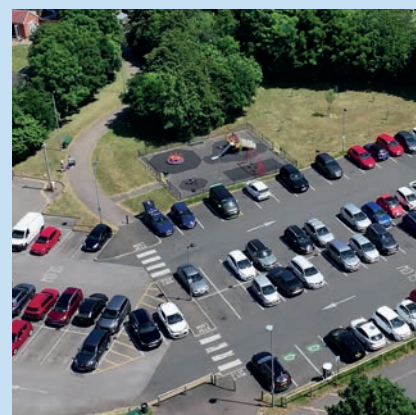


Local Parking Standards

Supplementary Planning Document



January 2024

Equalities Statement

Bolsover District Council is committed to equalities as an employer and when delivering the services it provides to all sections of the community.

The Council believes that no person should be treated unfairly and is committed to eliminating all forms of discrimination, advancing equality and fostering good relations between all groups in society.

Access for All statement

You can request this document or information in another format such as large print or language or contact us by:

- **Phone** – 01246 242424
- **Email** – enquiries@bolsover.gov.uk
- **BSL Video Call** – a three way video call with us and a BSL interpreter. It is free to call Bolsover District Council with Sign Solutions, you just need wifi or mobile data to make the video call, or call into one of our Contact Centres.
- **Call with Relay UK** via textphone or app on 0800 500 888 – a free phone service provided by BT for anyone who has difficulty hearing or speaking. It's a way to have a real time conversation with us by text.
- **Visiting one of our offices** at Clowne, Bolsover, Shirebrook and South Normanton.

Preface

National Planning Practice Guidance advises that Supplementary Planning Documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making. They should not add unnecessarily to the financial burdens on development.

In accordance with this guidance, the Council is preparing a number of SPDs as outlined in its Local Development Scheme to provide guidance to developers, architects, agents and landowners considering submitting a planning application in relation to the following topics:

- Section 106 Planning Contributions (covering affordable housing provision and green space and play provision);
- Successful Places;
- Historic Environment;
- Local Parking Standards.

This SPD relates to Local Parking Standards and supplements Policy ITCR11: Parking Provision of the Local Plan for Bolsover District (March 2020) by advising how the parking standards contained in Appendix 8.2 of the Local Plan should be designed and implemented within development proposals. This SPD does not revise the standards contained in the Local Plan but does provide further advice on areas not covered in the Local Plan, such as cycle and motorcycle parking.

Finally, this SPD is being prepared in accordance with Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

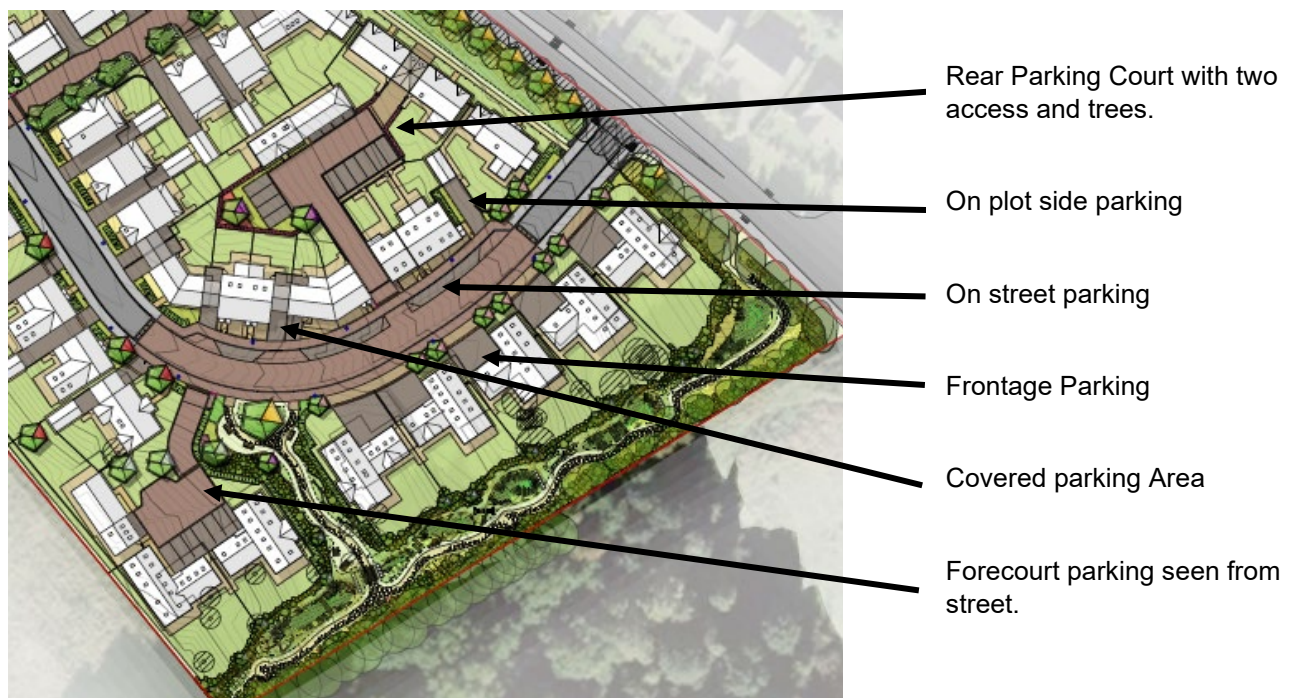
Introduction

- 1.1 The Local Plan for Bolsover District was adopted in March 2020 and guides development in Bolsover District until the end of the plan period in March 2033.
- 1.2 Policy ITCR11: Parking Provision requires new developments to have appropriate provision for vehicle and cycle parking as set out in Appendix 8.2 of the Local Plan and that this parking provision should:
 - a) Relate well to the proposed development
 - b) Be well designed, taking account of the characteristics of the site and the locality
 - c) Provide a safe and secure environment
 - d) Minimise conflict with pedestrians and / or cyclists
 - e) Make provision for service and emergency access
- 1.3 This SPD focusses and provides further detailed guidance on how developments should address criteria a) to e) through their design and implementation and is set out in the following sections:
 - A. General Approach to Parking
 - B. On Street Parking
 - C. On Plot Parking (Drives and Garages)
 - D. Parking Courts
 - E. Shared Spaces
 - F. Non-Residential Parking
 - G. Accessible Parking (Disabled)
 - H. Cycle Parking
 - I. Motorcycle Parking
 - J. Electric Vehicle Charging
- 1.4 In doing so, this SPD carries forward and updates some of the design guidance within the draft Successful Places SPD: A Guide to Sustainable Housing Layout and Design (published in 2013) and Derbyshire County Council's Delivering Streets and Places (published in 2017).
- 1.5 For information, policy ITCR11: Parking Provision and Appendix 8.2 of the Local Plan containing the Parking Standards are reproduced as an appendix to this document.

