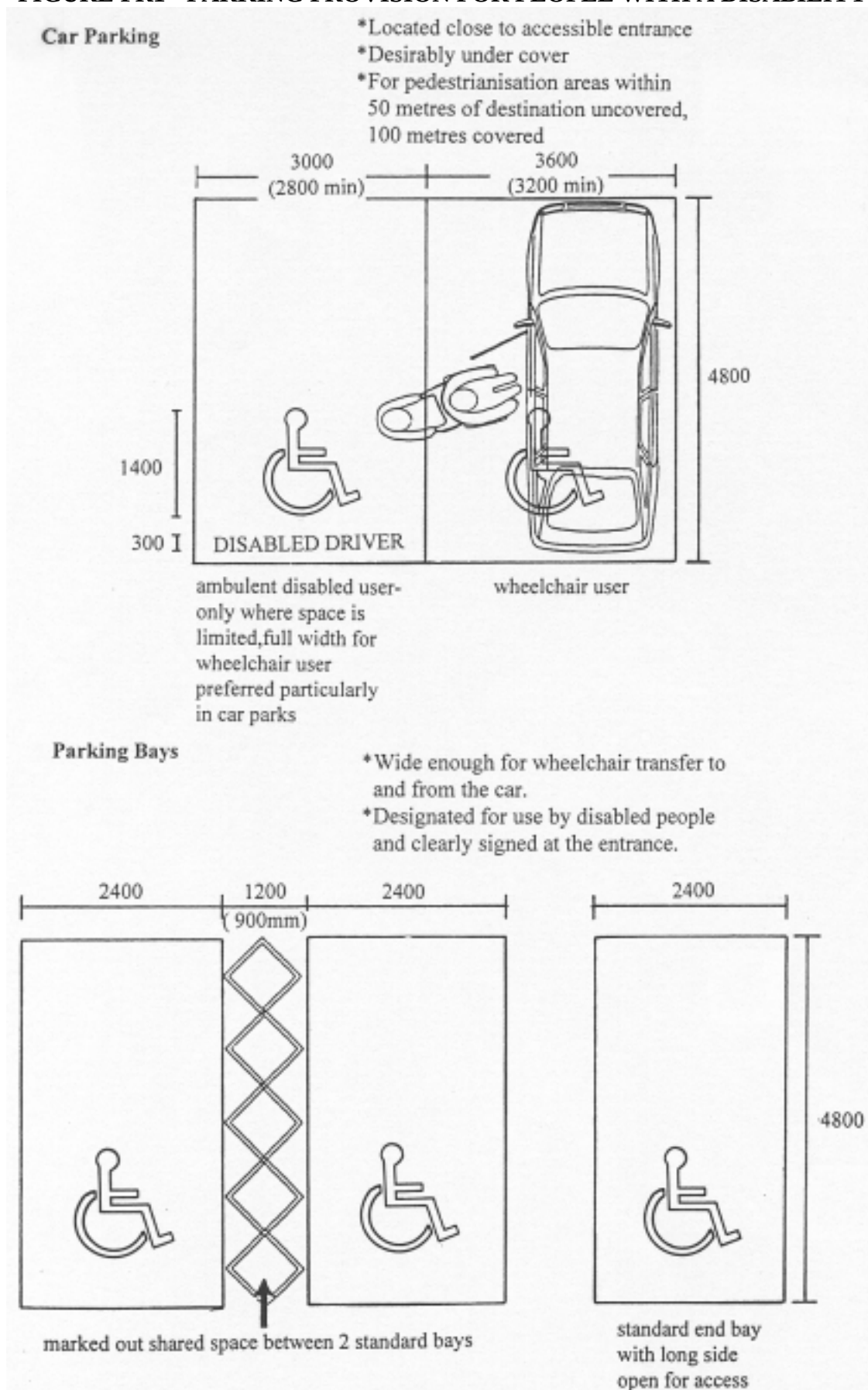


FIGURE PR2 - TYPICAL PARKING LAYOUTS

