
BROXTOWE LOCAL PLAN - Appendix 4

Guidance on Parking

INTRODUCTION

This appendix, to which Policy T11 relates, incorporates the parking guidelines of Nottinghamshire County Council, on which District Councils including Broxtowe have been consulted. These guidelines were adopted by the County Council in June 2004.

Scope

This document provides a guide to the maximum levels of car parking and the minimum levels of cycle parking considered appropriate for new developments within Nottinghamshire outside of the City of Nottingham, which will have independent standards. The standards are related to the classification of use classes specified in the Town and Country Planning Use Classes Order 1987 although it is recognised that this Order is being reviewed and alterations to reflect this may be appropriate in the future. It is not, however, an exhaustive list and there will be situations when individual assessment is required that takes account of the particular circumstances of a proposed development. Furthermore, it is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority.

Conservation Areas and Listed Buildings

Within conservation areas as identified in local plans and at all sites involving listed buildings, developers will be required to take into consideration the special character and nature of the surrounding area in liaison with the relevant planning authority.

Changes of Use and Restrictions on Permitted Development

Wherever possible, changes of use should reflect the appropriate maximum level of provision. For example, whilst in some cases this may mean the provision of additional parking, in other cases it may well mean a reduction in that currently available. In certain circumstances conditions can be imposed on a development restricting permitted development rights. Such restrictions would be considered where an otherwise permitted change of use could cause a material deterioration in local traffic conditions.

Floorspace

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floorspace.

Shared Parking

In line with the objectives of PPG13, developers, in partnership with the Planning and Highway Authority, should: -

“encourage the shared use of parking, particularly in town centres and as part of major proposals: for example offices and leisure uses (such as cinemas) might share parking because the peak levels of use do not coincide, provided adequate attention is given at the design stage” (PPG13 para.51).

Detached Parking Areas

Parking areas detached from the development will normally be discouraged, but detached parking areas serving small developments may be acceptable providing they:

- (i) are under the control of the developer or local authority, and satisfactory legally binding arrangements for their continued use in connection with the development can be agreed;
- (ii) are within a reasonable and safe walking distance;
- (iii) meet normal planning requirements regarding use, access, security and other detailed layout and design criteria.

Servicing

Attention will need to be given to the servicing arrangements for the development concerned. This will usually require the provision of on-site loading and manoeuvring space to allow the largest vehicle most likely to serve the development to be able to enter and leave in a forward gear. Manoeuvring requirements for service vehicles will be assessed by reference to accepted standards such as ‘TRACK’ or ‘Designing for Deliveries’ (both Savoy Computing).

Cycle Parking

The provision of good quality cycle parking is very important to complement restrictive car parking policies. PPG 13 recognises that cycling has the potential to substitute for short car journeys, particularly those under 5km. At the end of the car parking guidelines is a guide for cycle parking provision at new developments. It is important to note that these figures should be regarded as the minimum necessary provision.

The parking should be convenient, ideally covered, secure and located in a position that benefits from being overlooked. Furthermore, the stands or lockers should normally be accompanied by good quality changing facilities.

For short and medium term visitor parking, Sheffield stands are appropriate and these should be clearly signed, as close to the building entrance as practicable and ideally covered. For longer term parking for employees or, for example at a transport interchange, cycle lockers or a secure compound would be more appropriate.

For good information on cycle parking provision refer to the Nottinghamshire County Council Cycling Design Guide available free of charge from Traffic Services (0115 9774585).

Further information is available in Traffic Advisory Leaflet 05/02: 'Key elements of Cycle Parking Provision' which is available on the DfT website at;

http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504716.hcsp

and on the National Trust website at;

http://www.nationaltrust.org.uk/environment/html/peo_com/ fspapers/fs_cycle01.htm

Recommended Parking Layouts

Examples are shown in Design Bulletin 32: Residential Roads and Footpaths.

Design

All privately maintained parking areas should be adequately defined with surface materials sympathetic to the surroundings of the site. Car parks should not be surfaced with loose granular materials where these could deposit onto the highway. Traditionally, car parks have been hardsurfaced, sealed and independently drained within the curtilage of the site with surface water outfalls to public sewers, not to highway drainage systems. However, it is recognised that there are material benefits to be gained from seeking to attenuate the run-off and to this end, applicants should look to complementary sustainable drainage systems.

Residential Layouts

In line with the advice provided within PPG3 the provision within this guide aims to create an average of 1.5 spaces per dwelling over the County for new developments. It is recognised that this will be difficult to achieve with the largely rural nature of Nottinghamshire where the car will remain the main transport option. However, it is anticipated that with a significant proportion of new developments being on brownfield or edge of urban sites, these will offer good opportunities of access to other modes of transport and consequently can operate with a reduced parking provision.

