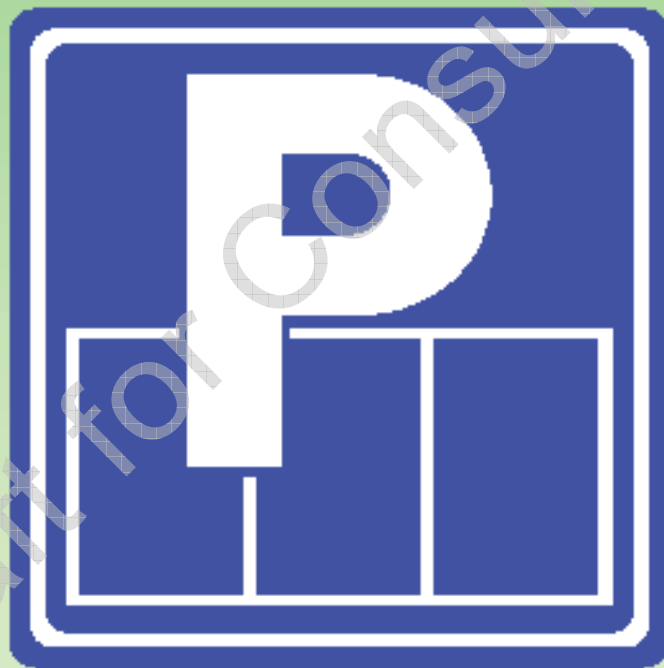


# **Draft Interim Planning Guidance Note 10**

## **Parking for New Developments**



**Mansfield District Council**  
*Creating a District where People can Succeed*

**IPG**

This is a blank page

## **Foreword**

Government guidance encourages Councils to adopt measures that provide alternatives to the use of the car. However, it has to be recognised that the car, for the foreseeable future, remains the preferred majority choice of travel. There is, therefore, a requirement for consideration of car parking provision in new developments. In addition there is a need for a range of high quality, safe public car parks to meet the wider needs of the town centre and ensuring that this meets the needs of projected increases in car parking demand and ensure the long term viability of the town as a sub regional destination centre is retained.

This draft document seeks to provide guidance on parking provision for anyone considering submitting a planning application as well as setting out the Council's proposals to provide for the town centre's parking needs. On adoption it will be a material consideration in the Council's determination of relevant planning applications.

Good quality transport provision is one of the many elements that make the district an attractive place to live, work and spend leisure time and I invite you to work with the Council to ensure that appropriate parking provision plays a full part in securing the revitalisation of the District.

**Cllr. Kate Allsop**  
**Portfolio Holder for Regeneration**

This is a blank page

## **Contents**

<b>Item</b>		<b>Page</b>
1	Introduction	7
2	Policy Context	7
3	Strategic Car Parking in Mansfield Town Centre	11
4	Commuted Sums	16
5	Residential Parking Standards	18
6	Commercial Parking Standards	19
7	Design for Parking Provision	23
	Size of Parking Bays	23
	Disabled Parking	24
	Parent & Child Parking	28
	Cycle Parking	28
8	Designing out Crime	30
9	Transport Assessments	30
10	Green Travel Plans	31
11	Further Information	32
12	References	32

This is a blank page

## **1 Introduction**

- 1.1 The purpose of this Interim Planning Guidance (IPG) is to provide guidance on parking to developers, architects, agents and landowners considering submitting a planning application. The document presents a set of parking standards, and associated guidance for the provision of parking for new developments.
- 1.2 The adopted IPG will be a material consideration in the determination of all relevant planning applications.

## **2 Policy Context**

### **National Context**

#### Government Guidance on Transport (PPG13)

- 2.1 Government Guidance on transport promotes more sustainable transport choices and seeks to reduce the need to travel, especially by car. The guidance states that the availability of car parking has a major influence on the means of transport people choose for their journeys. Therefore, reducing the amount of car parking in new commercial development is one of the means that the Government encourages to promote sustainable transport measures. It also encourages businesses to make every effort, for instance by adopting travel plans, to promote car sharing and use of non-car modes of transport.
- 2.2 In relation to parking Government guidance also states that in developing and implementing policies on parking, local authorities should:
  - Ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;
  - Encourage the shared use of parking, particularly in town centres and as part of major proposals;
  - Take care not to create incentives for development to locate away from town centres, or threaten future levels of investment in town centres;
  - Require developers to provide designated parking spaces for disabled people in accordance with current good practice;
  - Where appropriate, introduce on-street parking controls in areas adjacent to major travel generating development to minimise the potential displacement of parking where onsite parking is being limited;
  - Require convenient safe and secure cycle parking in developments at levels consistent with the cycle strategy in the local transport plan and consider appropriate provision for motorcycle parking.

#### Government Guidance on Delivering Sustainable Development (PPS1)

- 2.3 Government guidance for delivering sustainable development states that Local Planning Authorities should seek to provide improved access for all jobs, health, education, shops, leisure and community facilities, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.

#### Government Guidance on Town Centres (PPS6)

- 2.4 Government guidance for town centres makes a number of references to parking provision in the assessment of sites for development and the sequential assessment of sites. It echoes the advice in national transport guidance regarding the need for development to be accessible by a choice of modes and refers to this guidance for advice with respect to transport assessments, accessibility analyses and parking matters.

#### Government Guidance on Housing (PPS3)

- 2.5 Government guidance on new residential developments states that Local Planning Authorities should develop parking policies for their plan area with local stakeholders and local communities having regard to expected car ownership for planned housing in different locations, the efficient use of land and the importance of promoting good design.

### **Regional Context**

- 2.6 The regional planning framework comprises the Regional Spatial Strategy for the East Midlands and provides a broad development strategy for the East Midlands up to 2026.
- 2.7 The Regional Transport Strategy (RTS) is part of the Regional Plan and the core strategy of this is based on:
- Reducing the need to travel, especially by car, and reducing traffic growth and congestion;
  - Significantly improving opportunities for walking and cycling;
  - Promoting a step change increase in the level of public transport and increasing public transport accessibility;
  - Making better use of existing networks through better management; and
  - Only developing additional highway capacity when all other measures have been exhausted.
- 2.8 The RTS acknowledges that parking provision is an important demand management tool. It states that it is desirable to reduce the need for long stay public car parking in most urban areas, whilst maintaining the



competitiveness of urban centres over out-of-town locations. The RTS states that authorities should seek to apply national maximum parking standards in all but exceptional circumstances.

