

# CAR PARKING STANDARDS IN DERBYSHIRE

Guidance Notes



ENVIRONMENTAL  
SERVICES  
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County Council  
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November 1994

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## **INTRODUCTION**

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This document, which has been approved by the County Council following consultations with all the District Councils and the Peak Park Joint Planning Board, provides a guide to the standards of parking provision required for all new developments within Derbyshire.

The standards set out in this document will be the minimum requirements for off-street parking which the Highway Authority will recommend to the relevant Planning Authorities when consulted on planning applications. The recommendations are not intended to fetter the discretionary powers of Local Planning Authorities in considering and determining either lower or higher standards of parking for particular developments. Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document.

Approximately 20% of pedestrian injuries and 10% of vehicular accidents involve an on-street parked vehicle. These cause hazards by masking pedestrians (particularly small children) from drivers and by interfering with driver intervisibility. It is therefore generally true to say that road safety is likely to be adversely affected if developments do not have adequate car parking capacity and, where appropriate, space for commercial service vehicles to manoeuvre and wait on site. Additionally, highway capacity and the environment can be prejudiced if there is intensive on-street parking.

These standards address the need for a balance to be arrived at between the size of developments, their use and the provision of vehicle parking and servicing so that the efficient flow of traffic and safe use of adjacent highways by all users is not prejudiced. They are compiled for guidance in development control decision making in line with the recommendations of Department of the Environment Planning Policy Guidance 13 (PPG13).

## **SCOPE**

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With certain exceptions, commercial vehicle requirements have not been referred to. Experience has shown that operational space for commercial vehicles is better assessed on an ad hoc basis relative to the specific development rather than laying down general dimensional requirements.

Guidance on the design of servicing areas and lorry parking can be found in "Designing for Deliveries", published by the Freight Transport Association. Parking bays for rigid vehicles should generally be 12 metres long and those for articulated vehicles 16 metres long with, in either case, widths being 3.5 metres. 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.

## **TOWN CENTRES AND CONSERVATION AREAS**

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The central cores of certain towns and the City of Derby, as well as some areas of conservation and of outstanding natural beauty, suffer from an excessive density/generation of traffic and, as such, private parking provision may not be possible and may be discouraged in favour of public facilities. In such situations the Planning Authority may only allow development to take place if non-operational parking is eliminated: possibly replacing it with commuted payments. Developers are recommended to seek the advice of the appropriate Planning Authority in conjunction with the County's Highways Development Control Section in such a situation before submitting a formal application.

Within Conservation Areas and at all sites involving Listed Buildings, Planning Authorities, 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.

## **MULTIPLE USE**

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Where applications are for multiple-use developments (eg 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 complementary (eg 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.

## **INTERPRETATION**

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The standards refer to many different uses which are in the same Planning Use class (eg 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.

Where existing buildings are the subject of a change of use application, it is still expected that the new standards should be complied with. However, some flexibility may be considered acceptable where the development relates to the re-use of buildings recognised as being of architectural or historic interest.

All stated areas are gross inclusive floor areas, measured externally, unless otherwise referred to (eg 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.

## **DIMENSIONS FOR PARKING AND TURNING**

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Car parking spaces shall have minimum dimensions of 4.8 metres by 2.4 metres unless they are for the specific use of people with physical impairment, in which case they shall be laid out in accordance with the drawings in Appendix A. Except in special circumstances the longitudinal gradient of parking spaces shall not exceed 1 in 14 and the crossfall shall not exceed 1 in 40.

In the standards for dwelling houses the provision of space within a garage, of a minimum internal size of 4.8 metres by 2.4 metres, shall be deemed to be the equivalent of a car parking space. However, in all cases, garages should normally be set back at least 6 metres from the limit of the subject access frontage. Bays of car parking spaces shall have minimum dimensions as shown on the 1:200 scale drawings in Appendix B.

In all developments serviced by commercial vehicles and elsewhere as required by the Highway Authority there should be facilities for vehicles to turn within the site which are separate from the parking spaces. It will not be acceptable for vehicles to park or wait within these turning areas. Typical examples of car turning areas are shown in Appendix B.

## **REMOTE PARKING**

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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 (ie excessive walking distances and/or the intervention of heavily 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 subject to an appropriate legal planning agreement.

## **PROVISION FOR DISABLED DRIVERS AND PASSENGERS**

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A car is often the only means of travel for disabled people and it is essential that adequate parking is made for them.