Traditionally new housing layouts have often been designed around the needs of the car, which has resulted in street scenes that do not cater for pedestrians or other vulnerable road users. Recent Government guidance in the companion guide to PPG3: Better Places to Live by Design contains valuable advice on how to accommodate parking within a housing development and achieve a balance between the needs of other users of the street and the requirements of car owners. Developers are expected to refer to this document and also Places, Streets and Movement (1998), the companion guide to Design Bulletin 32, when seeking to accommodate motor vehicles within new housing developments. The County Council's Highway Design Guide will however remain the reference document for developers. For further information and a copy of the Design Guide, telephone Traffic Services on (0115) 9773963.

Transport and Parking Appraisals

Targets for employees driving to work in line with the expectations of RPG8, Local Transport Plans and the likely opportunities to transfer to alternative modes are as follows:

	URBAN TOWN	RURAL TOWN
CENTRE	30%	40%
REST OF TOWN	50%	55%
ELSEWHERE	65%	65%

For larger planning applications over the thresholds stipulated, Transport Assessments will be required to examine access to the site by all modes of transport and details on parking requirements will be an integral part of this assessment. Where there are likely to be significant staff numbers, a Travel Plan may also be requested. This Plan will ensure that users of the development are continually made aware of travel choices. Where staff numbers are not so significant, a Transport and Parking Appraisal (TAPA) will be requested as part of the planning application. This requires developers to submit details of employee numbers, an assessment of accessibility by non-car modes and a realistic estimate of both vehicle and cycle parking spaces with reference to the above targets. Actual parking levels will then be determined after discussion with the relevant authorities. For developments less than 500m² g.f.a. it would not normally be necessary to complete a TAPA although there may be occasions when it would be warranted. These small-scale developments will be individually assessed in liaison with the applicant. An example of a TAPA is included at the rear of this appendix.

Powered Two Wheel Vehicles

The increasing popularity of motorcycles, scooters and mopeds coupled with their good environmental credentials means that developers should ensure that positive measures are included where appropriate in the parking layout to encourage their use. Parking should be provided at a rate of 1 space per 20 car parking spaces with a minimum of 2 spaces and should consist of secure anchor points ideally covered and close enough to the entrance to benefit from natural surveillance. It is recognised that there may be circumstances where application of this could result in an inappropriate over-provision. Consequently, for larger scale applications, advice should be sought from NCC Highways Development Control. More information is available from the DfT's Traffic Advisory Leaflet 02/02: Motorcycle Parking which is available on;

http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504742.hcsp

Parking for Disabled Persons

All developments should be expected to provide good quality parking as close as possible to the building entrance at the following rates:

- (i) For car parks associated with new employment premises: 5% of the total car parking capacity (for employees and visitors) with a minimum of 2 spaces.

- (ii) For car parks associated with shopping areas, leisure or recreation and places open to the general public: 6% of the total car parking capacity (with a minimum of 1 space for each disabled employee or 2 spaces whichever is the greater).

Further details are available within the DfT publication 'Inclusive Mobility-A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'. This is available on the DfT website at;

http://www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_503282_hcsp

Parking Bay Dimensions

- | | |
|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. When parallel to the carriageway | 6m x 2m (2.4 where there is no footway) |
| 2. When at right angles to the carriageway | 4.8m x 2.4 m with an 800mm overhang |
| 3. In communal parking areas | 4.8m x 2.4m |
| 4. For disabled persons | 4.8m x 2.4m
In addition, where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1800mm, or, where bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. |

For further information refer to;

<http://www.mobility-unit.dft.gov.uk/inclusive/>

- | | |
|------------------------|-------------------------------------------------------------------------------------------------------|
| 5. Commercial vehicles | To vary between 9-19m x 3.1m depending upon the type of vehicle most likely to serve the development. |
|------------------------|-------------------------------------------------------------------------------------------------------|

DEFINITIONS

General

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floorspace. All figures referred to are Gross Floorspace Area unless otherwise stated. Gross floorspace area is defined as the total floorspace in a building measured along the external perimeter walls.

For the purpose of this Guide the following definitions are based on the categories used in RPG8 (Regional Planning Guidance for the East Midlands) and the Draft Joint Structure Plan (2004).