- 2.9 The RTS goes on to suggest a more restrictive approach to parking provision in the Principal Urban Areas and Growth Towns, but these do not include Mansfield.

## **Local Context**

### North Nottinghamshire Local Transport Plan

- 2.10 The local transport planning framework is provided by the North Nottinghamshire Local Transport Plan (LTP2), which was published by Nottinghamshire County Council in March 2006, and the Mansfield Mobility Management Action Area (MMAA), which is part of the LTP.
- 2.11 The North Nottinghamshire Local Transport Plan 2006/7-2010/11 (LTP2) covers all aspects of transport within the North Nottinghamshire area, including Mansfield. The plan sets out a vision for a long-term strategy based upon the need to manage the growth in demand for travel and ensure the efficient movement of people and goods.
- 2.12 The Mansfield Mobility Management Action Area (MMAA) was drawn up by Nottinghamshire County Council, as part of the LTP.

### Nottinghamshire County Council Parking Provision for New Developments Supplementary Planning Guidance (SPG) 2004

- 2.13 This document provides a guide to the maximum levels of car parking and the minimum levels of cycling parking considered acceptable by Nottinghamshire County Council.
- 2.14 The SPG has been used to inform this draft IPG however the Council will utilise this IPG to guide the provision of parking in new developments.

### Mansfield District Local Plan 1998

- 2.15 There are 2 saved policies within the local plan that affect car parking within the district:
- 2.16 Policy M16 sets transport criteria that all new developments should meet. These include having regards to the needs and safety of all modes of travel, not having a detrimental effect on the surrounding highway network, incorporating provision for safe vehicle access, egress and internal movements, providing the levels of car parking necessary to meet the needs of the development or making

contributions towards measures to assist other modes of travel, including safe servicing and being located where there is easy access to public transport.

- 2.17 For strategic parking policy M18 is relevant as it concerns the development of parking and roadside facilities. It states that permission for such facilities will be granted where they would meet 5 criteria. These concern the safe flow of traffic; impact on the quality and amenity of surrounding area; surfacing and draining; accessibility, safety and security and impact on commuter parking.
- 2.18 In addition the issue of movement within Mansfield Town Centre is set out within section 12.6 of the Plan. With respect to town centre parking paragraph 12.6.6 states:

*“If major new town centre developments such as shopping centres, retail warehouses or leisure facilities increase the demand for short-stay car parking, then additional car parking may be required. Car parking provided in new developments should be open to the general public during normal shopping hours. The District Council may also seek to negotiate with developers an agreement under Section 106 of the Town and Country Planning Act 1990, to adopt the current Council parking tariff as a minimum price structure. This is to ensure that new parking provision does not attract commuter car parkers who park for long periods and thereby reduce the number of spaces available for shoppers. In some areas within the retail centre, a car park would cause an unacceptable increase in traffic or access. The District Council may require developers to provide public parking elsewhere or to make a financial contribution to the future development of a car park in a nearby location. Where new car parks are introduced to the town centre, they should be designed to include good lighting and the provision of surveillance cameras will be encouraged to further the security of the car park.”*

- 2.19 These policies are within the Movement chapter of the saved local plan and can be viewed in full on the Councils website [www.mansfield.gov.uk/index.aspx?articleid=546](http://www.mansfield.gov.uk/index.aspx?articleid=546).

### **3 Strategic Car Parking in Mansfield Town Centre**

- 3.1 This section relates to strategic car parking provision in Mansfield Town Centre. It sets out the Council's strategic car parking requirements in the short and long term including an implementation strategy.

### **Introduction**

- 3.2 Good quality transport provision is one of the many elements to making a town centre an attractive place to work, live and spend leisure time. The Council recognises the importance of encouraging people to use non-car modes of travel to access the facilities within the town. There is however, a need to recognise that people will choose to travel to the town by car and, therefore, a requirement for a range of good quality, convenient and safe car parks that meet this need and which contribute to the quality of the built environment.
- 3.3 In 2007 the town centre contained 3,472 parking spaces however due to a number of proposals that are being developed or brought forward it is anticipated that by 2011 there will be a shortfall of between 230 and 250 spaces. By 2026 there will be a further requirement for approximately 1,170 spaces. As a result there is a need to identify where this new parking provision could be accommodated.
- 3.4 The guidance within this chapter is based on information contained within the Mansfield Town Centre Car Parking Study update that was produced by Colin Buchanan and Partners in July 2007 with projections of parking capacity amended to reflect subsequent changes. Further information about this document is available on request.

### **Existing Situation**

- 3.5 The Mansfield Town Centre Car Parking Study assessed the current strategic parking situation in Mansfield and the results are summarised below.
- 3.6 There are currently 3,472 spaces in the public car parks serving the town centre, an increase of over 14% since 2002. 38% of this parking is now provided in privately-operated car parks compared to 28% in 2002.
- 3.7 Short-stay parking now accounts for 45% of the total stock compared to 34% in 2002 and the proportion of the overall capacity that is intended for long-stay parking has fallen from 17% to 9%.
- 3.8 During the occupancy surveys carried out as part of the parking study (November 2006), off-street parking was observed to be 66% utilised at the peak time on Friday. The corresponding figure on Saturday was 73%. If the under-utilised Portland Retail Park car park is excluded then the short-stay car parks (those with limits on the maximum stay) were 84% occupied on the Friday and 97% on Saturday.

- 3.9 Several individual car parks were full or practically full at times during the surveys. Those which had significant spare capacity included Church Lane, Four Seasons, Garden Road and the Robin Hood Line car parks on the Friday; the Water Meadows and the Civic Centre car parks on the Saturday; and the Meridian temporary car park, Portland Retail Park and Walkden Street car parks on both days.
- 3.10 Since 2002 parking demand appears to have grown by around 15%, broadly in line with the increase in capacity provided.