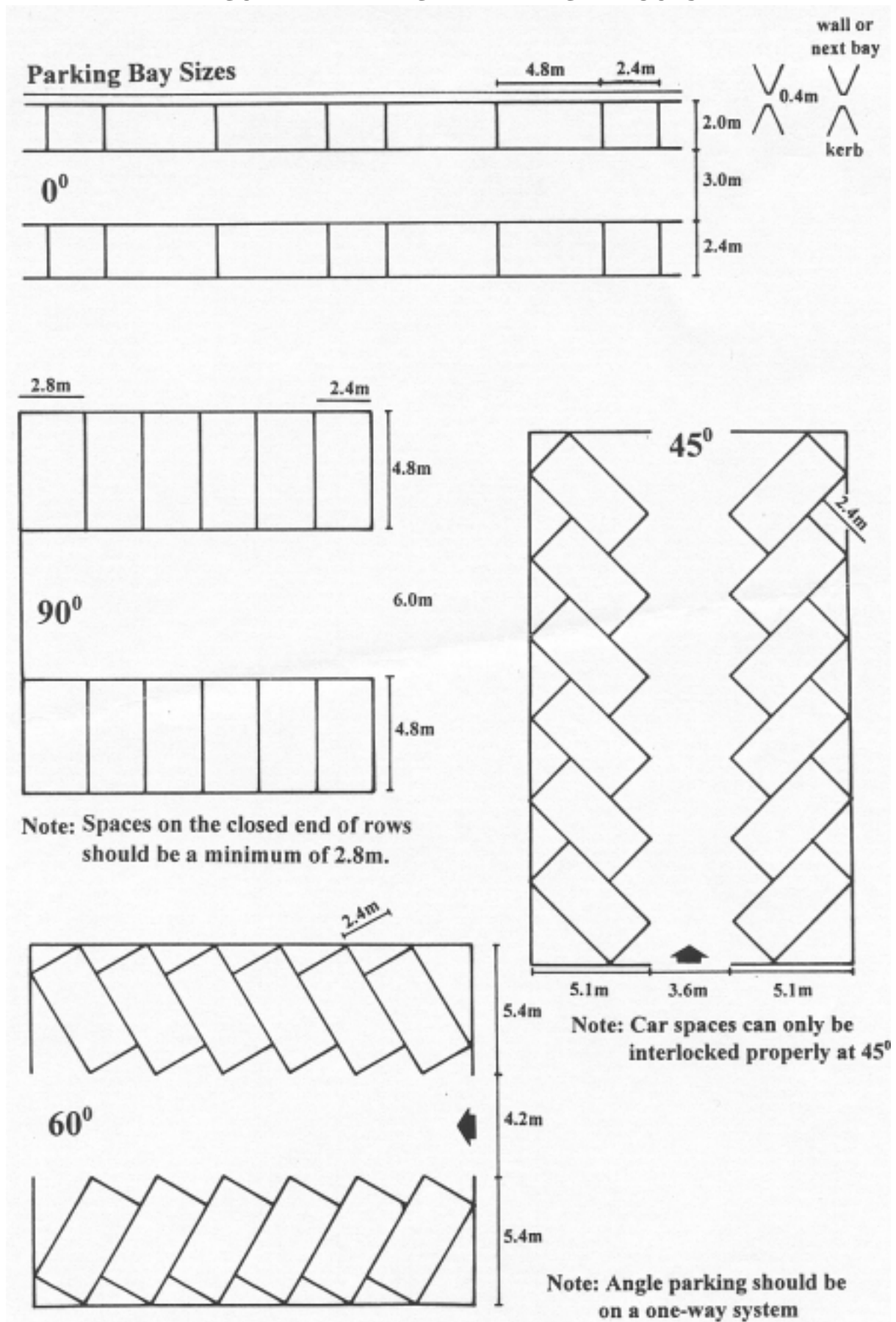


FIGURE PR3 - CAR TURNING AREAS
(see also Figure PS4)