Section A: General Approach to Residential Parking

- 2.1 Parking provision should provide a balanced mix of parking solutions that are integrated into the design and layout to support its appearance without cars becoming too visually dominant.
- 2.2 Car ownership is an established aspect of modern life and satisfactorily accommodating cars is a key function of most residential streets.
- 2.3 Designs need to reconcile the need to provide attractive streets that provide the minimum standards of parking at the very least but without detracting from the character or visual quality of the place.
- 2.4 The following drawing courtesy of DSA shows a housing layout at Cornwater Fields, near Mansfield, incorporating a well-designed mix of parking solutions including on-plot provision, rear and forward parking courts and on-street spaces designed as part of the landscape strategy into the street scene.

2.5



DSA (Environment & Design).

- 2.6 The two following sample designs show developments where the variety and mix of parking layouts within the same development lead to better placemaking:



The drawing for Market Village, New Lubbethorpe courtesy of Davidsons Homes shows a housing layout incorporating a well-designed mix of parking solutions including on-plot provision, rear and frontage parking courts and occasional on-street spaces designed into an open square and within a mews character street scene.



The drawing opposite shows the layout for Biddenham Park, Bedford, courtesy of Davidsons Homes showing a housing layout with mix solutions including on-plot provision, parking courts and on-street frontages spaces designed into the street scene with perimeter blocks.

- 2.7 Other considerations are to try to provide surveillance of parking areas from adjoining buildings and gardens and to try to generate activity / movement between dwellings and the street creating safe and animated places.

- 2.8 Good design should avoid banks of unbroken parking with a lack of boundary treatments/open frontages, prominent integral garages and extensive areas of driveway. Such features are often an indication that the density of the development is too high.
- 2.9 Where double driveway parking is planned between houses, these should be only two car lengths and discouraged where three car lengths. A boundary fence of verge should be shown separating driveways to prevent large areas of tarmac. Landscape strips between parking need to be meaningful and their retention will be sought.
- 2.10 Landscape treatment around all parking areas is important. Landscape will need to be designed to minimise the effect of car parking by acting as a screen, a backdrop and a buffer between car parking spaces and buildings.
- 2.11 Within conservation areas materials will be important in the treatment of parking spaces. We would seek to avoid car parking next to listed buildings so that their setting is protected.

GOOD PRACTICE



- Design point 1 – Use a mix of parking solutions.
- Design point 2 – Avoid banks of unbroken parking.
- Design point 3 – Include meaningful landscape strips.

Section B: On Street Parking

- 3.1 On street parking should be designed as an integral component of the street scene and support the character and role of the street. It should be provided as a mix of parking options.
- 3.2 On-street parking must be balanced with road safety and crime prevention considerations. Road widths and levels of parking also need to be sufficient to avoid inappropriate parking on pavements and appearing visually dominating in the street scene. Consideration should be given to how electric vehicle charging points can be fitted into the street scene without causing an obstruction.
- 3.3 Visual impacts should be moderated with small groups of spaces (no more than 4 in parallel) separated by trees or features to enable safe road crossing.
- 3.4 Where we consider that the parking design response requires dedicated on-street parking, early consultation with the Highways Authority is recommended to ensure acceptability. It is recommended that the developer discusses with the Highways Authority the spatial arrangement with regards to adoption or maintaining the highway as a private road.
- 3.5



The image above of Trumpington Meadows in Cambridge shows on-street parking and dedicated verges integrated into the street scene with hard and soft landscape. Simon Harrison: (Ebbsfleet DC).



This image above shows a link road (bus route) with mature trees and parallel side parking with driveways opposite. (Space to Park).



The image above shows how on street parking benefits from mature planting either side that considerably enhances the street scene. Where a road is sufficiently wide enough with front gardens, longer stretches on street parking can be accommodated. (Space to Park)



The image on the left shows informal non allocated on-street parking provided by subtle widening of the carriageway.



The image on the left shows additional on-street parking provided by creating a recess within an area provided in this case for a SUDS but could be integrated with green space also.

Note that in future we would be looking to have more street trees in such situations.



The image on the left shows frontage parking accommodated within an attractive space.



The image on the left shows on-street parking designed into the street scene and identified by changes in surface material.

Use of block paving will be encouraged to minimise extent of tarmac. Use of coloured tarmac acceptable in short streets.



The image on the left shows the impact of on-street parking is reduced by careful street tree planting (photo: Andy Cameron)



The image on the left shows on-street parking in an unmaintained state and without any hard or soft landscaping that detracts from the street scene.



The image above shows on-street parking demarcated / defined by a different colour material which reduces the overall effect of large areas of hard surfacing.



The image above shows on-street parking next to bungalows visually improved by a landscaped strip maintaining a sense of landscaped frontage. Trees giving dappled shade will ensure an attractive frontage.



The image above shows how the on-street parking setting can be improved with different materials and a singular mature focal tree. Room for manoeuvring is always greater in rear courtyards.

FORMAL



The image on the left shows parallel and perpendicular on-street parking arranged in small groups (no more than 5 parallel together) and broken up with street tree planting and hard surfacing materials.