### **Projection of future parking supply and demand**

- 3.11 The Mansfield Town Centre Car Parking Study (with revisions by MDC to reflect subsequent changes) provides an assessment of predicted future supply and demand as summarised below.
  - 3.12 By the end of 2007 some 600 new short-stay parking spaces to serve the town centre were provided at Tesco Chesterfield Road South and Service Area D. Allowing for the new peak demand generated by the Tesco development there will be a significant amount of spare capacity in the town centre car parks overall. That spare capacity will, however, largely be in the car parks further from the main retail area, at Tesco, Portland Retail Park and (on Saturdays) the Civic Centre.
  - 3.13 Over the medium term, to 2011, some 685 spaces in existing car parks are expected to be lost through redevelopment. Over this period peak demand is projected to grow by around 550 spaces on Fridays and 470 spaces on Saturdays. Assuming the 685 spaces are re-provided there will be sufficient spaces to meet average weekday demand. However, there is projected to be a shortfall of around 230 - 250 spaces at peak times on Fridays (including 55 spaces to accommodate on-street demand displaced by the civil parking enforcement allowed under the legislation which decriminalised parking enforcement).
  - 3.14 In the longer-term (up to 2026) development of the White Hart Area and of the remaining Local Plan allocations will result in the loss of a further 204 parking spaces in existing public car parks. Although the current Supplementary Planning Document for the White Hart Area include 516 new parking spaces (including residential parking spaces) the net gain in public spaces is less than the estimated new demand generated by the developments such that the shortfall in spaces to meet peak Saturday demand is projected to rise to around 205 spaces (including, as paragraph 3.13 above, for the additional demand resulting from displacement generated by civil parking enforcement).
- 3.15 Thus, up to 2026:

- Peak Friday parking demand is projected to increase by nearly 1,000 spaces (over 40%) and peak Saturday demand by around 840 spaces (30%), largely due to developments underway or proposed;
  - To accommodate this rise in parking demand some 890 new spaces will be required to be provided, excluding those already provided at Tesco and Service Area D and planned for the White Hart Area;
  - Should net demand growth due to factors other than development continue over the longer-term, then the requirement for new spaces will be greater – further background growth equivalent to 10% of existing demand would increase the requirement for new capacity to around 1,170 spaces.
- 3.16 These analyses are based on demand in the peak month outside of the Christmas period. In the medium and longer-terms a significant amount of temporary parking would be needed to cater for pre-Christmas peaks in visitation to the town centre.

### **Capacity Provision**

- 3.17 In the short term (up to 2011) it is expected that 230 - 250 new car parking spaces will be required and around 900 new car parking spaces will be required in the period up to 2026, to replace those lost due to development on existing car parks and to provide for demand generated by the expansion of the town centre offer. Further new capacity may be required if demand continues to grow due to external factors (e.g. population and car ownership growth).
- 3.18 In addition land use development and operational benefits could arise from further rationalisation of public parking provision, releasing existing sites for alternative uses and re-providing the capacity within one or more new Multi Storey Car Parks.

### **Options for providing new capacity**

- 3.19 New capacity could be provided by increasing the number of spaces at existing sites (by adding decks) or by the development of new car parks. The key factors in determining the preferred location(s) for new capacity will be the accessibility of potential sites by car and on foot, and the traffic and environmental impacts of their development for parking. In general new capacity should be located adjacent to the ring road.
- 3.20 The options for locating new car parking capacity were identified in the Buchanan study and investigated further by the Council's Operational Services. These are:

- Adjacent to Belvedere Street (between Peacock Street and Garden Road) and taking in the existing Garden Road car park Bath Lane (former Metal Box Site)
- Church Lane (including the existing car park)
- Grove Street
- Ratcliffe Gate / Great Central Way
- Rosemary Centre car park
- Stockwell Gate North
- Stockwell Gate South
- Toothill Lane car park
- Toothill Road car park
- Robin Hood Line car park

3.21 Nearly all of these options are related to wider development possibilities. Uncertainties attach to several of them with respect to deliverability and timescale.

3.22 In order to draw up a strategy all options have been assessed as part of a more detailed feasibility study addressing issues including accessibility, environmental and traffic issues and:

- Current Usage – Current occupation of the site;
- Topography – A visual inspection of the site;
- Planning Constraints – Details of Mansfield District Council's local plan and any acts that effect the site;
- Utilities – Potential conflict and presence of utility apparatus within the curtilage of the site;
- Potential Contamination – Historical information of previous usage of the site;
- Land Ownership – Identification of areas that would need to be acquired;
- Cost – the total cost of any land acquisition, demolition and car park construction;
- Flood Risk – Consultation with Environment Agency Flood Risk map;
- Capacity – The number of spaces that could be provided on the site (with above-ground or underground decks if necessary)

## Options Appraisal Results

- 3.23 The study carried out by MDC Engineers provided proposals to meet both short term and long term strategy parking needs and concluded as follows:

Short Term:

- 3.24 The preferred and most cost effective option for the delivery of the 230-250 spaces needed to provide short term capacity is the construction of a surface car park at the Belvedere Street site. This option would involve significant capital costs including design, procurement and implementation as well as the costs of associated highways improvements. These costs could be phased to bring additional car parking on line when it is required.

Long Term:

- 3.25 The long term aspirations to achieve around an extra 900 parking spaces by 2026 would have to be met by the construction of either a Multi-Storey or an underground car park. These could be either at just 1 location or at 2 sites to spread the areas which would be covered.
- 3.26 Belvedere Street could accommodate either a multi-storey, or an underground car park. Again the additional cost of creating underground parking would only be feasible if the site above ground was to be redeveloped. This could provide an opportunity to redevelop an area that is in need of regeneration.
- 3.27 In summary, the preferred short term option would be to acquire the Belvedere Street site and create a 230 - 250 space surface car park on the site. This would achieve the short term aspirations and also provide a development plateau for future schemes.

### **Pricing and Regulation**

- 3.28 Developments where public parking is required should submit a parking management plan which includes charging proposals.
- 3.29 Planning agreements will be used where appropriate to encourage new developments to provide short stay public parking in the town centre in accordance with the above strategy.