Urban Settlements/District Centres

Arnold, **Beeston**, Carlton Square, **Eastwood**, Hucknall, **Kimberley**, Kirkby-in-Ashfield, Mansfield, Mansfield Woodhouse, Mapperley Plains, Netherfield, Oak Tree, **Stapleford**, Sutton-in-Ashfield, Warsop, West Bridgford.

These may also be referred to as ‘urban areas’ in local plans.

Rural Towns

Worksop, Retford, Newark.

Edge of Centre

In line with the definition included in PPG6, this refers to a location within 300 metres walking distance of the town centre (primary shopping area). For offices this distance can be extended to 500 metres. Although in many cases a simple concentric isochrone will suffice in defining the edge of centre, developers and officers will need to take into account significant geographical or other impediments that may alter this definition.

Rest of Town

Town centres are clearly defined in the relevant Local Plan. The ‘Rest of Town’ category refers to any other location within the urban area that is not within the defined town centre.

Elsewhere

Village or settlement envelopes as defined in the appropriate Local Plan and all other rural locations.

USE CLASSES

CLASS A1 SHOPS (food retail)

All parking: 1 space per 14m²

Servicing: 1 loading space per 1,000m²
with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 1,000m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis. In town and district centres (and within edge of centres), retail developments should be required to make their parking allocation available for general use to serve the centre.

CLASS A1 SHOPS (non-food retail)

All parking: 1 space per 20m²

Servicing: 1 loading space per 1,000m² with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 1,000m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis. In town and district centres (and within edge of centres), retail developments should be required to make their parking allocation available for general use to serve the centre.

CLASS A2:- FINANCIAL & PROFESSIONAL SERVICES

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Visitor parking to be individually assessed taking into account existing parking provision within the town or district centre.

CLASS A3:- FOOD & DRINK
(excluding fast food takeaways)

Location	Maximum Provision
town/district centres, edge of centre	1/12m ²
rest of town	1/10m ²
elsewhere	1/8m ²

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

Staff parking: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

CLASS A3:- FOOD & DRINK

HOT FOOD TAKEAWAYS

Customer parking: 1 per 10m²

Staff parking: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

CLASS B1:- BUSINESS (Office only)

	urban settlement /district centre	rural town
town centre/ edge of centre	1/60m ²	1/40m ²
rest of town	1/35m ²	1/30m ²
elsewhere	1/30m ²	

Servicing: 1 loading space per 200m² with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 2,500m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

CLASS B1:- BUSINESS (Non-Office)

	urban settlement/ district centre	rural town
town centre/edge of centre	1/130m ²	1/90m ²
rest of town	1/80m ²	1/65m ²
elsewhere	1/55m ²	

Servicing: 1 loading space per 200m² with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 2,500m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

CLASS B2:- GENERAL INDUSTRIAL

	urban settlement/district centre	rural town
town centre/ edge of centre	1/130m ²	1/90m ²
rest of town	1/80m ²	1/65m ²
elsewhere	1/55m ²	

Servicing: 1 loading space per 200m² with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 5,000m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

CLASS B8:- STORAGE & DISTRIBUTION

	urban settlement/district centre	rural town
town centre/ edge of centre	1/300m ²	1/200m ²
rest of town	1/180m ²	1/150m ²
elsewhere	1/120m ²	

Servicing: To be individually assessed.

All developments over the Transport Assessment threshold of 10,000m² will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

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

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 and D2.

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

CLASS C2:- RESIDENTIAL INSTITUTIONS

- (i) Elderly persons and nursing homes

Visitors: 1 space per 5 beds.

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

- (ii) Hospitals

A Transport Assessment and a Travel Plan will be required to determine the level of parking provision.

(iii) Residential Schools, Colleges or Training Centres

Visitor parking: 1 per 5 attendees

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

CLASS C3: - DWELLING HOUSES

(i) Houses and Flats

town centres, district centres
and edge of centre:

Up to a maximum of 1 space* per dwelling

rest of town and elsewhere:

A. For developments
greater than 100 dwellings

an average of 1.5 spaces over the
development

B. For developments
less than 100 dwellings

see table for maximum levels

Accessibility		Number of bedrooms			
		1	2	3	4+
Average number of buses** during the peak hour	>2	1	1	1	2
	0-2	1	1	2	3

* The access to a garage or other designated parking space is not regarded as a space providing it is no wider or longer than it would need to be to create a safe access.

** The number of buses per hour refers to those services within a 400m walking distance of the majority of the site. Trams and trains can also be substituted for buses in appropriate locations.

(ii) Sheltered housing

1 space per 2 units

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iii) Community housing: homes for children, elderly or handicapped.