'Disabled spaces' should be constructed and marked out to accord with the requirements shown on the drawing on Appendix A and be clearly marked 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. The provision of these specialist spaces at shopping, commercial, industrial or leisure developments shall be in the order of a minimum of one space with one additional space for every 25 spaces.

## **PROVISION FOR CYCLISTS**

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No specific standard has been included for cycle parking, as on most cases the question of separate provision does not present a problem. However, where such provision is likely to become a material consideration the Highway Authority will seek to determine, in conjunction with the Local Planning Authority and the Developer, an appropriate level of cycle parking accommodation.

## **SHOPS**

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### **1 General Shops**

Customers	1 space per 30 s m
Staff	1 space per 100 s m

### **2 Individual superstores**

Customers	below 1000 s m	1 space per 25 s m
	1000-3000 s m	1 space per 20 s m
	above 3000 s m	1 space per 10 s m
Staff		1 space per 100 s m

### **3 Individual non-food retail warehouses**

Customers	1 space per 20 s m
Staff	1 space per 100 s m

### **4 Retail parks**

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

### **5 Garden centres**

Customers	1 space per 30 s m covered area <b>plus</b> 1 space per 50 s m open area of display areas generally given to public access
Staff	1 space per 100 s m covered area

## **FINANCIAL AND PROFESSIONAL SERVICES**

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### **1 Public services offices**

Customers and staff	1 space per 15 s m
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### **2 Betting shops**

Customers	1 space per 15 s m
Staff	1 space per 100 s m

## **FOOD AND DRINK**

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### **1 Restaurants, cafes and hot food take-aways**

Customers  
and staff                      1 space per 4 s m dining area or  
public waiting space in take-aways

**NB** *Roadside (motorists) restaurants are included in this category.*

### **2 Transport cafes**

Customers                      1 lorry space per 2 s m dining area

Staff                              1 car space per 100 s m

**NB** *The minimum size of a lorry space should be 15 m by 3 m and lorries must be able to enter and leave the site in a forward direction.*

### **3 Public houses, licensed clubs and bar areas of restaurants**

Customers  
and staff                      1 space per 2 s m public drinking area **plus**  
1 space per 10 s m of beer gardens

**NB** *Any Food and Drink development which includes residential accommodation must provide extra spaces complying with the Dwelling houses standards.*

## **BUSINESS**

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### **Administrative offices, high technology industry and science parks**

Staff  
and visitors                      1 space per 25 s m

## **GENERAL INDUSTRIAL**

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### **1 Industrial processes**

Staff  
and visitors                      1 space per 40 s m

### **2 Vehicle service, repair and spares stores**

Customers                      1 space per 15 s m

Staff                              1 space per 30 s m

Tow vehicles                      1 space minimum, appropriately sized



**2 Residential hostels and community homes**

Residents  
and staff                      1 space per 4 bedrooms

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**RESIDENTIAL INSTITUTIONS**

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**1 Aged persons care homes**

Visitors  
and staff                      2 spaces **plus** 1 space per 4 bedrooms

***NB** The bedroom total should include both resident owner and residential staff bedrooms.*

**2 Sheltered accommodation**

Residents,  
visitors  
and staff                      2 spaces **plus** 1 space per 3 residential units

**3 Residential schools, colleges and training centres; halls of residence hospitals and community housing for disabled people**

To be assessed individually.

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**DWELLING HOUSES**

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**1 One bedroom dwellings**

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

**2 Two and three bedroom dwellings**

2 spaces per unit

**3 Four (and over) bedroom dwellings**

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

**4 Aged persons residences**

1 space per residential unit **plus** 1 space per 2 units for visitors

***NB** These units are limited to residential use by people over the national retirement age, with no provision for a warden.*

**5 Holiday residences**

1 space per 1 and 2 sleeping room units

2 spaces per 3 (and over) sleeping room units

**6 Caravan sites**

1 space per caravan **plus** restaurant and bar facilities to comply with the Food and Drink standards and office requirements to comply with the Business standard.

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**NON-RESIDENTIAL INSTITUTIONS**

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**(a) Medical or health service surgeries**

4 spaces per consulting room or room used by a medically qualified person.

*NB Veterinary surgeries are included in this section.*

**(b) 1 Creches and day nurseries**

1 space **plus** 1 space per 10 s m (0 to 3 year old children) **or** 1 space per 20 s m (3+ to 8 year old children) of child accommodation/internal play area **plus** 1 extra space where the licence is for 20 or more children.

*NB (i) 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.*

*(ii) The higher standard (1 space per 10 s m) will apply if the group age of the intended children is not stated in the application.*

**2 Day centres**

1 space per 2 staff **plus** appropriate turning, standing and parking facilities for coaches and minibuses.