### **Design Guidance**

- 3.30 Surface, MSCP or underground car parks must be designed to a high quality to meet functional, safety, aesthetic and maintenance requirements. Traditionally surface car parks have been constructed that contain little soft landscape and use inappropriate street furniture, whilst MSCP have been constructed in concrete blocks with particularly poor and bland designs. Accordingly, all car park proposals should include a detailed design statement that justifies the design and architectural features proposed in relation to the site and its surroundings. The statement should also include details of soft landscape, boundary treatment, materials, lighting, signage, barriers, access for the disabled and security measures. Overall the Council works to secure a high quality design in the provision of new car parking.

## **4 Commuted Sums**

- 4.1 For new build developments within or on the edge of Mansfield Town Centre there may be insufficient space to provide the required amount of parking spaces. Where this is the case a financial contribution will be required towards improvements to existing parking facilities or towards new car parks that the district council are seeking to bring forward. The contributions will be allocated against identified schemes within the general area in which the development lies.
- 4.2 Some or all of the developer contributions may be offset or substituted if developers offer alternative, specific transport measures to reduce car use. Local circumstances may also merit an alteration in the level of contribution. Examples include where:-
- The site has an existing use which itself generates transport demand, or the last use of the site (up to 5 years ago) generated transport demand;
  - Employment development helps alleviate problems in the disadvantaged areas;
  - Other development costs are exceptionally high for example, reclamation of previously used land;
  - The development is exacerbating parking issues in a local area.
- 4.3 Figure 1 below provides guidance on the suggested levels of developer contributions. Where an aggregation of small development is



considered to have a cumulative material impact on transport, the local authority may decide to waive these lower limits.

Figure 1 – Suggested Levels of Developer Contributions

<b>Development Factor</b>	<b>Minimum Size</b>	<b>Within and edge of Mansfield Town Centre</b>
<b>Food Retail</b> Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	£30,000
<b>Non-Food Retail</b> Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	£15,000
<b>Residential</b> Per net developable hectare (or per 125 bedrooms for developments greater than 125 bedrooms per hectare e.g. apartments)	50 bedrooms or 0.4 net developable hectares – whichever the smaller	£7,500
<b>B1(a) Office Employment</b> Per 1,000m <sup>2</sup> gfa	2,500m <sup>2</sup> gfa	£5,000
<b>Other “B” use employment</b> Per 1,000m <sup>2</sup> gfa	5,000m <sup>2</sup> gfa	£2,000
<b>Commercial, leisure, tourism, health</b>	Assess individually	Assess individually

(Source: Nottinghamshire County Council 2002)

### Other Measures

- 4.4 Other measures are being considered as part of this parking strategy to support the viability of the town centre and to promote the efficient use of parking capacity, including:
- Improved signing, including Variable Messaging Systems
  - Improvement of all retained existing car parks to Park Mark standard, and
  - The enhancement of pedestrian links between car parks and the town centre, in terms of safety and amenity

## 5 Residential Parking Standards

- 5.1 Government guidance on Housing encourages Local Planning Authorities to develop parking policies for residential developments in their plan area. The Local Planning Authority recognises that many households now have more than one car and therefore the following figures are expressed as minimum requirements.

#### Houses and Bungalows

1 – 3 bedroom dwellings	2 spaces (one of which can be a driveway)
4 or more bedroom dwellings	3 spaces (one of which can be a driveway)
Visitor Parking	Where there is no space for off street parking there may be a requirement in developments of over 80 dwellings to provide on street parking in designated lay-bys

#### Apartments

1 – 2 bedrooms	1.5 spaces plus an element of visitor parking calculated at one space per 5 dwellings (commencing at 5 dwellings).
3+ Bedrooms	2 spaces plus an additional element of visitor parking (calculated as above)

- 5.2 For residential units located within easy walking distance (300 metres) of the town centre boundary or served by a frequent bus service i.e. 2 per hour, these standards may be relaxed due to the reduced need to travel by private car. The distance of 300 metres is taken from Planning Policy Statement 6 - Planning for Town Centres and refers to an "easy walking distance" that would encourage pedestrians to walk to a primary shopping area or town centre boundary.
- 5.3 For larger developments of 80+ dwellings a Transport Assessment and Green Travel Plan will normally be required. In addition a contribution towards bus routes / services and cycling facilities may be required.
- 5.4 In areas of predominantly older terraced housing it is seldom that any off-street parking provision is available, whether individual spaces or shared parking courts, resulting in significant levels of on-street parking. On-street parking effectively reduces the width of such roads, to the detriment of highway safety, and often results in the obstruction of access for service and emergency vehicles.
- 5.5 Accordingly, for new "major" residential developments in areas of predominantly terraced housing and where there are on street parking problems, developments will normally be required to provide additional parking spaces on site, for use by existing local residents to ease these problems.

## 6 Commercial Parking Standards

- 6.1 Notwithstanding the information below, Traffic Assessments and / or Green Travel Plans may be required to determine the impact of developments on the local highway network and to address any issues including seeking greener, cleaner travel alternatives to single-occupancy car use. Further information on these requirements is set out in sections 9 and 10 of this document.