1 space per 3 beds

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iv) Halls of residence

1 space per 15 students

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

CLASS D1: - NON-RESIDENTIAL INSTITUTIONS

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

Professional staff: 1 space per 1 staff member

Other Staff : to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Patients: 2 spaces per consulting room

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

Staff: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Visitors: 1 space per 5 seats or 1 space per 30m² of public area whichever is the greater.

(iii) Nurseries, playgroups and crèches

Visitors/parents: 1 space per 6 children

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iv) Primary and Secondary Schools:

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

A school travel plan will also be required to address parent parking and pupil access. For further information on these please contact the Travel Awareness and Road Safety team on (0115) 977 4448

(v) Higher and Further Education:

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

A travel plan will also be required to address parent parking and pupil access. For further information on these please contact the Travel Awareness and Road Safety team on (0115) 977 4448

CLASS D2: - ASSEMBLY & 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 22m²

MISCELLANEOUS

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.

Developers will be required to complete a Transport and Parking Appraisal to justify any submitted parking requirement.

MOTOR TRADE

- Staff: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.
- (i) Car/Lorry Sales 1 customer space per every 5 vehicle 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 10m² service/repair area.
Lorries: 4 spaces of 45m² per service/repair bay.
- (iv) Spare parts 1 space per 20m² of sales counter and stock room.
- (v) Car Hire Hire vehicles: 1 space per 2 vehicles. Customers: 1 space per 10 hire vehicles.

CYCLE PARKING STANDARDS

Use Class	Minimum Provision
A1	1 per 200m ²
A2	use TAPA
A3	use TAPA
B1	1 per 100m ²
B2	1 per 200m ²
B8	use TAPA
C1	use TAPA
C2	use TAPA
C3-houses/flats**	suitable storage space per dwelling**
C3-Sheltered housing/Community housing	Use TAPA
C3-Halls of residence	1 per 3 students plus TAPA
D1(other than education)	use TAPA
D1-education	To be determined via a school travel plan with a greater provision for older students. TAPA for staff.
D2-leisure centres	1 per 5 staff plus 1/5 for maximum number of visitors

In town and district centre locations it may be appropriate for the developer to make a contribution towards cycle parking in the vicinity of the development rather than make a specific provision.

** For flats and other multiple occupancy dwellings, a communal facility may be more appropriate.

TRANSPORT AND PARKING APPRAISAL

APPLICANT'S NAME: _____

APPLICANT'S ADDRESS: _____

email _____

telephone _____

SECTION 1.

GENERAL

1. Nature of development

(e.g. restaurant, training centre, college)

2. Gross Floor area of development (m²)

3. Number of full-time employees

4. Number of part-time employees

5. Typical hours of operation

(include shift times where appropriate)

6. What measures are being proposed to encourage car sharing amongst employees?

(Continue on a separate sheet if necessary)

7. Will pool vehicles be available to employees?

Yes No

SECTION 2.

PUBLIC TRANSPORT

8. Are there any bus routes within 400 metres (5 minutes walk) at the proposed building entrance?

Yes No
(go to Q.11)

9. What are the main origins and destinations of the bus services on this route?

Service No.	Origin	Destination
_____	_____	_____
_____	_____	_____

10. How frequent are the buses in the hours that correspond with the employee start/finish times?

Between 0 and 2 per hour
More than 2

SECTION 3.

CYCLING

11. Is there a cycle route within 500 metres of the site

Yes No

12. Would you expect some employees to use cycles to travel to work?

Yes No

SECTION 4.

WALKING

13. Is the site within a 15 minutes (1200 metres) walk away from a town centre?

Yes No

14. Is the site within a 15 minutes (1200 metres) walk away from a residential area? (over 500 homes)

Yes No

15. Is the site within a 10 minute (800 metres) walk of a train station?

Yes No

SECTION 5.

PARKING

16. What is the number of Sheffield cycle stands proposed? _____
17. What is the number of cycle lockers proposed? _____
18. Will changing facilities for example, showers and lockers be included in the building(s)?
- | | Yes | No |
|---------------------------------------------------------------------------------------------------------------------------|-----|-------|
| 19. How many motorcycle/moped spaces are being provided? | | _____ |
| 20. What is the total number of car parking spaces proposed? | | _____ |
| 21. How many disabled spaces are proposed? | | _____ |
| 22. Please give details of any special parking circumstances to be taken into consideration, for example, doctor on call. | | |

(continue on a separate sheet if necessary)

