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Parking Standards

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About this Guidance

- 1.1 This Supplementary Planning Document has been prepared in accordance with current Government planning guidance. Its purpose is to supplement relevant policies and proposals as set out in the Erewash Borough Local Plan Adopted July 2005. The contents of this document will therefore guide those submitting planning applications. When adopted it will be given considerable weight in the determination of planning applications and it is therefore expected that developers will follow the advice as set out.

Introduction

- 1.2 This Supplementary Planning Document has been prepared to provide more detail on the requirements for car, cycle and motorcycle parking associated with various types of development within the Borough including major extensions, changes of use and all new developments.
- 1.3 This is being prepared in consultation with the public and will be adopted by the Borough Council. When adopted, the standards will be taken into account as a material consideration when reaching a decision on a planning application.
- 1.4 The Government aims to reduce vehicular movements nationally using a variety of mechanisms and is committed to reducing the availability of parking spaces as a powerful incentive for people to make alternative travelling arrangements.
- 1.5 Planning Policy Guidance 13 (PPG13) calls for stricter controls on the level of parking spaces that are associated with new developments. In particular, it promotes the use of maximum instead of minimum standards. Parking provision is also dealt with in the Regional Spatial Strategy for the East Midlands (RSS8); the strategy takes a firmer stance on parking provision and consequently this Supplementary Planning Document accords with the standards set out in Appendix 7. Policy T2 - Parking in the Adopted Erewash Borough Local Plan advocates this stance and has been written to reflect the guidance.
- 1.6 The Borough Council is committed to promoting a more sustainable future; new developments should accord with the sequential test set out in Planning Policy Guidance Note 3: Housing, paragraph 30. In order of preference the sequential test is brownfield land in urban areas, other suitable locations in urban areas, urban extensions, and finally other suitable sites that are well served by public transport.
- 1.7 This document supports and amplifies the Policies T2: Parking, T6: Cycling and T7: Pedestrians and Disabled People of the Adopted Erewash Borough Local Plan; these policies can be found in Appendix 1.



Parking Standards

- 1.8 The parking standards in this guidance do not sit in isolation. They are part of an integrated package of transport policies and measures designed to work together to resolve the transport problems in the Borough.
- 1.9 It is intended that these parking standards will apply to the whole Borough. Only in exceptional circumstances will the Borough be prepared to exercise its discretionary powers to apply standards that may be appropriate to specific situations, if a case can be made. Such a case might need to be supported by a transport assessment.
- 1.10 The aims of the policies within the local plan are:
- to reduce traffic congestion in urban areas;
 - to provide effective access to the town centres;
 - to sustain and improve upon the economic viability of the Borough
 - to assist in achieving a balance between car based travel and environmentally friendly alternatives such as walking, cycling and public transport;
 - to assist in improving the aesthetic quality of the Borough's towns and villages;
 - to strike a balance between the provision of adequate car parking to serve the development and the need to avoid highway danger.

Scope of this Guidance

- 1.11 There are two types of spaces required:
- **Operational Parking Space** is the space required for cars and other vehicles regularly involved in the operation of business on a particular site, including commercial service vehicles.
 - **Non-Operational Space** is the space required for vehicles, which do not need to park or wait precisely at the premises in question. The term includes cars of commuting employees as well as those belonging to shoppers and business callers.
- 1.12 The standards set out in this guidance are required to meet **non-operational parking needs only**. In addition to the standards indicated it would be necessary to provide within the site, sufficient operational space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and



stand for loading and unloading without inconvenience to other users of the site. The requirements for operational space will be assessed on the merit of individual proposals.

- 1.13** Guidance on the design of servicing areas and lorry parking can be found in “Designing for Deliveries”, published by the Freight Transport Association. Further guidance in respect of parking associated with new development and servicing provisions can be found in the publication “Roads and Traffic in Urban Areas” produced by the Institution of Highways and Transportation with the Department of Transport.

Remote Parking

- 1.14** With the exception of central urban areas, where remote public parking may be acceptable, parking should generally be within the same curtilage as the development which it serves. Where this is impractical the parking area must nevertheless be proximate to the development and have safe, convenient pedestrian access (i.e. excessive walking distances and/or the intervention of heavy trafficked roads and/or roads subject to high speed traffic are not acceptable). Remote parking shall be shown within the application site curtilages for planning control purposes or be subject to an appropriate legal agreement. The Supplementary Planning Document relating to design provides further guidance.