### **CLASS A1 Shops (food retail)**

All parking: 1 space per 14m<sup>2</sup>  
Servicing: 1 loading space per 1,000m<sup>2</sup> with adequate waiting and manoeuvring space for the largest type of service vehicle

### **CLASS A1 Shops (non-food retail)**

All parking: 1 space per 20m<sup>2</sup>  
Servicing: 1 loading space per 1,000m<sup>2</sup> with adequate waiting and manoeuvring space for the largest type of service vehicle

### **CLASS A2 Financial and professional services**

Staff: 1 space per 25m<sup>2</sup>  
Customers: 1 space per 25m<sup>2</sup>  
Servicing: To be individually assessed

Small offices not exceeding 500m<sup>2</sup> will be individually assessed

### **CLASS A3 and A4 Food and Drink**

Location	Maximum Provision
Town/district centres, edge of centre	1/12m <sup>2</sup>
Rest of town	1/10m <sup>2</sup>
Elsewhere	1/8m <sup>2</sup>

Servicing: 1 loading space per unit with adequate waiting and manoeuvring space for the largest type of service vehicle

Residential Staff: 1 space per 1 staff member plus 50% for their visitors

Other Staff: 1 space per 3 members of staff

### **CLASS A5 Hot Food Takeaways**

Customer parking: 1 per 10m<sup>2</sup> of public area

Residential Staff: 1 space per 1 staff member plus 50% for their visitors

Other Staff 1 space per 3 members of staff

**CLASS B1 Business (Office only)**

Location	Maximum Provision (Gross floor space)
Town/district centres, edge of centre	1/60m <sup>2</sup>
Rest of town	1/35m <sup>2</sup>
Elsewhere	1/30m <sup>2</sup>

Servicing: 1 loading space per 200m with adequate waiting and manoeuvring space for the largest type of service vehicle

**CLASS B1 Business (Non-office only)**

Location	Maximum Provision
Town/district centres, edge of centre	1/130m <sup>2</sup>
Rest of town	1/80m <sup>2</sup>
Elsewhere	1/55m <sup>2</sup>

Servicing: 1 loading space per 200m with adequate waiting and manoeuvring space for the largest type of service vehicle

**CLASS B2 General Industrial**

Location	Maximum Provision
Town/district centres, edge of centre	1/130m <sup>2</sup>
Rest of town	1/80m <sup>2</sup>
Elsewhere	1/55m <sup>2</sup>

Servicing: 1 loading space per 200m with adequate waiting and manoeuvring space for the largest type of service vehicle

**CLASS B8 Storage and Distribution**

Location	Maximum Provision
Town/district centres, edge of centre	1/300m <sup>2</sup>
Rest of town	1/180m <sup>2</sup>
Elsewhere	1/120m <sup>2</sup>

Servicing: To be individually assessed

### **CLASS C1 Hotels**

Location	Maximum Provision
Town/district centres, edge of centre	0.8 per bedroom
Rest of town	0.9 per bedroom
Elsewhere	1 per bedroom

Residential Staff: 1 space per 1 staff member plus 50% for their visitors

Other Staff: 1 space per 3 members of staff  
Separate facilities such as bars, dining areas and conferencing facilities available to non-residents will be assessed separately using the appropriate guidance detailed under Use Classes A3, A4 and D2.

### **CLASS C2 Residential Care Homes**

#### **Elderly persons and nursing homes:**

Resident Staff: 1 space per 1 staff plus 50% for their visitors.

Other Staff: 1 space per 2 staff

Visitors: 1 space per 5 beds

### **CLASS D1 Non-residential Institutions**

(i) Doctors Surgeries, Health Centres, Clinics, Dentists, Physiotherapists, Vets

Professional staff: 1 space per staff member

Other staff: 1 space per member of staff

Patients: 2 spaces per consulting room

(ii) Public Halls (including galleries, museums, libraries, places of worship)

Staff: 1 space per 3 members of staff

Visitors: 1 space per 5 seats or 1 space per 30m of public area whichever is the greater

(iii) Nurseries, playgroups and crèches

Staff: 1 space per staff member

Parents: 1 space per 6 children for picking up/setting down

The requirements for parents parking may be relaxed depending on the nature of the adjoining roads. However, for premises fronting classified and other busy roads full provision with independent turning facilities clear of the highway will normally be required.

### **CLASS D2 Assembly and Leisure**

- |  |                              |
|--|------------------------------|
| (i) Cinemas and conference facilities: | 1 space per 5 seats          |
| (ii) Stadia:                           | 1 space per 15 seats         |
| (iii) Golf courses:                    | 4 spaces per hole            |
| (iv) All other:                        | 1 space per 22m <sup>2</sup> |

### **MISCELLANEOUS**

- |                             |   |
|-----------------------------|---|
| (i) Car/Lorry Sales:        | 1 customer space per every 5 vehicles displayed for sale plus an appropriate transporter unloading/manoeuvring space: |
| (ii) Car/Lorry Auction:     | 1 space per every 5 vehicles stored   |
| (iii) Service/repairs       | Cars: 1 space per 10m service/repair area<br>Lorries: 4 spaces of 45m per service/repair bay.                         |
| (iv) Spare parts:           | 1 space per 20m of sales counter and stock room.  |
| (v) Car Hire Hire vehicles: | 1 space per 2 vehicles.   |
| Customers:                  | 1 space per 10 hire vehicles.   |

All developments not covered by the above use classes with the exception of those relating to the motor trade will be assessed individually taking into account the location and likely requirements for access by all modes of transport.

## **7 Design for Parking Provision**

## Size of Parking Bays

### 7.1 The recommended sizes of parking spaces are:-

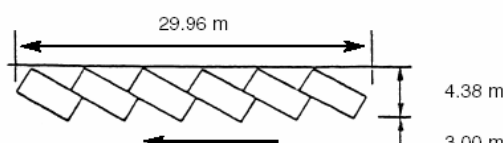
Private Cars                      5.5m x 2.4m. Specific guidance about parking for disabled motorists is set out in paragraphs 7.4 – 7.10

Commercial Vehicles            Varying between 9m and 19m long by 3.1m wide depending upon the type of vehicle most likely to serve the development and having regard to the largest vehicle likely to serve the development.

### 7.2 The actual layout and circulation system to be adopted for a particular car park depends upon the size and shape of the area available. However, the dimensions in figure 3 below are useful in determining the layout and capacity of a car park. These will apply to all development except those that do not have their own parking i.e. a driveway or garage within their curtilage.

### 7.3 Full details of markings, surface materials, lighting, soft landscape, security, signage and drainage will be required as part of a planning application.

Figure 2 – Layout of Car Parks



### **Disabled Parking**

- 7.4 All developments should make parking provision for special needs users.
- 7.5 Cars are often the most practical means of travel for disabled people and therefore it is important that parking spaces designated for their use are provided. The driver of the vehicle (alone or accompanied) or a passenger may be disabled. Wheelchair users will need to be able to open the rear or side doors of the vehicle fully in order to get their wheelchairs out and to transfer to them. In some cases a disabled person may need to drive a powered wheelchair or scooter into the vehicle. It is for these reasons that the spaces need to be designed and laid out as explained later in this guidance.