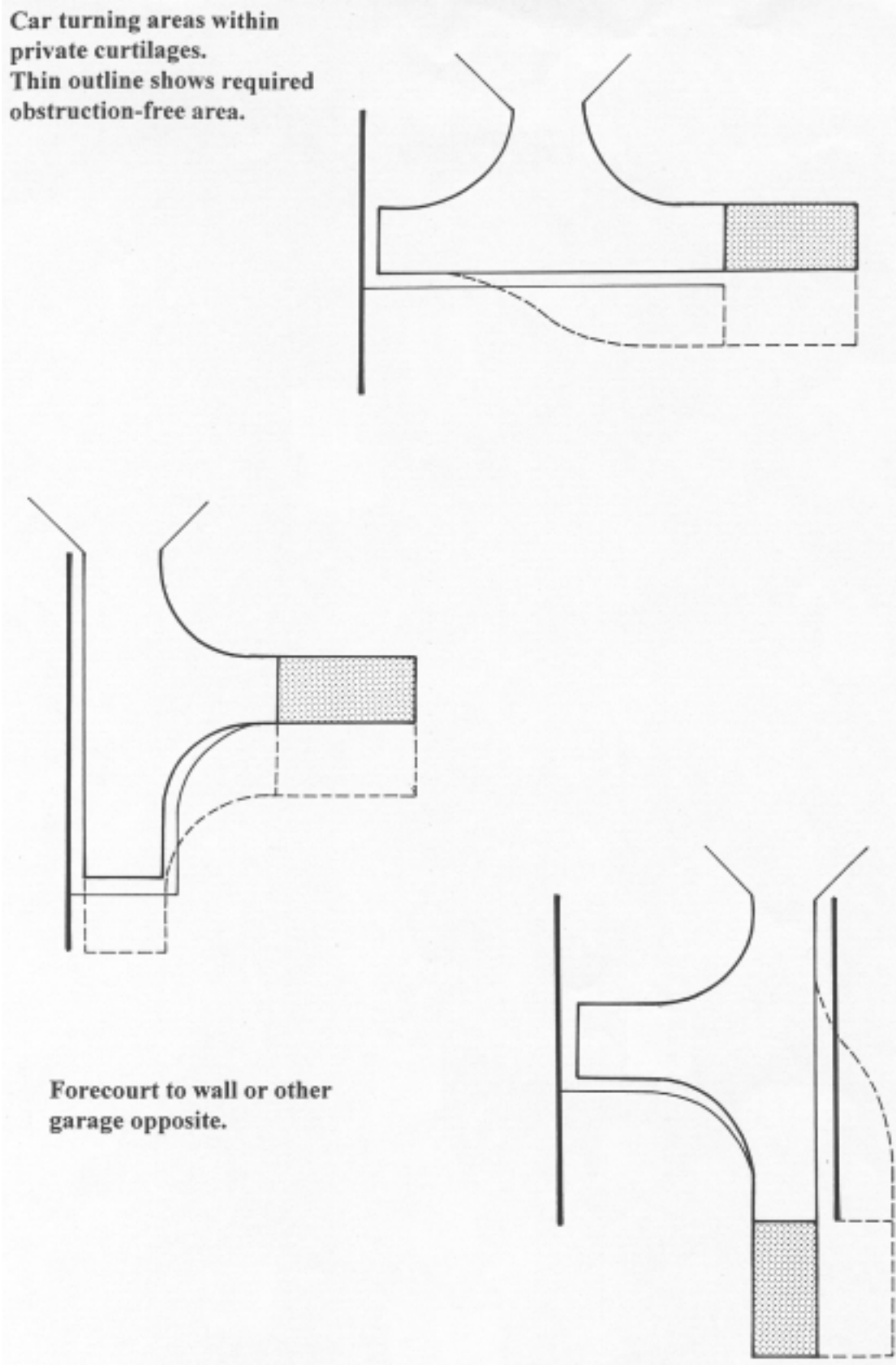


FIGURE PR4 - CAR TURNING AREAS (CONTINUED)
Forecourt to wall or other garage opposite