Multiple Use

- 1.15** Where applications are for multiple-use developments (e.g. an office, residential and shopping complex) or there is a diversity of uses within one building (eg. a warehouse with area offices attached) an aggregate total of parking space provision will be required. However, if the uses are complimentary (e.g. a school with attached sports centre), because demand occurs at different times of the day, then a reduction on the aggregate total will be considered.

Cycles

- 1.16** One of the key objectives of the parking standards is to assist in achieving an effective balance between car-based travel and environmentally friendly alternatives such as cycling. In this regard, developers should be more aware of the needs of cyclists, providing space to adequately and safely secure their cycles. Additional standards for cycle parking have been developed to meet this important need.
- 1.17** The Borough Council will require developers, possibly through Section 106 Planning Obligations, to provide secure cycle parking, located as close as possible to the main entrance of a destination (school, office building or shopping centre). Ideally the location should be one that is constantly under surveillance by the general public (and



Parking Standards

CCTV if possible) and is well lit. This reduces the opportunity for vandalism or theft and inspires confidence to cycle to that destination. Cycle parking should not be hidden away behind buildings or tucked away in the corner of a car park as this removes any convenience over driving a car and allows thieves to work out of view.

- 1.18** Sustrans produce several invaluable information sheets including “Cycle Parking: FF37” which gives guidance on the design and installation of cycle parking and Cycle Parking in Rural Areas: FF17. These can be downloaded from www.sustrans.org.uk.

Powered Two-Wheelers

- 1.19** Secure parking for powered two-wheelers should be considered on its merits for all new developments. The recommendations of the Motorcycle Industry, as set out in Powered Two Wheelers - The SMART choice in Local Transport Plans (March 1999), include the following:

- "as a guide, local authorities should set aside around 5% of the total stock of publicly accessible motor vehicle parking space for motorcycle use."
- "local authorities should also take steps to ensure that workplaces, new developments and other parking not under their direct control, includes sufficient provision to ensure pressure is not simply concentrated on local authority provision."
- "parking facilities should be concentrated close to popular destinations in urban centres, near to shops, amenities, offices, etc."
- "users should be given the opportunity to park their machines at secure parking places equipped with robust fixed anchor points to make theft a less attractive proposition."

- 1.20** As with the provision of cycle parking, the Borough Council will require developers, possibly through Section 106 Planning Obligations, to provide secure cycle parking, located as close as possible to the main entrance of a destination (school, office building or shopping centre). Ideally the location should be one that is constantly under surveillance by the general public (and CCTV if possible) and is well lit. This reduces the opportunity for vandalism or theft and inspires confidence to cycle to that destination. Powered two-wheeled parking should not be hidden away behind buildings or tucked away in the corner of a carpark as this removes any convenience over driving a car and allows thieves to work out of view.



Parking for People with Disabilities

- 1.21** The specific need for people with disabilities should be catered for in new developments. This should be reflected in terms of the location of the parking spaces and the number of spaces provided. The Disability and Discrimination Act 1996 and Local Plan Policy T8 – Pedestrians and Disabled People emphasises the importance of this provision. Parking spaces for disabled people should be located adjacent to the entrance of the proposed development with an unobstructed route from the parking space to the entrance.
- 1.22** Spaces should be constructed and clearly marked out with the British Standard “Disabled” symbol in accordance with BS3262 Part 1. Any parking fee concessions should be clearly stated at the location of the parking space and the spaces should generally be as close as practicable to the entrance to the development which will be used by disabled drivers or passengers and to any ticket/charge dispenser.

PARKING FOR PEOPLE WITH DISABILITIES	
Description	Minimum parking standards
Employment generating development (employees & visitors to business)	5% of the total parking capacity should be designated (to include both employees and visitors)
Shops/premises to which the public have access/recreation & leisure.	A minimum of one space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.
Residential	
i) General – dwellings built to mobility standards.	i) 1 space for every dwelling built to mobility standards, to be provided within the maximum car parking allowance indicated by the respective standards above.
ii) Sheltered housing.	ii) 1 space per 3 demand-based spaces (as calculated from above sheltered housing standards), to be provided within the maximum car parking allowance indicated by sheltered housing standards above.