Thank you for completing this questionnaire. The information provided will be used to assess your parking requirements and you will be contacted if there are any points that require clarification.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
1. Broxtowe Borough Council	<p>Extensive comments received under most document headings. Broadly supportive of previous amendments, significant detailed objections as follows:</p> <p>Residential Layouts:</p> <p>(i) Reinstate clarification on the exclusion of a garage access as a parking space.</p> <p>Definitions:</p> <p>(ii) Requested clearer definition of 'villages'.</p> <p>Class A1 Shops:</p> <p>(iii) Guidance should state that parking provision for large retail stores in town centres should be available for general</p>	<p>This information was withdrawn from the final draft following concerns that varying inspector rulings were conflicting on this issue. On balance it is considered that it can be reinstated albeit with a change to the wording.</p> <p>Whilst some villages are clearly defined specifically on local plans and others are not, the issue is irrelevant as 'villages' are grouped with 'elsewhere' anyway.</p> <p>Noted.</p>	<p>Reinstate with modifications under the section on Residential Housing.</p> <p>Remove specific reference to villages such that any location that was outside the urban area falls within 'elsewhere'.</p> <p>Inclusion of statement to this effect.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>public use.</p> <p>Class A3 Food and Drink:</p> <p>(iv) Distinction between takeaways and other uses is 'unhelpful' as change of use regulations would allow restaurants to convert to takeaways without permission.</p> <p>Class C1 Hotels:</p> <p>(v) Additional text required to clarify the use of 'appropriate' standards when allowing for bars and restaurants in hotels.</p> <p>Class C3 Dwelling Houses, Houses and Flats:</p> <p>(vi) Comments regarding the possible misinterpretation of the phrases 'average' and 'maximum' in this section.</p>	<p>This distinction was included at the request of Highway Development Control Officers who felt that it would be useful to try and restrict the high levels of parking permitted at takeaways as they are assessed the same as normal restaurants. Whilst it is accepted that a change of use would circumvent this. It will still prevent an over-provision for new takeaway applications.</p> <p>Noted.</p> <p>To accord with the requirements of PPG3, the guidance aims to create an average of 1.5 spaces for new developments over the county area. It is recognised that this is not a</p>	<p>No change.</p> <p>Additional text included.</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>Class C3 Houses and Flats:</p> <p>(vii) 'Edge of town' used rather than 'edge of centre' and reference to public transport corridors should be omitted.</p> <p>Class D1 Higher Education:</p> <p>(viii) Reference to further education required.</p> <p>Class D2 Assembly and Leisure – All Other</p> <p>(ix) Details requested about 'all other' and as a minimum reference, should be made to the figure of 1 space per 22m² refers to gross floorspace area.</p>	<p>realistic target in remote rural areas hence the guidance aims to restrict provision in urban areas and subsequently relax this in rural areas. For smaller developments (below 100 houses) the guidance is expressed as a maximum. For those developments of more than 100 houses it is expected that the average of 1.5 can be achieved across the site by the developer.</p> <p>Noted</p> <p>Noted.</p> <p>This value of 1 space per 22m² for 'all other' assembly and leisure uses is taken directly from PPG13. Throughout the document national</p>	<p>Change text to 'edge of centre' and delete reference to 'public transport corridors'.</p> <p>Additional text added.</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>(x) Miscellaneous:</p> <p>Guidance should be added for other 'sui generis' uses not listed</p> <p>(xi) Cycle Parking Standards:</p> <p>Guidance should be given on use Classes A2, A3, and other D2 uses.</p> <p>(xii) Transport and Parking Appraisal:</p>	<p>and regional guidance has been used whenever available to ensure consistency and it is not felt appropriate to deviate on this use class. In addition reference to unit of measurement as gross floorspace area is made under 'definitions' unless otherwise stated, all measurements in the guidance are g.f.a.</p> <p>It is not felt appropriate to define a maximum for all potential uses under miscellaneous . It is anticipated that the 'Transport and Parking Appraisal' will be used to assess staff parking and any operational requirements can be amended locally.</p> <p>Cycling provision for these use classes is addressed via Transport and Parking Appraisals.</p>	<p>No change.</p> <p>No change.</p> <p>Requested changes incorporated</p>

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2. Calverton Parish Council	Appendix 2 heading should be reinstated together with the tick boxes. No observations.	Noted.	
3. Cotham Parish Council	No observations	-	-
4. Campaign for the Protection of Rural England	(i) Ownership of a larger house does not necessarily represent a need for a greater number of cars. (ii) Insufficient parking space will lead to parking congestion.	Agreed but it is a reasonable indicator of likely car ownership. The guidance aims to balance the national requirement to discourage excessive car ownership with road safety concerns. Potential overspill parking can be addressed with complementary Traffic Regulations Order.	No change. No change.
5. Cromwell Parish Council	Restrictive parking at new development will have a significant impact on rural inhabitants who rely solely on the private car.	It is recognised in Government guidance that in rural areas the car will remain the main mode of transport and the parking guidance generally reflects this with a greater allowance for rural developments.	No change.