- 7.6 It is essential to consider the location and use of the building the car parking spaces will be serving. Car parking spaces designated for disabled people must be clearly sign posted from the site entrance and designated spaces should be clearly marked with the British standard 'Disabled' symbol in accordance with BS3262 Part 1. Car parking spaces designated for disabled visitors should be allocated as close as possible (no more than 50m) to the main entrance of the building whilst parking spaces designated for disabled staff should be positioned as close as possible to the entrance they use. Developers must also consider the route from the parking facilities to the main entrance, and provide any necessary ramps, etc. to facilitate easy access into the development.
- 7.7 Traffic Advisory Leaflet 5/95 gives guidance about the number of disabled bays that should be provided in off street car parks. This guidance is summarised in Figure 3 below.

Figure 3 – Provision of Disabled Parking Bays

Car Park Used	Car Park Size	
	Up to 200 Bays	Over 200 Bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of capacity
Shopping, Recreation, Leisure and other spaces open to the general public	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity

(Source: Department for Transport 1995)

7.8 Information about the design of spaces is set out in Figures 4 - 7 below.

Figure 4 – Example of designated on-street parking bay



7.9 It is recommended that further guidance on this issue be obtained from Traffic Advisory Leaflet 05/95.

Figure 5 – Access around designated off street parking spaces

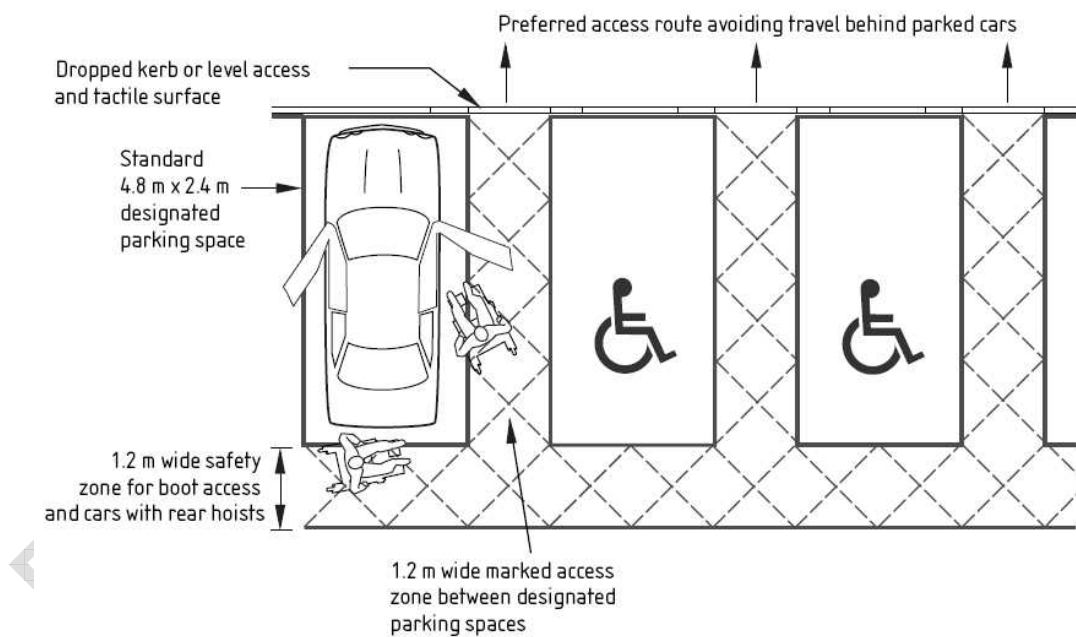
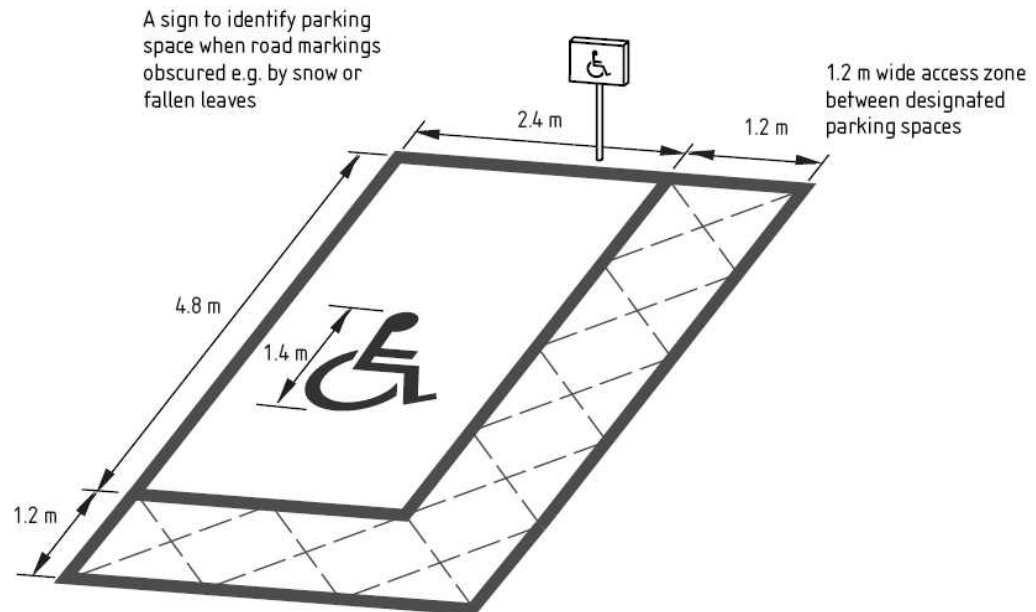


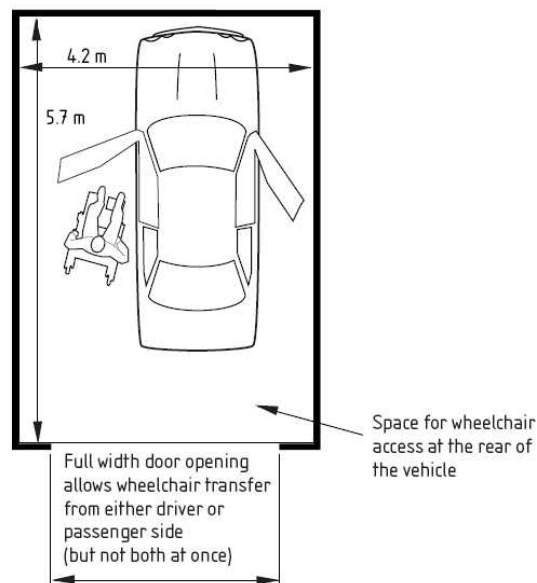
Figure 6 – Markings for designated off-street parking spaces



NOTE Dimensions of parking space are to centre lines of markings.