Parking Standards

Parking in Conservation Areas

1.23 Within the Borough's conservation areas and at all sites involving listed buildings, the Borough Council, in conjunction with the Highway Authority, may take into account the special character and nature of the surrounding areas in determining the level of parking provision to be made.



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Parking Standards



The Standards

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The Standards

The following tables set out the standards to which the Borough Council will refer in considering development proposals. The standards refer to many different uses which are in the same Planning Use Class (e.g. restaurants and public houses or bingo halls and casinos). They are therefore intended to be controlled by conditional approval for a specific use for that standard to apply. Where a developer does not wish to be constrained by such a condition the most intensive standard within the use class shall be applied.

All stated areas are gross inclusive floor areas, measured externally, unless otherwise referred to (e.g. dining area). Where appraisals of parking need are based on the numbers of staff, these shall be the maximum possible number on duty at any one time rather than the total number employed.



The Standards

CLASS A1: RETAIL		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
Up to 1000m ²	Food	1 space per 25m ²
	Non-Food	1 space per 25m ²
Over 1000m ²	Food	1 space per 14m ²
	Non-Food	1 space per 20m ²
Garden Centres	1 space per 30m ² covered area plus 1 space per 50m ² open display area	
Staff Parking (all retail)	1 space per 100m ² or per 4 members of staff	

CLASS A2: FINANCIAL & PROFESSIONAL SERVICES		
Banks, building societies, estate agents, betting shops etc.	1 space per 15m ² (customers and staff)	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.

CLASS A3: FOOD & DRINK		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
Restaurants, Cafes and Hot Food Takeaways	1 space per 4m ² dining area or public waiting space in takeaways (customers and staff)	1 secure cycle parking stand will be required for every 10 car
Public Houses, Licensed Clubs and Bar Areas of Restaurants	1 space per 2m ² public drinking area plus 1 space per 10m ² of beer garden (customers and staff)	





The Standards

CLASS A3: FOOD & DRINK			
Transport Cafes	Customers	1 lorry space per 2m ² dining area 1 car space per 100m ²	parking spaces subject to a minimum 2 cycle parking spaces.
	Staff		
CLASS B1: BUSINESS			
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards	
Up to 2500m ²	Town Centre*	1 space per 25m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Rest of Town	1 space per 25m ²	
	Other Areas	1 space per 25m ²	
Over 2500m ²	Town Centre*	1 space per 60m ²	
	Rest of Town	1 space per 35m ²	
	Out of Town	1 space per 30m ²	
CLASS B1: (OTHER BUSINESS) AND B2 (GENERAL INDUSTRY)			
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards	

The Standards

CLASS B1: BUSINESS			
Up to 2500m ²	Town Centre*	1 space per 40m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Rest of Town	1 space per 40m ²	
	Other Areas	1 space per 40m ²	
Over 2500m ²	Town Centre*	1 space per 130m ²	
	Rest of Town	1 space per 80m ²	
	Out of Town	1 space per 55m ²	

* As defined on the Proposals Map under policy S1

CLASS B8: (WAREHOUSING)			
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards	
Up to 250m ²	Town Centre*	1 space per 25m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Rest of Town	1 space per 25m ²	
	Other Areas	1 space per 25m ²	
250m ² -2500m ²	Town Centre*	1 space per 100m ²	
	Rest of Town	1 space per 100m ²	





The Standards

CLASS B8: (WAREHOUSING)		
	Other Areas	1 space per 100m ²
Over 2500m ²	Town Centre*	1 space per 300m ²
	Rest of Town	1 space per 180m ²
	Other Areas	1 space per 120m ²

* As defined on the Proposals Map under policy S1

CLASS C1: HOTELS AND GUEST HOUSES		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
Hotels, motels, guest houses, residential clubs & holiday camps	Customers	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Staff	1 space per bedroom 1 space per 10 bedrooms

CLASS C2: RESIDENTIAL INSTITUTIONS		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
Residential Care Homes	2 spaces plus	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Sheltered Accommodation	2 spaces plus 1 space per 3 residential units	
	Staff on duty	