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6. Cyclists Touring Club (Nick Moss)	<p>(i) Preface : additional paragraph requested emphasising the role of cycling standards as a method to encourage cycle use by staff.</p> <p>(ii) Introduction – 1 Scope : additional reference to cycle parking requested to emphasise the scope of the document.</p> <p>(iii) Cycle Parking : add text that cycle parking should ideally be covered.</p> <p>(iv) Residential layouts : reference should be made to ‘PPG3 Planning by Design’</p> <p>(v) Powered two wheel vehicles : text should be added that stresses that provision to motor cycles and scooters is separate to that for cyclists.</p> <p>(vi) Disabled Persons : text should be added requiring developers to enforce disabled parking bays with civil</p>	<p>The preface is a generic statement fronting the document that discusses parking provision in general terms together with the requirements of developers to consider non-car modes of transport. It is not felt appropriate to make specific reference to minimum cycle standards in this text.</p> <p>Noted.</p> <p>Noted.</p> <p>Reference to this document is included in the second paragraph under this heading.</p> <p>It is considered that as cycling and powered two wheelers are listed under separate headings this is sufficient clarification for developers.</p> <p>This is beyond the remit of this guidance. Although it is recognised that every effort should be made to</p>	<p>No change</p> <p>Recommended additional text included.</p> <p>Text altered accordingly.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>

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7. East Markham Parish Council	<p>penalties.</p> <p>(vii) Cycle Parking Standards : The CTC have recommended a number of alternative cycling parking standards to the ones detailed in Appendix A of the Guidance.</p> <p>No comments</p>	<p>keep disabled bays clear for appropriate users, the County Council does not have any direct influences with regard to this issue.</p> <p>All of these standards are considerably in excess to those proposed by NCC and it is felt that in many cases this would lead to a considerable over-proliferation of cycle parking. It should be remembered that unlike the guidance for cars, cycle parking is expressed as a minimum and thus there is no reason why more cannot be provided where appropriate. In addition, where no NCC standard exists, in the majority of cases a Transport and Parking Appraisal is required which addresses cycle parking.</p> <p>-</p>	<p>No change.</p> <p>-</p>

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8. Everton Parish Council	<p>(i) The use of a 'maximum' for cars and a 'minimum' for cycling is confusing.</p> <p>(ii) Village halls are not mentioned.</p> <p>(iii) What would happen if a developer proposes only 25% of the maximum?</p>	<p>The two modes of transport are, sustainably speaking, opposites. The Guidance inline with national requirements, aims to restrict or at least discourage car use whilst simultaneously encouraging cycle use.</p> <p>These would be dealt with under Class D, non-residential institutions - public halls.</p> <p>Unless there are significant road safety implications, the County Council cannot, under direction of PPG13, request that a developer provides more parking spaces than he would see fit. NCC can, however, negotiate for a developer-funded Traffic Regulation Order to address any potential parking issues.</p>	<p>No change.</p> <p>No change</p> <p>No change.</p>
9. Fiskerton – Cum Morton Parish Council	<p>(i) There should be a separate policy for rural areas. The Guidance is inappropriate for villages.</p>	<p>Rural areas are addressed in the Guidance and, in line with national policy are accorded more spaces than the equivalent urban locations because of the lack of viable alternatives to the private car.</p>	<p>No change.</p>

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	(ii) Parish Council's should be allowed to assess parking requirements in certain circumstances.	The County Council is only a consultee on planning applications. Should the District Council wish to consult with the Parish Council's then it is their prerogative. However in view of their requirement to determine applications within a statutory period this would be unlikely.	No change.
	(iii) The guidance will encourage on-road parking.	Where there is potential for this, NCC will seek a developer-funded Traffic Regulation Order to restrict on-road parking.	No change
	No comments	-	-
11. Gringley on the Hill	No comments	-	-
12. House Builders Federation	(i) Powered 2 wheel vehicles – unclear as to whether 1 space or 2 spaces is the minimum. Does this apply to all developments?	2 spaces is the absolute minimum, the rate of calculation is 1 per 20 car parking spaces. Furthermore it is only the intention that it should apply to developments likely to be accessed by such vehicles.	No change to standard. Add 'where appropriate' to text to ensure that provision is made where necessary.