Source: BS 8300:2001. The complete British Standard can be purchased from the BSI online shop: <http://www.bsigroup.com/BS8300>

Figure 7 – Dimensions of an enclosed parking space for disabled motorists



NOTE A greater width of parking space is needed if both driver and passenger are wheelchair users.

Source: BS 8300:2001. The complete British Standard can be purchased from the BSI online shop: <http://www.bsigroup.com/BS8300>

- 7.10 In addition to this IPG developers should refer to British Standard 8300:2001 which sets out a code of practice for the design of buildings and their approaches to meet the needs of disabled people.

### **Parent & Child Parking**

- 7.11 Parents with young children can have specific accessibility needs. The Council encourages the provision of parent and child parking areas within retail and appropriate leisure developments. As a general design guide, a provision of 3 – 4% of total parking provision should be reserved for parent and child parking. The design of parent and child parking bays should be based on the layout for disabled parking bays in order to allow easy access for prams and pushchairs. Developers should detail the management and control arrangements for these spaces in planning applications.

### **Cycle Parking**

- 7.12 Cycling has the potential to substitute for short car journeys, particularly those less than 5 km. Therefore the provision of good quality cycle parking is very important to complement restrictive car parking policies.

- 7.13 There are 2 main types of cycle parking:

Short Term:

- 7.14 Cycle parking should be placed as close as possible to the trip end point such as entrance to shops, leisure centre, town centre etc as cyclists prefer not to walk long distances once they have parked. Sheffield Stands are ideal for this purpose.

Long Term:

- 7.15 For long term parking (i.e. all day) cyclists may be prepared to walk further for the facility. These facilities may take the form of more secure cycle parking such as lockers or undercover stands at workplaces and rail stations.
- 7.16 All cycle parking should be clearly signed and ideally should be covered, secure and located in a position that benefits from being overlooked. Furthermore, stands or lockers should normally be accompanied by good quality changing facilities.
- 7.17 Figure 8 (page 29) provides a guide for cycle parking provision at new developments.

Figure 8 – Guide for Cycle Parking Provision at New Developments

Use Class	Minimum Provision (Gross Floor Area)
A1 – Retail	1/200m <sup>2</sup>
B1 – Business	1 per 100m <sup>2</sup>
B2 – General Industrial	1 per 200m <sup>2</sup>
B8 – Storage and Distribution	1 per 400m <sup>2</sup>
C1 – Hotels	1 per 5 staff
C2 – Residential Institutions	1 per 5 staff
C3 – flats/townhouses	1 per dwelling
C3 – Halls of residence	1 per 3 students
D1 – Non Residential (other than education)	1 per 5 staff
D1 – Non Residential – education	To be determined via a school travel plan with a greater provision for older students (for a contact see 1.4)
D2 – Leisure (Leisure Centres)	1 per 5 staff plus 1/5 for maximum number of visitors

(Source: Nottinghamshire County Council 2006)

- 7.18 If there is no space on site for cycle parking facilities developers will be required to either provide facilities elsewhere or a contribution towards new facilities.

### Nottinghamshire County Council Cycle Design Guide 2006

- 7.19 This document has been produced to assist Nottinghamshire County Council and partners when designing cycle facilities. It is intended that the application of principles within the guide will enable a consistent level of cycling infrastructure to be implemented across the County without hindering innovative design solution.
- 7.20 Developers and their agents should refer to this document when preparing cycle schemes and / or other schemes that could impact on cyclists.
- 7.21 Further information on this document can be obtained from the County Councils Cycling and Walking Officer or it can be viewed on-line at <http://www.nottinghamshire.gov.uk/cycling/oe-cyclingdesignguide.htm>.

## 8 Designing out Crime

- 8.1 The Nottinghamshire Police Architectural Liaison Officer is consulted on certain planning applications and it is his role to comment on the design and layout of proposals in relation to crime and safety issues. Car parks serving commercial developments should be designed to meet the Park Mark test. This is a national scheme that assesses car parks in relation to and more information on the Park Mark scheme can be found at [www.securedcarparks.com](http://www.securedcarparks.com)
- 8.2 In addition developers should refer to other site specific or topic based IPG's that have / are being produced by the Council in particular IPG 1 Community Safety by Design. All the adopted IPG's can be viewed on the Council's website [www.mansfield.gov.uk/index.aspx?articleid=905](http://www.mansfield.gov.uk/index.aspx?articleid=905)

## 9 Transport Assessments

- 9.1 Planning Policy Guidance 13 Transport states that there is a need to reduce the need to travel, reduce the length of journeys and make it easier to access jobs, shopping and public services by public transport, walking and cycling. To demonstrate that developments with significant transport implications meet the above test, a Transport Assessment will be required that gives details of the proposed measures to improve access by public transport, walking and cycling and to reduce the need for parking associated with each proposal.