INFORMAL



The image on the left shows on-street parking with an informal courtyard setting with street trees that soften the appearance of the parking and enhance the space.

GOOD PRACTICE



- Design point 1 – Selective tree planting for characterisation of parking bays.
- Design point 2 – Wider Streets can deliver better on-street parking solutions.
- Design point 3 – Use different coloured hard surfacing materials. Create places not spaces.

Section C: On Plot Parking (Drives and Garages)

- 4.1 Garages should be sited so they do not appear as dominant features in the street scene and be of sufficient size to function as an additional parking space if needed.
- 4.2 Garages and carports should not be sited where they project forward of the building line. We discourage terraces of more than 4 garages, or blocks of garage in courts, or where a house has an integral garage. We discourage two garage doors side by side such as in the photo below. We discourage an over reliance of integral garages; ideally garages should be provided to the side of the property preferably behind the building line.
- 4.3





The image above shows on-plot garages built well behind the building line where the garage is subservient to the architecture of the main house.



The image above shows how numerous garages together can look presentable in the street scene if the sequence is broken up and they are part of differently designed buildings. In existing urban areas where space is limited, we would encourage bespoke solutions to open up building facades.



The image above shows undesirable frontage parking without any means of breaking up the street scene with either hard or soft landscaping.



The image above shows how hard and soft landscaping can break up the street scene by avoiding lots of cars parked together to visually improve frontage parking. The use of generous landscape strips in between serves to screen the cars.



The image above shows how the use of hard landscaping, in this case, black railings help to negate the adverse impact of parked cars directly in front of a residential façade. When the trees mature it will create an attractive repetition along the road. Street trees would be preferred within the highway.



The image above shows how different surfacing can provide attractive on-plot parking.



This canopy bungalow provides extra shelter whilst when approaching the front door or garage door. The recess also reduced the dominance of the car on the street.

- 4.4 Garages will be counted as parking as long as they are of a minimum dimension and are assessed on a case-by-case basis in line with Manual for Streets (refer to paragraph 8.3.41)



- 4.5 It is permitted development to allow the conversion of garage space into habitable accommodation, and if used in this way may reflect the low internal space standards of many new dwellings. A garage must be to the following standards for dimensions, and to the following garage set back distances shown in the tables below.

Garage Internal Dimensions

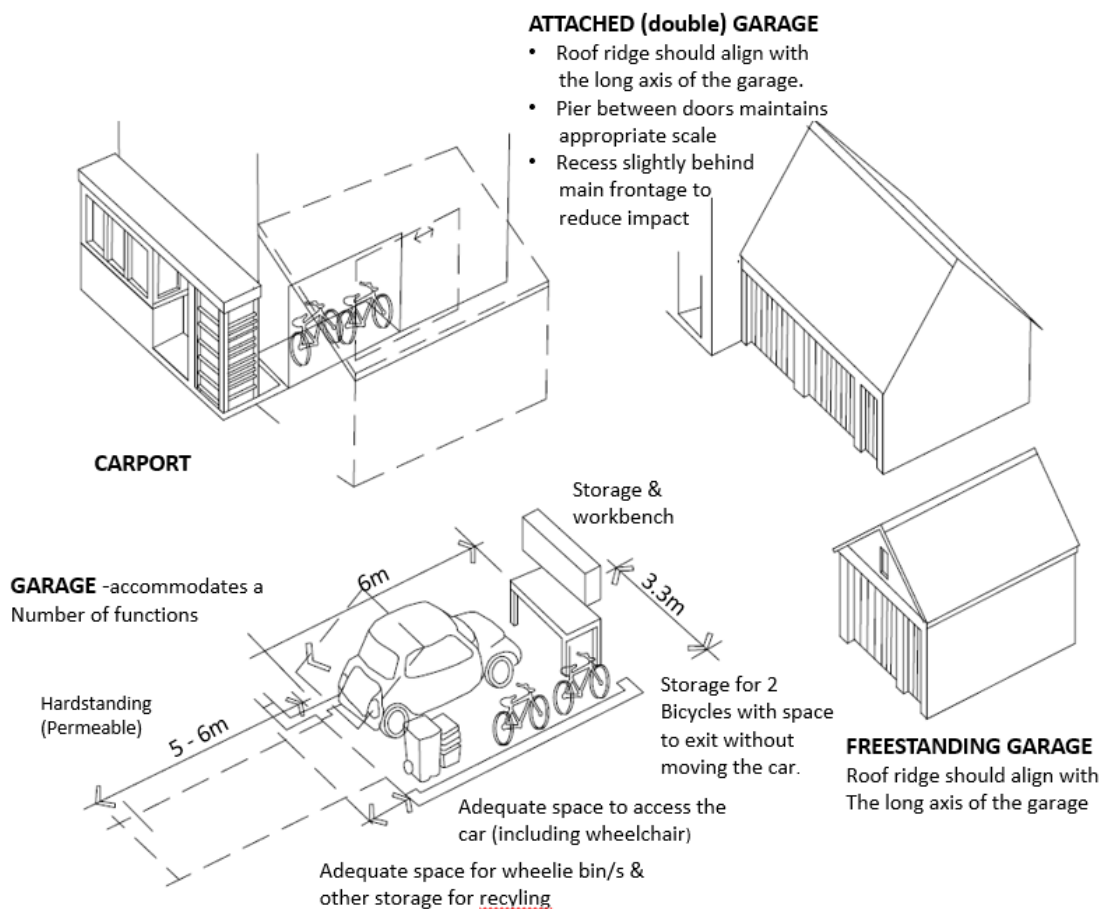
Type	Internal Dimensions (Width x length)		Garage Door (width)
	Preferred	Absolute Minimum	Absolute Minimum
Standard Single*	3.6m x 6.5m	3m x 6m	2.3m
Single (inc storage space)	4m x 7m	3.3m x 6m	2.3m
Double*	7.2m x 6.5m	6m x 6m	4.2m
Double (inc storage space)	7.5m x 7.5	6m x 6.6m	4.2m
Use by Disabled people*	4.2m x 6.5m	3.3 x 6m	2.8m

Garage set-back distances.