*NB Where the centre is purpose designed for people with physical impairment all spaces should be appropriate for their use (see Appendix A) and there should also be an individual assessment of the need for additional car spaces for disabled people.*

**(c) 1 Infant, primary and secondary schools**

2 spaces per classroom or teaching area **plus** 15 spaces for use by sixth form students where appropriate.

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

***NB** 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.*

**2 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 (eg full or part time) and the location of the site.

**(d) Art galleries**

To be assessed individually.

**(e) Museums**

To be assessed individually.

**(f) Libraries**

To be assessed individually.

**(g) Public or exhibition halls**

1 space per 5 s m public floor area.

**(h) Places of worship and religious instruction**

1 space per 5 seats or 5 s m public floor area.

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## **ASSEMBLY AND LEISURE**

**(a) Cinemas**

1 space per 3 seats or 3 s m gross auditorium floor area if the seats are not permanently fixed.

**(b) Concert halls**

1 space per 3 seats or 3 s m gross auditorium floor area, whichever is the greater.

**c) 1 Bingo halls**

1 space per 3 seats or 3 s m gross auditorium floor area.

**2 Casinos**

1 space per 5 s m public floor area.

**(d) Dance halls, ballrooms and discotheques**

1 space per 5 s m public floor area

**(e) 1 Swimming baths and fun pools**

20 spaces plus 1 space per 10 s m water area

**2 Skating rinks**

To be assessed individually.

**3 Sports Halls and multi-purpose sports venues**

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

**4 Multigyms and sport dance venues**

1 space per 5 s m gross floor area.

**5 Racquet clubs**

4 spaces per court.

**6 Outdoor sports grounds**

15 spaces per pitch.

**7 Golf clubs**

150 spaces per 18 hole course.

**NB** (i) 9 hole and other smaller courses will be assessed individually but not necessarily on a pro-rata basis.

(ii) Club house social facilities shall be assessed on the basis of the appropriate Food and Drink standards.

**8 Driving ranges**

2 spaces per bay.

**9 Bowls and bowling**

15 spaces per green or 4 spaces per lane.

**10 Snooker halls**

2 spaces per table

**11 Camp sites**

1 space per pitch

**12 Camping barns**

To be assessed individually with particular regard to whether they are readily accessible from the highway.

**13 Water sports venues and marinas**

To be assessed individually with particular regard to intensity and type of use and whether there is only private or, alternatively, public access and participation.

**14 Specialist sports facilities (eg dry-ski slopes)**

To be assessed individually.

*NB Wherever restaurant, bar or office facilities are provided, these will require additional parking spaces in accordance with either the Food and Drink or Business standards.*

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**NON-SCHEDULE USES**

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**(a) Theatres**

1 space per 3 seats or 3 s m gross auditorium floor area if the seats are not permanently fixed.

**(b) Amusement arcades or centres and funfairs**

To be assessed individually with particular regard to opening times and seasonal use.

**(c) Coin-operated laundrettes and dry cleaners**

Customers            1 space per 30 s m

Staff                    1 space per 100 s m

**(d) Retail fuel filling stations**

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

**(e) Sale and display of motor vehicles**

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

**(f) Sale and display of boats and caravans**

To be assessed individually but with regard to standard (e) above.

**(g) Taxi and vehicle hire businesses, including driving schools**

1 space per vehicle operated.

*NB 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.*

**(h) Scrapyards, mineral storage or distribution yards, earth moving plant depots, motor vehicle breakers and plant hire firms**

To be assessed individually with particular regard to the amount of public access.

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**CRITERIA NOT MENTIONED ELSEWHERE**

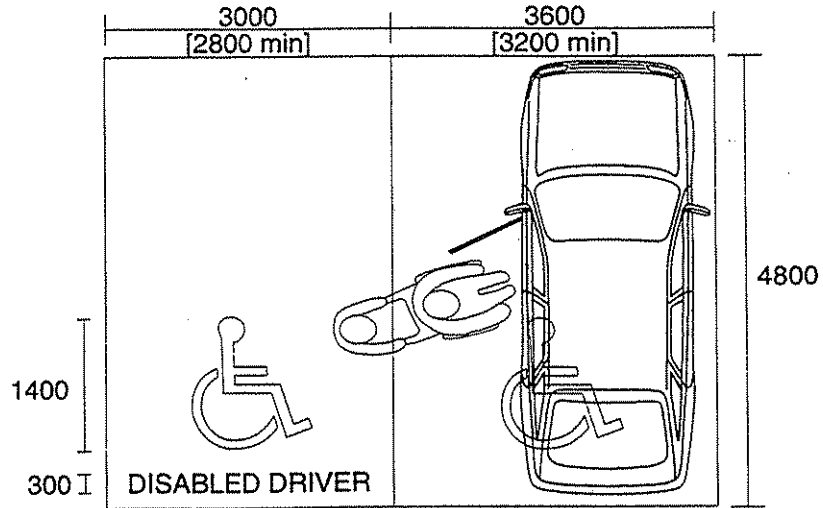
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Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc, will be assessed individually with particular regard to periods and frequency of use.