CLASS C3: DWELLINGS		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
1 bedroom dwelling	1.5 spaces per dwelling	1 space per unit if no garage or shed is provided.
2 bedroom dwelling	1.5 spaces per dwelling	
3 bedroom dwelling	2 spaces per unit	
4 plus bedroom dwelling	3 \geq spaces per unit	
Holiday Accommodation		
Up to 2 bedrooms	1 space per unit	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
3 bedrooms and over	2 spaces per unit	
Caravan and Campsites	1 space per pitch (Bar/dining area considered under Class A3)	
CLASS D1: NON RESIDENTIAL INSTITUTIONS		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards
Medical or Health Service Surgeries (includes veterinary surgeries)	2 spaces per consulting room plus 2 additional spaces	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Crèche and Day Nurseries	1 space per 10m ² (0-3 year old children) 1 space per 20m ² (3-8 year old children) Plus 1 extra space where licence is for 20 or more children	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.



The Standards

CLASS D1: NON RESIDENTIAL INSTITUTIONS		
Day Centres	1 space per 2 staff plus appropriate turning and parking facilities for coaches and minibuses	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Infant, Primary and Secondary School	2 spaces per classroom Facilities should be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing	1 cycle parking place per 5 students normally present in addition to 1 cycle parking place for every 10 normally present members of staff
	Up to 2500m ² Over 2500m ²	
Higher and Further Education	To be assessed individually	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Art Galleries, Museums and Libraries	1 space per 5 seats or 5m ² public floor area	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Places of worship and religious instruction		
CLASS D2: ASSEMBLY AND LEISURE		
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards



The Standards

CLASS D2: ASSEMBLY AND LEISURE			
Cinemas and Conference Facilities	Up to 1000m ²	1 space per 5 seats	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Over 1000m ²	1 space per 5 seats	
	Up to 1000m ²	1 space per 5m ²	
	Over 1000m ²	1 space per 22m ²	
Outdoor Recreation			
Racquet Clubs	4 spaces per court		1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Outdoor Sports Grounds	15 spaces per pitch		
Golf Clubs	150 spaces per 18 hole course		
Stadia	Over 1500 seats	1 space per 15 seats	
All other leisure and sport activities to be assessed individually			
NON SCHEDULED USES			
Description	Maximum Car Parking Standards	Minimum Cycle Parking Standards	
Theatres	1 space per 3 seats or 3m ² gross auditorium floor area	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.	
Amusements Arcades and Funfairs	To be assessed individually with regard to opening times and seasonal use	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.	



NON SCHEDULED USES			
Launderettes	Customers	1 space per 30m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Staff	1 space per 100m ²	
Petrol Filling Stations	Customers	1 space per 30m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Staff	1 space per 100m ²	
	Car wash	5 spaces per unit Separate from the filling and queuing lanes	
Taxi and Vehicle Hire Businesses, Including Driving Schools	1 space per vehicle operated		1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
Wholesale cash and carry	Below 235m ²	1 space per 25m ²	1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Over 235m ²	2 spaces plus 1 space per 30m ²	



The Standards

CRITERIA NOT MENTIONED ELSEWHERE

Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc, will be assessed individually with particular regard to periods and frequency of use.



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The Standards



Local Plan Policies

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Policy T2 - Parking

To maintain the vitality and viability of the town centres, off-street car parking will be managed to ensure efficient use of car parking spaces through the operation of charging systems. In considering development proposals, the borough council will have regard to the maximum parking standards set out in the parking supplementary planning document. Where development is proposed in locations which are readily accessible to existing car parking or are well served by public transport, levels of car parking provision may be required to be significantly below the maximum level. A level of parking in excess of the maximum standard will only be acceptable in exceptional circumstances, and where it is demonstrated that it is needed in the interests of public amenity, safety or to otherwise clearly benefit the town centre as a whole. Parking spaces to meet the needs of people with disabilities will be conveniently located.

Policy T6 - Cycling

In considering applications for development, facilities for cyclists will be sought by negotiating section 106 planning obligations with developers, provided that the obligations are directly related to the proposed development and are necessary to make it acceptable in land-use planning terms.

Policy T7 - Pedestrians and Disabled People

Facilities for pedestrians and disabled people will be improved wherever opportunities arise. In particular, new development to which the public in general expects to have access, especially shops, sports, recreation and community facilities, will only be permitted if it is designed to meet the needs of people with impaired mobility, by the provision of accessible parking spaces, convenient movement along pathways and an unhindered approach to buildings. Where appropriate, conditions will be imposed on planning permissions to achieve these objectives.