Garage door type	Distance from Highway Boundary	
	Preferred	Absolute Minimum

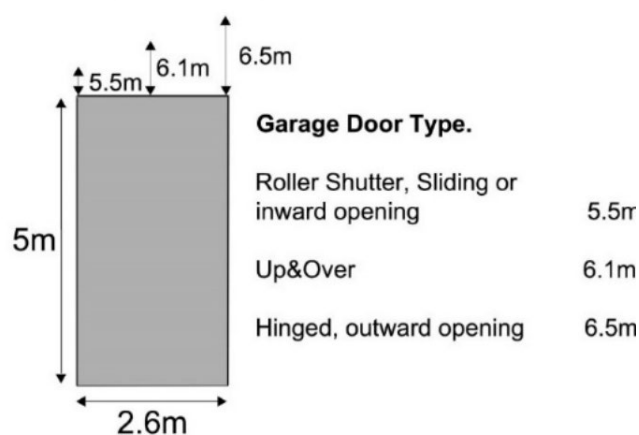
Roller shutter, sliding or inward opening	6.5m	5.5m
'Up-and-over'		6.1m
Hinged, outward opening		6.5m

- 4.6 The Absolute Minimum internal dimensions and the Garage door absolute minimum have been adapted from the 6Cs Highway Design Guide (2010).
- 4.7 The preferred internal dimensions with an asterisk are taken from Delivering Streets and Places (2017). The non-asterisked preferred internal dimensions are adapted to take into account storage space. The garage set back distances are taken from Delivering Streets and Places (2017).
- 4.8 Garages can also be used for cycle storage and for other outdoors items such as prams, pushchairs, wheelchairs, and mobility scooters. They could also house electric vehicle charging equipment.
- 4.9 The image below shows how a freestanding garage should have its roof ridge align with the longest axis, along its length, and similarly for a double garage only thus time the longest axis is across its width, and therefore the roof line follows accordingly.

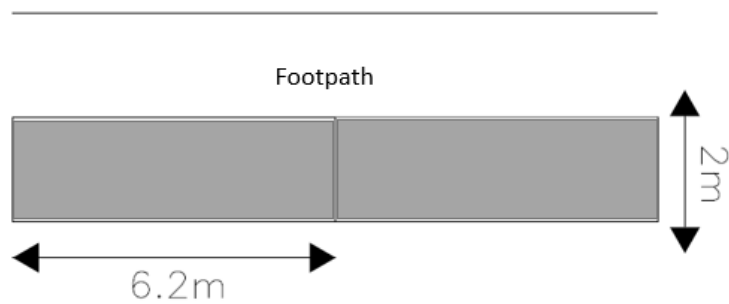


- 4.10 In order to reduce the risk of flooding, private driveways should be made from materials that allow natural drainage into the ground or should be designed to shed surface water to a permeable area within a dwelling's curtilage. Private drives also need to be safe and provide an acceptable standard of amenity. Gravel/aggregate drives will not normally be accepted because of the tendency of the gravel to become displaced and spill from the drives and parking spaces onto the footpath and road surface. This causes unacceptable risk to the safety of pedestrians from tripping and slipping and to cyclists from skidding. Furthermore, the appearance of spilt gravel on the highway and the appearance of gravel drives if poorly constructed or maintained with the propensity of weeds to grow through, creates an untidy appearance detrimental to the character of the street scene. Accessibility for wheelchair and pushchair use and ease of transporting wheelie bins can also be compromised. Consideration will be given to gravel drives where there is an appropriate apron or set back from the back of the footway, and there is an appropriate gradient to the driveway itself to prevent gravel slippage.
- 4.11 The Council's parking standards explain that having more than 2 vehicles in tandem will only be allowed if an overall more satisfactory design scheme results. Where driveways adjoin the next driveway there should be a distinct boundary fence or verge. Please see paragraph 2.9.
- 4.12 The Council's parking standards prescribe a standard parking space size of 2.6 metres width and 5 metre length. The images below depict a parking space including the additional distance required *if* a garage is situated behind the space, considering the different types of garage/domestic doors.

BDC Single Parking Space - Residential



Parallel Parking Residential Space.



- 4.13 In respect of residential properties to meet Lifetime Home standards we will require circulation around parking spaces to meet part M of the building regulations.

GOOD PRACTICE



- Design point 1 – Break up frontage parking with landscaping.
- Design point 2 – Use different colour materials on driveways.
- Design point 3 – Garages / parking should be subservient to main dwellings.

Section D: Parking Courts

- 5.1 Parking courts should be safe, convenient, and attractive spaces so they form an integrated part of the residential environment, but they should not be seen as the only parking solution across a development.
- 5.2 Parking courts provide off-street parking, usually in the form of groups of parking spaces. They can help reduce the visual impact of vehicles parked on the street but if too remote can also be less convenient than other forms of parking.
- 5.3 Where courtyards are proposed at the rear of terraced housing, they should be courtyarded in character with trees and well overlooked with rear elevations and boundaries treatments to frame the space.
- 5.4 If poorly designed they may feel unsafe, attract anti-social behaviour, and appear visually unattractive and end up not being used, thus displacing car parking onto the streets. The location, design and quality of parking courts should therefore encourage their use, and we therefore encourage the following: -
 - Parking courtyards should provide a maximum of 12 cars.
 - Parking courtyards should not look like car parks.
 - They should provide natural surveillance from overlooking properties from ground level.
 - They should be attractive spaces using surface materials and tree and shrub planting.
 - Areas of planting should be incorporated carefully without unduly restricting illumination or natural surveillance. A large focal tree creates a focus in the space.
 - They should have robust and attractive boundary treatments.
 - They should provide safe. Convenient and direct routes to the properties they serve.
 - Frontage Parking courtyards where circulation uses part of the road running through the estate will be preferred to rear parking courts.