# Appendix A

## Car Parking

- \* Located close to accessible entrance.
- \* Desirably under cover.
- \* For pedestrianised areas, within 50 metres of destination uncovered, 100 metres covered.

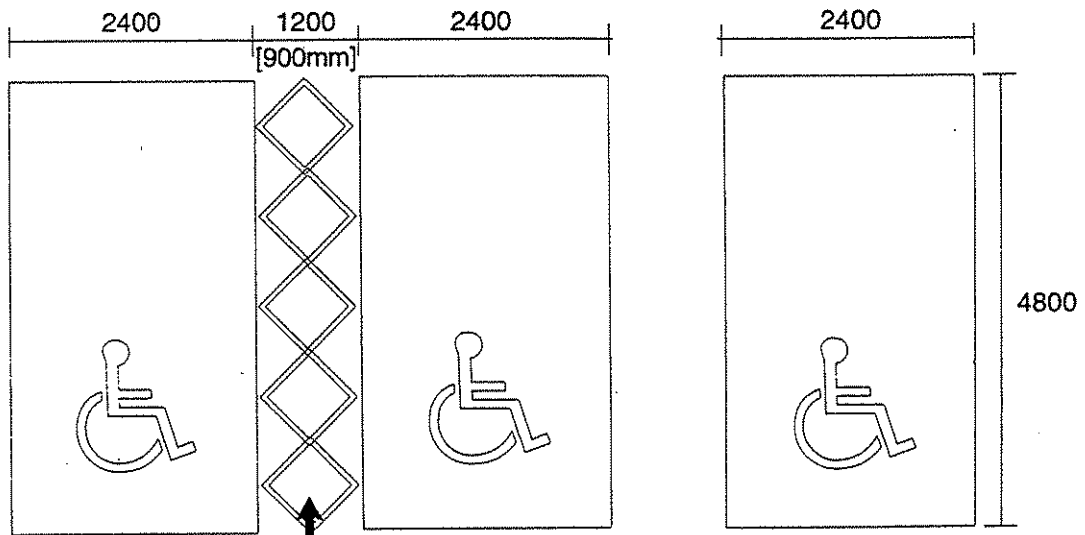


ambulant disabled user-  
only where space is  
limited, full width for  
wheelchair user  
preferred particularly  
in car parks

wheelchair user

## Parking Bays

- \* Wide enough for wheelchair transfer to and from the car.
- \* Designated for use by disabled people, and clearly signed at the entrance.