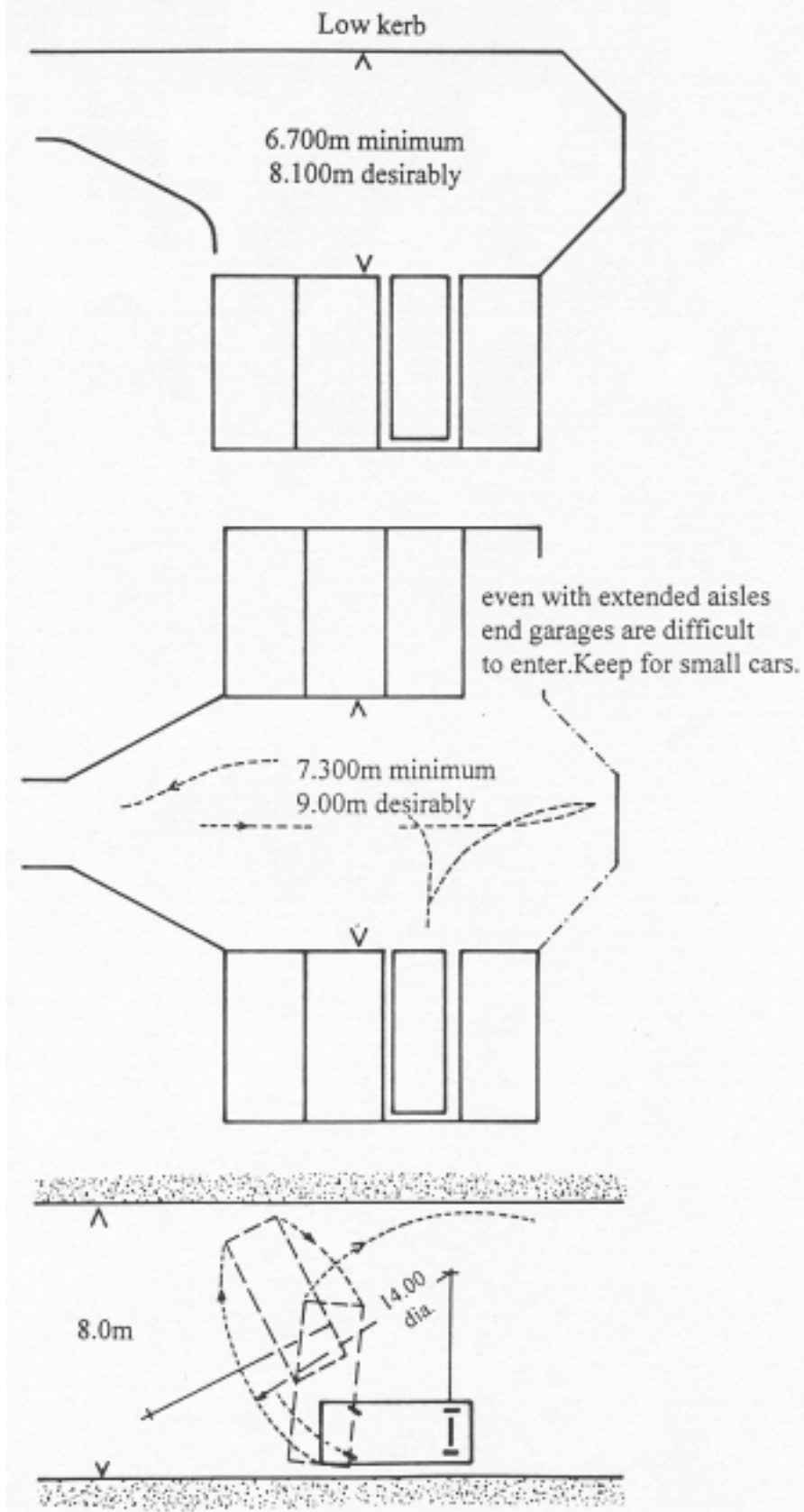
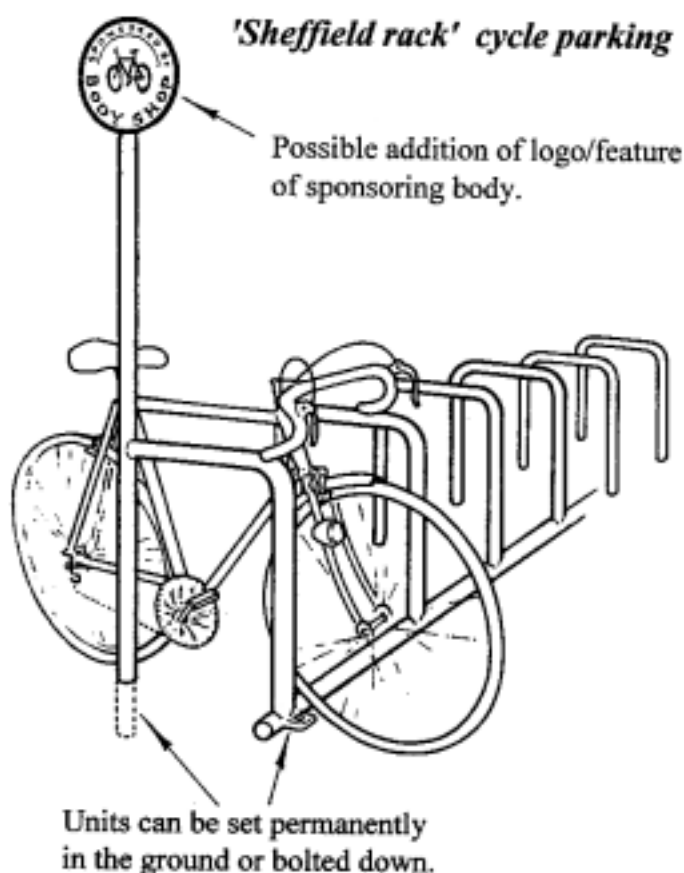


FIGURE PR5 - CYCLE PARKING



CYCLE PARKING

The provision of well designed cycle parking facilities will encourage their use by cyclists. There are many types of cycle parking fixtures available, though not all meet the following requirements:

SECURITY: The frame and if possible both wheels should be able to lock to the parking fixture. For short term use, the parking area should be in clear view of passers by. Long term storage should provide restricted access except to the user.

CONVENIENCE: Facilities should be sited as near as possible to places where their users are likely to want to go, e.g. near entrances of shops, libraries, schools or places of employment. This is particularly important for short term use.

SHELTER: Use of parking facilities will be enhanced by the provision of shelter from the weather. Cycles and the bags used on them for carrying things can be adversely affected by prolonged exposure to wet weather. This is particularly important for longer term storage situations.

DAMAGE: No type of cycle parking facility which supports a cycle by only the front wheel is ever satisfactory. Properly designed fixtures should support the cycle.