The following images provide examples of good parking court design:



The image on the left shows an attractive parking court enhanced by trees and overlooking from adjacent houses.



Peripheral soft landscaping softens this tarmacked parking court.



The image on the left shows soft planting and a restrained palette of hard surface materials successfully breaking up a larger parking court.



The image on the left shows interior courtyard parking with a robust boundary treatment, topped with trellis allowing intervisibility from adjacent gardens.

The image below shows a weak means of enclosure with a timber fence that allows no natural surveillance at ground level. The absence of any hard or soft landscaping creates an unappealing space.



The image below shows how a parking court can be more than just a car park, it should be attractive and safe to encourage its use.

COURTYARD PARKING

Gable end and windows help surveillance of entrance to courtyard

Parking areas are overlooked by multiple windows.
Trellis topping 1.5m walls aids visibility.



Bike and recycling store (electric charge point) in Highly visible position.

Mews flats over garaging contribute to direct overlooking of courtyard

Gable end Window with direct view of entrance

GOOD PRACTICE



- Design point 1 – Greater use of trees and landscaping
- Design point 2 – Ensure ground level surveillance.
- Design point 3 – Frontage courtyards preferred to rear courtyards.

Section E: Shared Spaces

- 6.1 Shared space streets are a good way of creating character areas in a development and allowing for pedestrian priority in housing layout. Where shared space streets are proposed, parking areas should be clearly defined. Slight changes in alignment allows for slower movement of traffic. Surface treatments and trees help to frame the street rather than the parking space. The spaces should be subservient to the street scene. The images below are credited to Simon Harrison.



Section F: Non-Residential Parking

- 7.1 Non-residential parking such as for large retail, employment and leisure uses should follow the basic principles mentioned already in this SPD. These involve breaking up the mass of tarmac with hard and soft landscaping, using different coloured surfacing materials and including suitable soft landscaped boundary treatments. The images below are examples of good car parking design.



The image above shows Leeds Park and Ride, and innovative circular design, further broken up with solar panels over spaces, coloured spaces and landscaping strips. Photo courtesy of Evo-Energy.



The images above show good quality coloured surfacing and soft landscaping can improve the car park setting.

- 7.2 Where large commercial developments are proposed parking should be internalised within the overall layout rather than at the facing main roads (as shown in the image below)



Design and Access Statement for Coalite Application.

- 7.3 Incorporating planting, fencing, and lighting to create an attractive entrance and soften the appearance of parked cars as viewed from the street. For small units parking should be safe, identifiable, and logical and relate well to the building. On street parking is allowed depending on the proximity to other parking areas.
- 7.4 Multifunctional use of parking places can be considered in urban areas. This will depend on design considerations of surfacing, lighting, and access. The use of trees and demarcation of spaces with paving materials and block spacers can change the character of the space to be more pedestrian friendly. How people walk through larger car parks is a key safety consideration and footpaths should be demarked and easily seen from entrances to building.

Parent / Child Parking

- 7.5 We encourage the provision of parent and child parking areas within retail and appropriate leisure developments, to help meet the specific accessibility needs of parents with young children. As a general design guide, a provision of 5% of the total parking provision should be reserved for parent and child parking. To allow easy access for prams and pushchairs, the design of parent and child parking bays should be based on the layout for disabled parking bays. We would expect planning applications to detail the management and control arrangements for these spaces.

GOOD PRACTICE



- Design point 1 – Avoid large masses of tarmac, break up with tree planting and provide pedestrian footways.
- Design point 2 – Use hard/soft landscaping and different coloured surfacing.
- Design point 3 – Hide large car parks away from main elevation and entrance where facing a main road.

Section G: Accessible Parking (Disabled)

- 8.1 As stated in our Parking Standards, for further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice where further advice can be found under clause 7 Parking Provision [bs_8300-1-2018_built_environment.pdf](#)

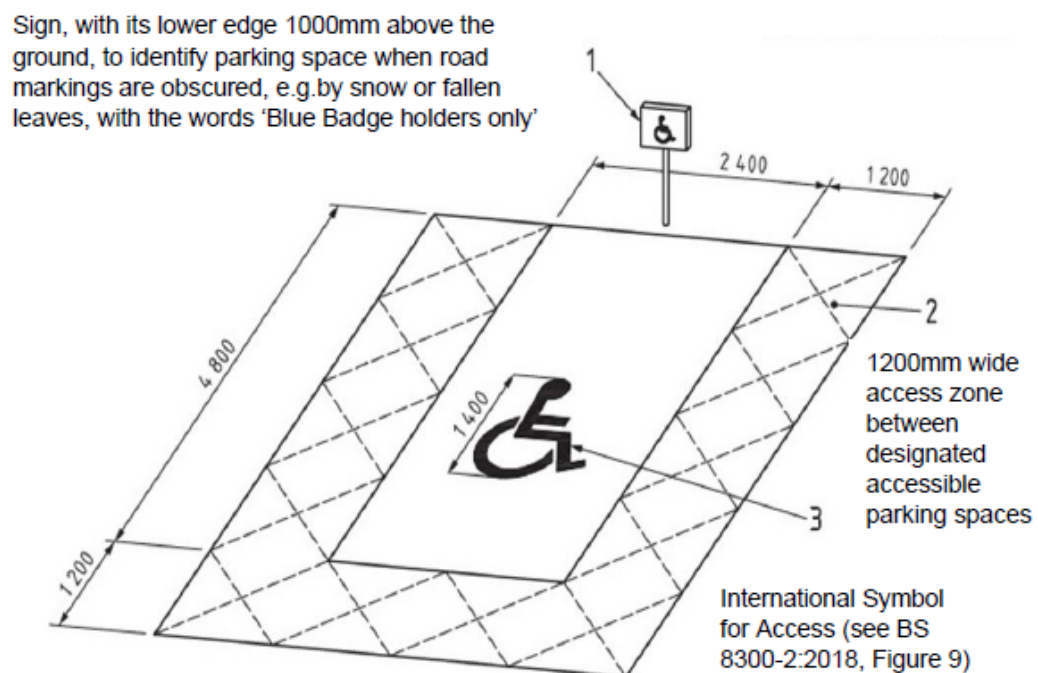


The image below shows a disabled bay correctly positioned next to the shop entrance.