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13.Keyworth Parish Council	(ii) Class C3 Dwelling Houses: What is the justification for a maximum of 1 space per dwelling in urban areas? what is the meaning of the peak hour to calculate the rural housing allocation?	<p>To meet the national stipulated average of 1.5 spaces across a geographical area, it is considered appropriate to restrict parking in new developments in urban areas where there is a choice of alternative modes of transport to a maximum of 1 per dwelling. This in turn allows the average to be exceeded in rural areas where the car is the main method of transport.</p> <p>The peak hour would be assumed to be 0800-0900 or 1700-01800. This is simply an indication of the frequency of the bus/tram service which in turn reflects the travel choice available.</p>	No change.
	(i) Class A1 Shops: delivery lorries are often too large to negotiate a village environment.	This is beyond the scope of this Guidance although delivery routes would be considered by the Highways Development Control staff when assessing an application.	No change.
	(ii) Class D1 – Primary and Secondary Schools : Teachers will require a parking space because of the nature	The parking requirements for all staff associated with a school would be assessed via a Transport and	No change.

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	<p>of their work and the need to transport books etc.</p> <p>(iii) Class D2 Assembly and Leisure – Golf Courses. Maximum parking allocation of 4 spaces per hole is insufficient taking into account the rural location of courses.</p>	<p>Parking Appraisal. The needs of teachers would be determined taking into consideration the potential to use alternative modes of transport.</p> <p>It is considered that 4 per hole which would reflect an absolute maximum number of players on the course at any one time should be sufficient. Wherever possible players should be encouraged to car share.</p>	<p>No change.</p>
<p>14. Misterton Parish Council</p>	<p>No comments.</p>	<p>-</p>	<p>-</p>
<p>15. Newark and Sherwood District Council</p>	<p>(i) In general, the Guidance is over-prescriptive.</p> <p>(ii) Recommended Parking Layouts : This paragraph is superfluous as it is dealt with under Para 11.</p>	<p>In response, it should be noted that the Guidance is not as prescriptive as the document it will replace, the 1998 Standards. The opportunity was taken to simplify many of the Use Clauses which had evolved over many previous incarnations of the standards.</p> <p>The recommended parking layouts refer to car park layouts such as dimensions, bay angles etc.</p>	<p>No change.</p> <p>No change.</p>

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	<p>(iii) Residential Layouts : The County Council's Highway Design Guide is not flexible enough to create environments not dominated by the car.</p> <p>(iv) Definitions 'Edge of Town' remains in text rather than 'Edge of Centre'.</p> <p>(v) C3 Dwelling Houses : No justification is given for the threshold of 100 houses and how such a development size would achieve an average of 1.5 spaces over the development.</p> <p>(vi) Members comment : Maximum of 1 per dwelling in urban areas is not justified.</p>	<p>Paragraph 11 deals with residential layouts rather than specific car park layouts.</p> <p>This is beyond the scope of this Guidance.</p> <p>Noted.</p> <p>The threshold of 100 houses was chosen as this is the typical amount that would require a Transport Assessment. A development of this size would be expected to have a variety of house sizes and subsequently should be able to achieve this average over the site area.</p> <p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the</p>	<p>No change.</p> <p>Change 'edge of town' to 'edge of centre'.</p> <p>No change.</p> <p>No change.</p>

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16. Newark Town Centre	Class C3 – Dwelling Houses : The maximum of 1 per dwelling in rural towns will be insufficient.	<p>residential areas, it is considered possible to impose a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p> <p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to impose a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p>	No change.

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17. Papplewick Parish Council	<p>(i) Conservation Areas : Parish Councils should be party to any consultation in conservation areas.</p> <p>(ii) Class C3 Dwelling Houses : Villages and elsewhere should be a stand-alone category with a minimum parking provision of 2 per property</p>	<p>This is at the discretion of the Local Planning Authority.</p> <p>This category effectively has 2 headings; town centres/edge of centre and rest town/elsewhere. The latter category allows remote rural locations to be assessed on the basis of the frequency of the bus service. It is considered that this ensures such locations are given a fair consideration and on the basis of this small rural housing developments with a relatively poor bus service would be allowed a maximum of 3 spaces per dwelling.</p>	<p>No change.</p> <p>No change.</p>
18. Rushcliffe Borough Council	<p>(i) Class A3 : Hot food takeaway : addition of this has over-complicated this use Class.</p>	<p>The separate guidance for fast food takeaway was introduced in an attempt to reduce the amount of parking provided for such institutions when they are assessed the same as restaurants. It is considered that there is merit in retaining this separate category.</p>	<p>No change.</p>