The contents of a Transport Assessment will depend on the size, nature and location of a development, but in all cases should show:-

- How accessible the development is by all modes of transport;
  - Whether the site access can accommodate the predicted level of traffic;
  - Transport impact, mitigation measures; and
  - What measures can be undertaken to encourage travel by walking, cycling, and public transport as an alternative to the car.
- 9.2 The submission of a Transport Assessment will be required as supporting documentation for the following planning applications:
- Class A1 (Retail) with a gross floor area exceeding 1000m<sup>2</sup>;
  - Class A2 & A3 (Financial & Professional Services / Restaurants / Cafes) with a gross floor area exceeding 2500m<sup>2</sup>;
  - Class A4 & A5 (Drinking Establishments/Hot Food Takeaways) with a gross floor area exceeding 600m<sup>2</sup>;
  - Class B1 (Light industrial/Office) with a gross floor area exceeding 2500m<sup>2</sup>;
  - Class B2 & B8 (General Industrial and Warehousing/Distribution) with a gross floor area exceeding 6000m<sup>2</sup>;
  - Residential developments over 80 units; and

- Other types of development with 50 plus vehicle movements in any hour
- 9.3 It should be noted that the Council reserves the right to request a Transport Assessment in other instances especially where the location and / or type of development is particularly sensitive.

## **10 Green Travel Plans**

- 10.1 A travel plan is a package of measures produced by employers to encourage staff to use alternative greener, cleaner travel as an alternative to single-occupancy car-use and hence reduce the need to provide car parking facilities in accordance with the aims of PPG13. Such a plan for example, could include: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations. It might also promote flexible-working practices such as remote access and video conferencing.
- 10.2 Travel plans can offer real benefits not only to the organisation and its employees, but also the community that surrounds it. It may help to relieve local parking or congestion problems or improve public transport connections across the area. It may also relieve stress on employees through reducing delays or providing the opportunity to cut their travel commitments by working from home on occasion.
- 10.3 The submission of a travel plan will be required as supporting documentation for planning applications exceeding the following thresholds:-
- Offices (within Class B1) with a gross floor area of 2500m<sup>2</sup>
  - Industry (within Class B2) with a gross floor area of 5000 m<sup>2</sup>
  - Industry (within Class B8) with a gross floor area of 10,000 m<sup>2</sup>
  - Retail (within Class A1) with a gross floor area of 1000 m<sup>2</sup>
  - Leisure (within Class D2) with a gross floor area of 1000 m<sup>2</sup>
  - Higher and further education facilities with a gross floor area of 2500 m<sup>2</sup>

## **11 Further Information**

11.1 The Council strongly encourages prospective applicants and investors to engage in dialogue with the authority prior to submitting a planning application.

11.2 If you wish to discuss the contents of this document or require further advice please contact Mansfield District Council utilising the following phone numbers:

Development Control: Telephone: 01623 463204 / 463208

Engineers: Telephone 01623 463283

11.3 In addition it is recommended that guidance be sought from the following officers / Highways Departments at Nottinghamshire County Council:-

Nottinghamshire County Council Highways: Telephone 01623 558207

## **12 References**

British Standards Institute (2001) British Standard 8300:2001 – Design of buildings and their approaches to meet the needs of disabled people: Code of Practice

Colin Buchanan and Partners (2007) – Mansfield Town Centre Car Parking Strategy Update

Mansfield District Council (2007) – Mansfield Town Centre Car Parks Options Appraisal

Nottinghamshire County Council (2006) - Nottinghamshire Cycle Design Guide

Nottinghamshire County Council (2004) – Parking provision for new developments; Supplementary Planning Guidance May 2004

Planning Policy Statement 1 – Delivering Sustainable Development 2005

Planning Policy Statement 3 – Housing 2006

Planning Policy Statement 6 – Planning for Town Centres 2005

Planning Policy Guidance 13 – Transport 2001



This is a blank page

This information is available in other formats-  
for example large print, signer or minicom and other languages

To obtain this information telephone 01623 463463

অনুরোধ সাপেক্ষে এই তথ্যটুকু পাঠক উপযুক্ত কোন আকারে এবং ভাষায় দেওয়া হবে।

অন্য কোন ভাষা বা পাঠক উপযুক্ত কোন আকারে এই তথ্যটুকু পেতে হলে, 01623 463463 নম্বরে ফোন করুন।

若你提出请求，我们可以其他格式或语言提供此资讯。

若欲索取以其他语言或格式提供的此资讯，请拨电 01623 463463。

વિનંતી કરવાથી આ માહિતી બીજા સ્વરૂપો અને ભાષાઓમાં મળી શકે છે.

આ માહિતી બીજા ભાષા કે સ્વરૂપમાં મેળવવા માટે, 01623 463463 ઉપર ફોન કરો.

निवेदन करने पर यह जानकारी अन्य ग्रन्थाकारों यानि फार्मेट्स तथा भाषाओं में उपलब्ध हो सकती है।

यह जानकारी किसी वैकल्पिक भाषा या फार्मेट में लेने के लिए, 01623 463463 पर टेलिफोन कीजिए

ਬੇਨਤੀ ਕਰਨ ਤੇ ਇਹ ਜਾਣਕਾਰੀ ਹੋਰ ਰੂਪਾਂ ਅਤੇ ਬੋਲੀਆਂ ਵਿਚ ਮਿਲ ਸਕਦੀ ਹੈ।

ਇਹ ਜਾਣਕਾਰੀ ਕਿਸੇ ਬਦਲਵੀਂ ਬੋਲੀ ਜਾਂ ਰੂਪ ਵਿਚ ਲੈਣ ਵਾਸਤੇ ਕ੍ਰਿਪਾ ਕਰਕੇ 01623 463463 ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ।

یہ معلومات گذارش کرنے پر دیگر صورتوں (سی ڈی، ٹیپ) اور زبانوں میں بھی دستیاب ہے۔

مبادل زبان یا متبادل صورت (سی ڈی، ٹیپ) میں یہ معلومات حاصل کرنے کے لیے  
ٹیلیفون نمبر 01623 463463 پر فون کریں۔

**Postal Address**  
Mansfield District Council  
Civic Centre  
Chesterfield Road South  
Mansfield  
Nottinghamshire  
NG19 7BH

**Telephone & Fax**  
Civic Centre  
01623 463463  
Civic Centre Fax  
01623 463900  
**Web**  
www.mansfield.gov.uk  
**Email**  
planningpolicy@mansfield.gov.uk



**Mansfield District Council**  
*Creating a District where People can Succeed*