- 8.2 As stated in our Parking Standards, further guidance is set out in Delivering Streets and Places (2017) where it is prescribed that Disabled persons' parking bays shall be located where road gradient and camber are reasonably level and no steeper than 1:50. Dropped kerbs must be provided for wheelchair users where designated parking bays are at a different level from the adjacent pavement. For dwellings, refer to Part M of the Building Regulations 2010 for information regarding provision of standard parking

bays and extra space for entrances and accessibility. Disabled Bay Markings are shown below:

Disabled Parking Space



GOOD PRACTICE



- Design point 1 – Locate disabled parking close to buildings entrance.
- Design point 2 – Locate disabled bays on level ground with direct relationship to an unobstructed footway
- Design point 3 – Inclusive access guidance should be referred to.

Section H: Cycle Parking

- 9.1 The cycle parking standards shown in the table below are based on the government publication Local Transport Note 20 (2021). Because cycle parking standards are not specified in the local plan, we can therefore specify them now.
- 9.2 These standards would generally require development to provide more cycle parking for both staff and customers but not unreasonably so. This approach is supported in the Bolsover District Local Plan (2020) that seeks to support sustainable transport patterns and one of the priorities within the corporate document Vision Bolsover is to reduce residents' and businesses' carbon footprint. Requiring more Bicycle parking spaces encourages and enables customers and employees to use a cycle more often.

Land use	Sub-category	Short Stay	Long Stay (secured and covered)
Retail, pubs and clubs	Between 1 and 200 m ²	1 per 100 m ²	1 per 100 m ²
	Between 201 and 1,000 m ² .	1 per 200 m ²	1 per 200 m ²
	>1000 m ²	1 per 250 m ²	1 per 500 m ²
Financial and professional services, R&D and offices		1 per 1000 m ²	1 per 200 m ²
General industry and storage and distribution		1 per 1000 m ²	1 per 500 m ²
Sheltered / Elderly Housing Nursing Homes		0.05 per residential unit	0.05 per bedroom.
Dwellings			1 per bedroom
Non-residential institutions, assembly and leisure (D1 and D2)		The higher of 1 space per 50 m ² or 1 per 30 Seats / capacity	1 per 5 employees.
Educational Institutions			Staff 1 per 20 staff Students – 1 per 10 students
All	Parking for adapted cycles and disabled people.	5% of total capacity co-located with	5% of total capacity co-located with disabled car parking

		disabled car parking	
--	--	----------------------	--

- 9.3 The parking standards state that cycle parking should be in accordance with the requirements and design guidance set out in Delivering Streets and Places (2017) and Successful places SPD (2013) documents or any superseding documents that replace them. Successful Places (2013) does not include any design guidance in relation to cycle parking, however there is a section, DES: Cycle parking, within Delivering Streets and Places (2017) and that information is repeated here below.

Design Considerations

- 9.4 Cycle parking shall be provided for all land uses as well as at public transport interchanges and areas of public use, especially public areas in which motor vehicles are prohibited. The following matters shall be considered:
- Cycle parking shall be located close to building entrances and in locations where it enjoys good light and observation from its surroundings. Larger facilities will normally benefit from dedicated lighting.
 - Cycle parking shall be as secure as reasonably practicable to deter vandalism and crime.
 - Cycle parking shall be sited so as not to inconvenience pedestrians or cause obstructions for visually impaired people using the footway (as shown in the image on the next page)

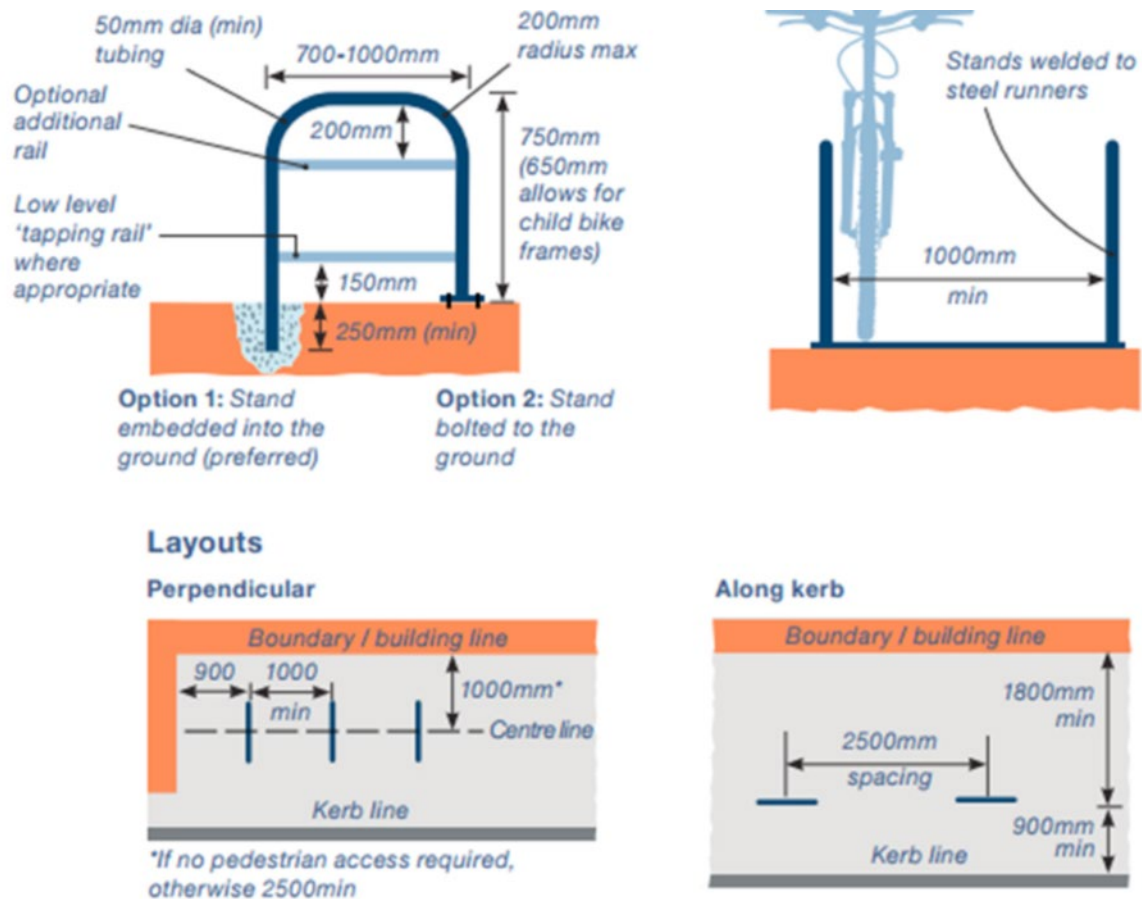
The image below shows a cycle parking shelter.