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19. Selston Parish Council	<p>(ii) Class C3 : Dwelling Houses. Difficult to assess rural parking need on the basis of bus frequency.</p> <p>Class C3 Dwelling Houses : Rural areas should be subject to an additional category and within this category the minimum requirement for a 2 bed house would be 2 spaces.</p>	<p>The assessment of bus provision in villages, although imperfect, remains the only viable way of assessing the potential for inhabitants to utilise other modes of transport.</p> <p>This category effectively has 2 headings; town centres/edge of centre and rest town/elsewhere. The latter category allows remote rural locations to be assessed on the basis of the frequency of the bus service. It is considered that this ensures such locations are given a fair consideration and on the basis of this small rural housing developments with a relatively poor bus service would be allowed a maximum of 3 spaces per dwelling.</p>	<p>No change.</p> <p>No change.</p>
20. South Muskham PC	<p>The Guidance does not provide enough off-street parking.</p>	<p>Parking provision for new developments seeks to provide a balance between the over-supply of parking places and consequent encouragement to car drivers and the under supply and potential for on-street parking problems. Central Government guidance for many years has stressed that Local</p>	<p>No change.</p>

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21. Southwell Town Centre	Definitions : is Southwell not a rural town?	<p>Authorities must seek to reduce the levels of parking provided for new developments and encourage access by other modes of transport.</p> <p>The list of urban towns, district centres and rural towns are taken from the Nottinghamshire Structure Plan.</p>	No change.
22. Sutton Bonington Parish Council	Residential Layouts : The statement under this heading regarding an average of 1.5 spaces per dwelling contradicts the maximum of 1 per dwelling for the urban areas detailed under Class C3.	<p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to improve a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p>	No change.
23. Trowell Parish	Class C3 Dwelling Houses:	There is a requirement to meet the	No change.

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<p>Council</p> <p>24. William Davis Homes</p>	<p>(i) Introduction : If document is to be adopted as SPG, reference should be made to the Statutory Plan it will be 'attached' to.</p> <p>(ii) Class C3 Dwelling Houses : 'edge of town' listed in categories should read 'edge of centre'</p> <p>(iii) Unrealistic to seek an average of 1.5 spaces per housing development over</p>	<p>nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to improve a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p> <p>Noted – due to an oversight, this reference was removed in the last draft and has now been re-instated and updated to reflect the emerging joint Structure Plan.</p> <p>Noted.</p> <p>The threshold of 100 houses was chosen as this is the typical amount</p>	<p>Add reference to emerging Joint Structure Plan.</p> <p>Change to 'edge of centre'</p> <p>No change.</p>

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25.NCC Internal	100 houses.	that would require a Transport Assessment. A development of this size would be expected to have a variety of house sizes and subsequently should be able to achieve this average over the site area.	Reinstate advice that an access to a garage should not be regarded as a parking space provided that it is no wider or larger than it would need to be to create a safe access. No change. Appropriate reference included.
	(iv) Clarification over the space in front of a garage should be reinstated.	Noted.	
	(v) Sheltered Housing – standard is too low – ordinarily developers would look for 80% as a maximum.	The Guidance states 50% as a maximum for visitors. However, staff are to be assessed separately via a Transport and Parking Appraisal which would take into consideration the site location when allocating a suitable level of parking.	
	(i) Cycle Parking: Reference to NCC Cycle Design Guide should be included.	Noted.	

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	<p>(ii) Powered two-wheel vehicles: There is the possibility that application of this could result in a considerable over-provision of motorcycle parking.</p> <p>(iii) Definitions: b) Urban Towns/District Centres. Oak Tree missing and reference should be made to the term urban settlements to reflect RPG8 terminology.</p> <p>(iv) Class A3 – Hot Food Takeways: Customer parking rate of 1 per 15m² is potentially too onerous particularly in out-of-town locations.</p> <p>(v) Class D1 – Non residential institutions (v) Higher and further education. This use class should be assessed using a TAPA and the school travel plan as per Primary and Secondary Schools.</p> <p>(vi) Cycle Parking Standards – mention should be made of TAPA where made under Use Classes. Furthermore to avoid excessive over-provision, B8 should be calculated using a TAPA and C3 houses should refer to a storage</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Additional text added to emphasise that the figure is only for guidance and should only be used where appropriate.</p> <p>Amendments made accordingly.</p> <p>Maximum rate changed to 1 per 10m² for customer parking.</p> <p>Guidance changed accordingly.</p> <p>Guidance changed accordingly.</p>

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	space rather than cycle parking for the avoidance of any doubt.		