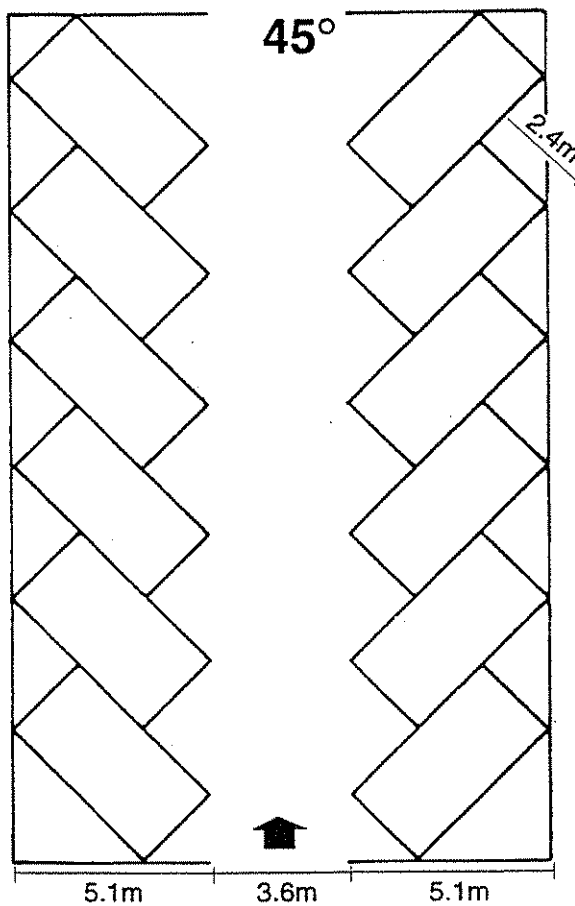
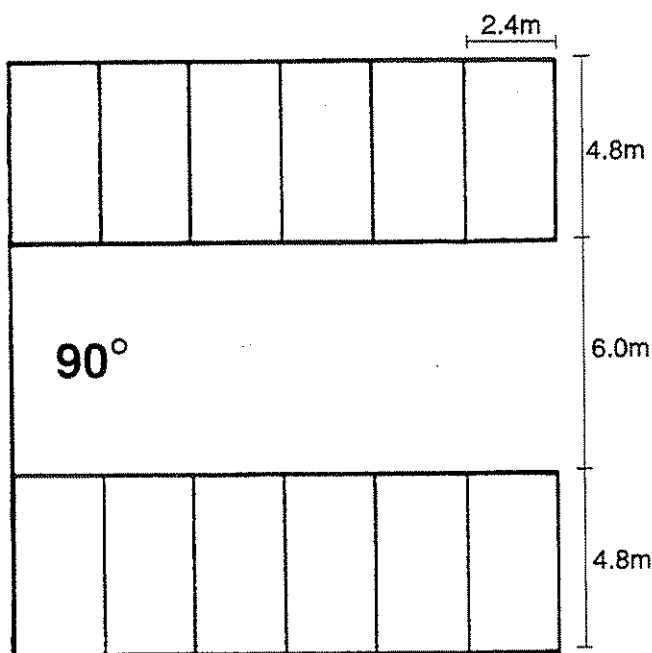
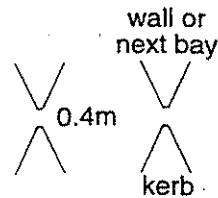
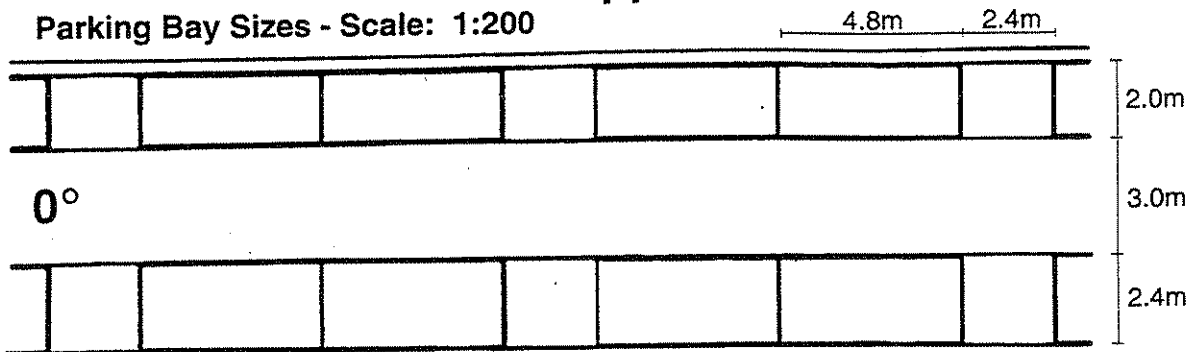


marked out shared space between 2 standard bays

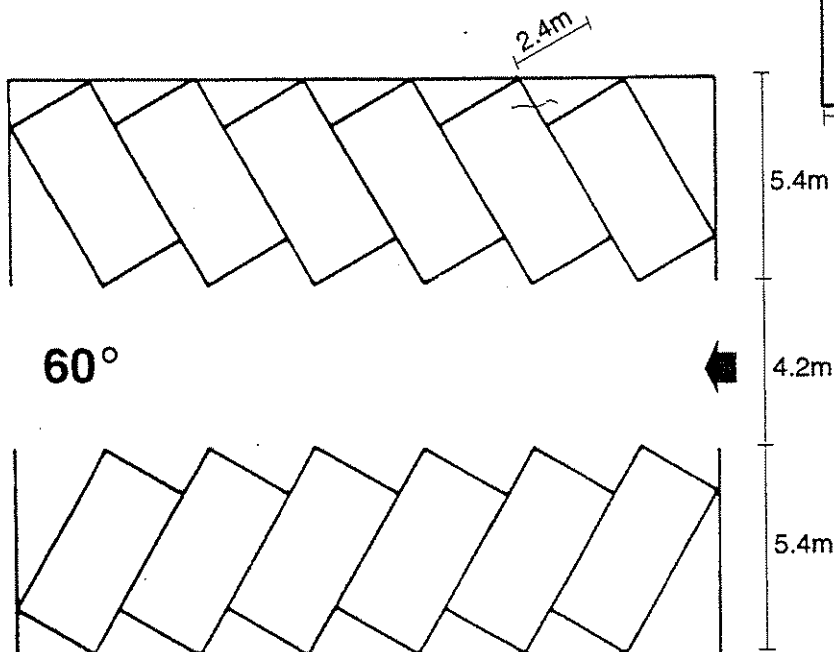
standard end bay  
with long side  
open for access