The image below shows sheltered cycle parking at a residential development.



The image below shows a conventional 'D' stand design



- 9.5 We are open to more custom designed cycle stands, more creative designs subject to suitable management and maintenance regimes. There is an opportunity to use bespoke designs that can create character so long as they coordinated with street furniture and boundary railing treatments.



Cycle Parking next to trees and between buildings can enhance walkways and enhance a space.

GOOD PRACTICE



- Design point 1 – Development to use new cycle standards.
- Design point 2 – Use trees alongside cycle stand areas. Combine with other street furniture.
- Design point 3 – Locate cycle stands with good natural surveillance but outside of natural pedestrian walkways.

Section I: Motorcycle Parking

- 10.1 Motorcycle parking standards are not specified in the local plan, we can therefore specify them in this document. We therefore require developers to dedicate 1 motorcycle space per 10 spaces with the minimum provision of 1 space. This is based on the Guidelines for motorcycling by the Institute of Highway Engineers.
- 10.2 The Council's parking standards state that motorcycle parking should be in accordance with the requirements and design guidance set out in Delivering Streets and Places (2017) and Successful places SPD (2013) documents or any superseding documents that replace them. Successful Places (2013) does not include any design guidance in relation to motorcycle parking, however there is a section, DES: Motorcycle parking, within Derbyshire County Council's Delivering Streets and Places (2017) and that information is repeated here below.
- 10.3 In most instances, it will not be necessary to provide dedicated parking for motorcycles, mopeds, or other powered two-wheeled vehicles. However, where a particular need for motorcycle parking has been identified, this may be used as a basis for specification.

Design Considerations

- 10.4 Motorcycles come in a range of shapes and sizes and as such the provision of a parking 'area' usually provides for both flexibility and space efficiency.
- 10.5 On-street motorcycle parking usually takes a form similar to a car parking bay. Consequently, dedicated motorcycle parking facilities shall be appropriately signed.
- 10.6 Motorcyclists shall be encouraged to park their vehicles perpendicular to the kerb within parking bays. Bays need not be marked out individually.
- 10.7 Parking shall be provided on a surface which offers good grip, is well drained, and is relatively flat and firm.
- 10.8 Consideration must be given to how motorcycle users will be able to manoeuvre vehicles in/out of the parking provision safely. The definition of usable areas must consider the need to mount and dismount vehicles conveniently.
- 10.9 As a minimum, parking facilities shall be located to ensure good observation from any buildings and the public realm. Designers shall also consider the use of physical security measures such as rails (Preferred physical security measure), hoops or posts to improve attractiveness to motorcyclists and to further minimise crime risk.

10.10 Where motorcycles are parked perpendicular to the kerb, a simple continuous steel rail suffices in most situations. An additional waist-high rail shall normally be added to reduce the risk of tripping, particularly where the rail is otherwise exposed to the footway.

10.11 Facilities shall be well lit and preferably within view of CCTV coverage. When providing motorcycle parking facilities in multi-storey car parks, a dedicated area shall be provided on the ground floor within view of parking attendants.

Technical Criteria

10.12 Although DES: Cycle parking, within Delivering Streets and Places (2017) states that the motorcycle spaces should not be located any further than 50 metres away from the main destination and ideally 20 metres away from the main destination, there is no reason why these distances should apply. However, the motorcycle spaces should not be located furthest away from the destination either.

10.13 Where bays are to be marked, parking bay dimensions should be 2.1m (length) x 1.4m (width) – minimum.

10.14 Preferred physical security measure - Rail: 600mm – raised height of any steel rail from the parking surface.

10.15 For further information on motorcycle parking, refer to IHE Guidelines for Motorcycling and DfT Traffic Advisory Leaflet 2/02. For signing and lining considerations, refer to TSRGD (2016).

GOOD PRACTICE



- Design point 1 – Where needed motorcycle spaces should be signed.
- Design point 2 – They should not be located furthest away from the entrance.
- Design point 3 – Park in areas of good natural surveillance.