# Appendix B

Parking Bay Sizes - Scale: 1:200



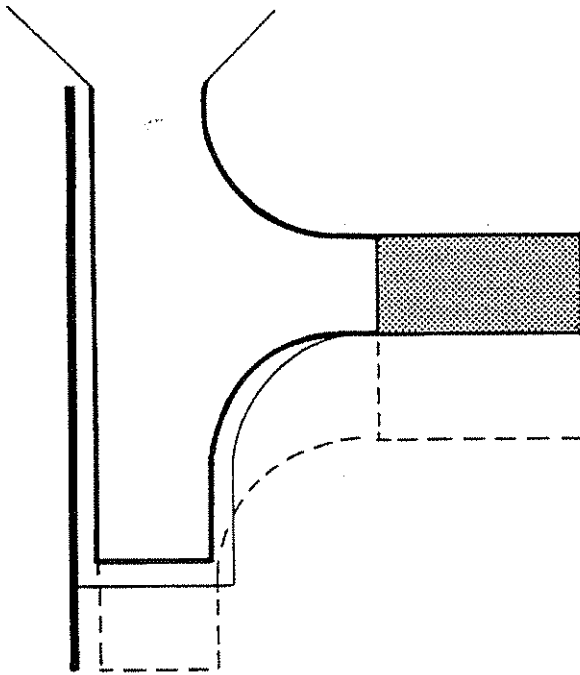
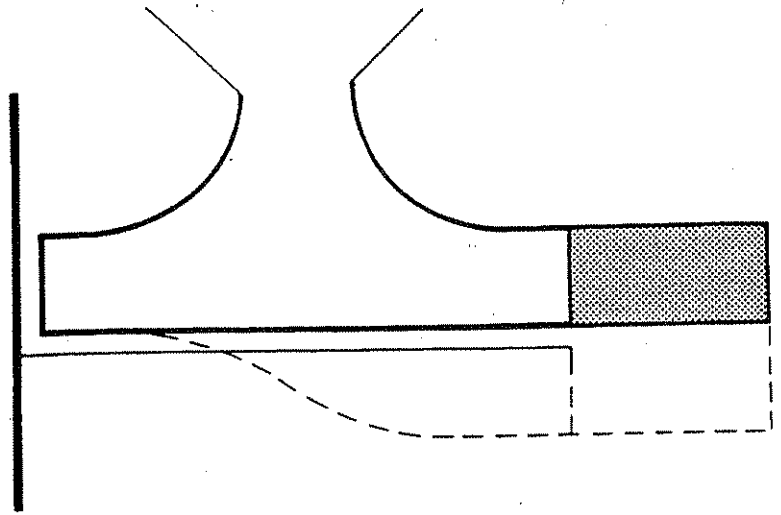
Note: Car spaces can only be interlocked properly at 45°



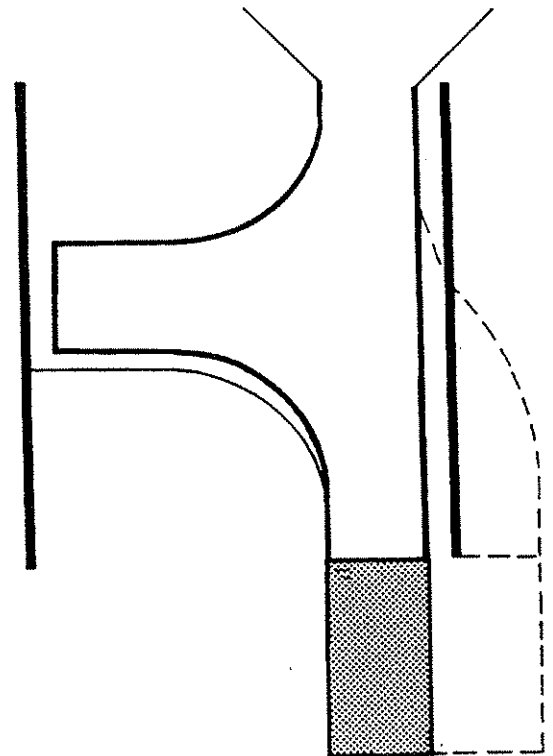
Note: Angle parking should be on a one-way system

## Appendix B (continued)

Car turning areas within private curtilages, thin outline shows required obstruction-free area

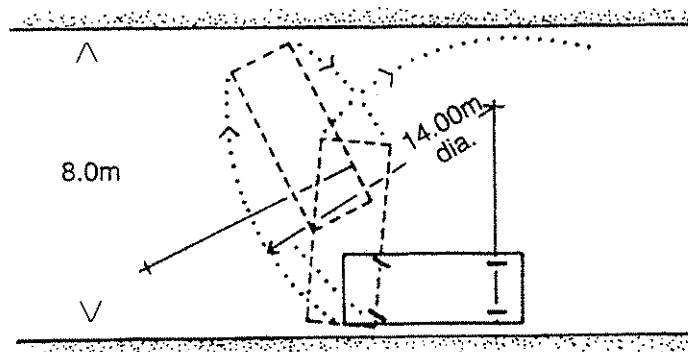
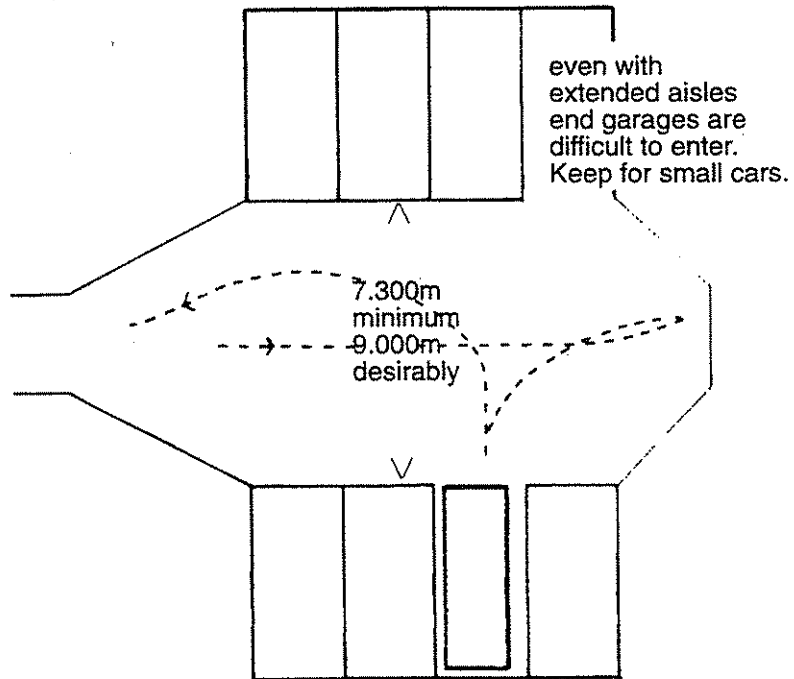
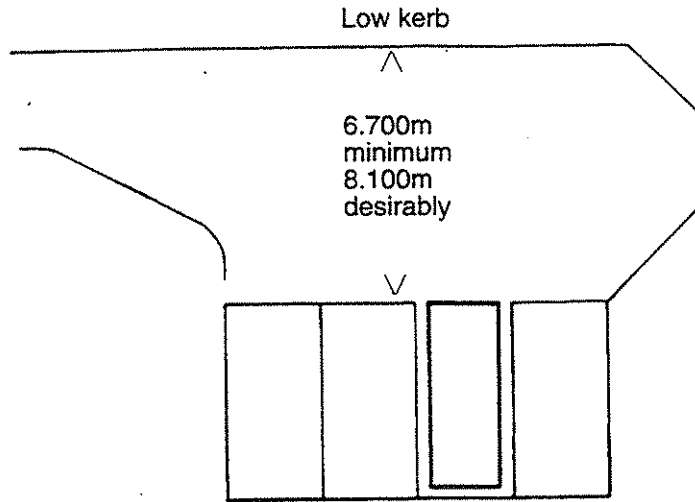


Forecourt to wall or other garage opposite - Scale: 1:200



# Appendix B (continued)

Forecourt to wall or other garage opposite - Scale: 1:200



## 7. PROPOSED INTERIM PARKING STANDARDS FOR NEW DEVELOPMENTS IN DERBYSHIRE

(1) PURPOSE OF REPORT To inform Members of the need to make interim amendments to the existing parking standards associated with new development in Derbyshire and for approval for the development of a County Council Parking Strategy including a full revision to the parking standards.

### (2) INFORMATION AND ANALYSIS

#### Background

Parking is a vital, though currently somewhat neglected area of transport policy and it is one element of "demand management" measures. Parking standards for new development also have an important long term role to play and can complement other measures designed to encourage alternative modes. This is reflected in PPG 13 which requires a more restraint based approach to parking. The Government intends to build on this change of direction and has recently announced in the integrated transport White Paper that it intends to revise the guidance notes on transport and development plans to give an increased emphasis to integrated transport policy at a local level.

The existing parking standards for Derbyshire were adopted in 1994 (Highways and Transport Committee Minute No 11/94) and set down minimum parking standards for new development and allowed a higher level of provision to be agreed between the developer and the Authority. A copy is attached as Appendix A. The County Council, together with a number of authorities in the East Midlands, has been a member of the East Midlands Joint Parking Study (reported to Environmental Services Committee on 23 October 1997 Minute No 68/97) which concluded that existing standards are too high and that restraint based standards are needed. Consequently, several neighbouring authorities have adopted the principle of interim reduced car parking standards for new developments and now use maximum rather than minimum standards.

Although North East Derbyshire District Council has adopted the County Council's existing parking standards it has recently received correspondence from the Government Office for the East Midlands (GOEM) requesting clarification of parking provision and parking standards in relation to the proposed modifications to its local plan. This suggests that unless constrained further, existing standards could have an adverse effect on the

County Council's transportation package for North Eastern Derbyshire.

An objection has also been made by GOEM to the Derby and Derbyshire Joint Structure Plan, Deposit Edition (1998) which relates to the current County Council parking standards and it is desirable that this be resolved prior to the Examination In Public of the Joint Structure Plan in February 1999.

### Proposed Amendments to Standards

As an interim measure it is proposed to amend the existing parking standards so that they are maximum standards rather than minimum standards. For example, using current standards, a 5,000 sq metres superstore development would be required to provide AT LEAST 550 car parking spaces. Under the proposed amendments a maximum of up to 550 car parking spaces would be permitted. Parking provision would then be determined in a flexible manner so as to reflect the proposed use, location and the availability of, or potential for, access by transport other than the private car. Such an amendment would primarily be a formalisation of existing County Council practice which currently allows development to provide less than the minimum where it can be shown that this would not give rise to problems of highway safety or on street parking.

In the longer term there is a need to more fundamentally revise the parking standards as part of the development of a County Council parking strategy and to assess the need for complementary measures to ensure that problems relating to safety, on-street parking are not created.

The current parking standards make no specific provision for cycle parking and seek to achieve provision through agreement with developers. It is therefore considered that the policy could be strengthened to require cycle parking provision to be considered and where appropriate provided for all new developments (except private dwellings).

(3) FINANCIAL AND PERSONNEL CONSIDERATIONS The proposed interim amendments have no immediate personnel implications. However, the development of a County Council parking strategy will require demands on existing staff resources.

(4) EQUAL OPPORTUNITIES CONSIDERATIONS Development of restraint based parking standards, if combined with complementary measures to reduce reliance on the car, can contribute to improving accessibility for

people without access to private cars.

(5) LEGAL CONSIDERATIONS As a highway authority the County Council is under an obligation to seek appropriate and safe transport provision by new developments.

(6) ENVIRONMENTAL AND HEALTH CONSIDERATIONS One of the principal objectives of parking policies is to bring about a reduction in car use with consequential benefits for public health and the environment.

(7) PROPERTY CONSIDERATIONS None arising direct from this report.

(8) BACKGROUND PAPERS Car Parking Standards in Derbyshire: Guidance Notes (November 1994).

Environmental Services Committee 23 October 1997: East Midlands Joint Parking Study - Main Finding Minute No 68/97.

Correspondence from Government Office for the East Midlands.

(9) OFFICER RECOMMENDATIONS That:-

- 9.1 Approval be given to the interim amendment of the County Council car parking standards for new development from their current minimum to maximum requirements;
- 9.2 Committee notes the intention to develop a County Council parking strategy as part of the development of the Local Transport Plan in line with current Government guidance to include the consideration and where appropriate provision of cycle parking;
- 9.3 District Councils within Derbyshire, The Peak District National Park Authority and GOEM be advised of the interim reduced parking standards;
- 9.4 Further reports be submitted to the Delegation Sub-Committee outlining proposals for a Parking Strategy.

HTT/DP