Section J: Electric Vehicle Charging

- 11.1 The Local Plan for Bolsover District does not currently specify how many electric vehicle charging facilities should be installed, only that new residential development could allow them to be fitted in the future, and that planning applications should demonstrate the ability to retrofit charging facilities to an exterior wall or another safe, convenient place within the parking area.
- 11.2 A report published by the RAC in 2021 [Standing Still \(June 2021\)](#) stated that Bolsover District was one of the highest performers in the country with 80% of dwellings either with or with the potential for off-street (on-plot) parking for at least 1 vehicle. This should make the installation of at-home charging more achievable, and overall, the district should be in a good position when compared with the UK average of 65%.
- 11.3 However, residential charging infrastructure is now addressed through the building regulations process, namely through Approved Document S - [Infrastructure for the charging of electric vehicles](#), whereby a new residential building with associated parking must have access to electric vehicle charge points, and therefore the Council will expect developers to provide at least one electric vehicle charging point as standard on new build houses in accordance with building regulations and the design guidance provided below.
- 11.4 Our standards advise that for non-residential developments again regard should be had for future proofing through design that can facilitate future adaption. To add to this, we would encourage the specification / charge time to be reflective of dwell time, so for example rapid charging would be needed for a 30-minute visit to the supermarket but a longer 8-hour charge for a typical shift pattern at a place of employment.
- 11.5 Provision of charge points should be a combination of both *active* and *passive* charge points depending on the type of development. Active charge points are fully wired and connected, ready to use, charge points at parking spaces whereas passive spaces only require the necessary underlying infrastructure (wiring/cabling). In residential areas passive provision should be achieved by ensuring fuse boxes are properly located and include a wired circuit in a garage or at a location which is near to the driveway. We will seek to condition this as part of the planning approval. For non-residential areas routing an empty cable conduit under the parking bays, ensuring this conduit connects to the mains supply so that at a future date above ground charging points can be installed with minimal disruption.

Design Considerations

11.6 Electric Vehicle parking bays have different requirements to standard parking bays. The requirements include: -

- Ensure that EVCPs are protected from collision.
- To be positioned so to avoid becoming an obstruction or trip hazard
- EVCPs and cable enabled points must be shown on the layout plan and/or relevant floor plans while a separate condition may be attached to secure delivery.
- They should be signed and marked for 'Electric Vehicle Only' including painting the bay. It is an advantage that in ensuring that the 'Electric Vehicle Only' marking is visible in the space even when parked in.
- They should be kept out of the corners of car parks and close to pedestrian entrances which makes them more accessible and closer to electrical supply.
- Within residential developments any standalone charging points need to be positioned in a location where they do not create an obstacle and are visually discreet without adding clutter to the overall street scene.

GOOD PRACTICE



- Design point 1 – Should not create obstacles or clutter in the street scene.
- Design point 2 – Futureproofing for non-residential developments.
- Design point 3 – Located close to entrances, well signed, and unobstructive.

Appendix 1

BDC Parking standards as set out in the Local Plan for Bolsover District (2020)

Appendix 8.2 - Parking Standards

Residential Development

1. Minimum number of parking spaces required for all new residential development, including extensions and changes of use. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:

Number of bedrooms	Number of spaces
1 bed and aged persons residence	1 space per unit plus 1 space per 2 units for visitors
2/3 bed	2 spaces per unit
4+ bed	3 spaces per unit (with a preference of no more than 2 in-line*)

*This includes circumstances where a garage meets the minimum internal dimensions to count as a parking space. Having more than 2 vehicles in tandem will only be allowed where not doing so would lead to an unsatisfactory design scheme.

2. Whilst it is acknowledged that there may be a limited number of exceptional circumstances where a departure from the standards may be acceptable, the departure must be fully justified and not lead to negative impacts on health and safety or unacceptably impact upon amenity. Any material considerations that may justify such a departure must be clearly demonstrated by the applicant, including evidence of how the proposal will not detract from the objectives of these standards.

Residential garages and Cycle parking

3. The provision of residential garages and cycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

Non-Residential Development

4. Minimum number of parking spaces required for non-residential developments (and residential institutions). Uses not listed in the table will be assessed individually. Where it is anticipated that a development will generate a particularly high number of users, a higher parking provision may be sought. If it is not possible for a development to provide the provision set out in these standards; for example due to its historic setting or it being a change of use of a building on an existing high street where it is not possible to provide off-street parking provision, the Council will consider whether the surrounding local provision can accommodate the anticipated demand. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:

(Measured in gross floor area (GFA) unless otherwise stated)

Shops	General Shops & Individual Superstores	Less than 1000sqm - 1 space per 25m ² 1000-3000sqm – 1 space per 14m ² Above 3000sqm – 1 space per 9m ²
	Individual non-food retail warehouses (DIY stores, garden centres, etc.)	1 space per 20m ² (Covered area for garden centres, + 1 space per 50m ² open display area)
	Retail parks	To be assessed as per specific uses
Financial and Professional Services	Public services offices, banks, estate agents, employment agents, etc.	1 space per 35m ² (minimum of 2 spaces)
Food & Drink	Restaurants, cafes and hot food takeaways	1 space per 4m ² dining area or waiting space in takeaway
	Transport Cafes	1 lorry space per 2m ² (size 15mx3m and can enter and leave site forwards)
	Pubs, clubs & bar areas of restaurants	1 space per 2m ² drinking area + consider outside area on individual basis (+ residential dwelling standards if accommodation included)
Business (B1)	Administrative offices, high tech industry and science parks	1 space per 25m ² (minimum of 2 spaces. A reduction amount may be considered on floor spaces over 2500sqm)
General Industry (B2)	Industrial Processes	1 space per 40m ² (additional consideration if significant amount of associated office space. A reduction amount may be considered on floor spaces over 2500sqm)
	Vehicle service, repair and parts stores	1 space per 15m ² + tow vehicle space where relevant
Special Industry	Groups A to E	Assessed individually based on activity, periods of production and max. employees per shift
Storage & Distribution (B8)	Warehousing	Below 250sqm – 1 space per 25m ² Above 250sqm – 7 spaces + 1 space per 100m ² internal + 200m ² external storage area
	Wholesale cash & Carry	Below 250sqm – 1 space per 25m ² Above 250sqm – 2 spaces + 1 space per 30m ²

Hotels, Hostels and Holiday Residences	Hotels, boarding and guest houses	1 space per bedroom + staff consideration (Individually assess coach provisions. No. of bedrooms include staff bedrooms. If bar and restaurant, parking for these must meet half the appropriate food and drink standards, If conference facilities; 1 space per 3m ² of rooms)
	Residential hostels and community homes	1 space per 4 bedrooms
	Holiday residences	1 space per 1 & 2 sleeping room units 2 spaces per 3+ sleeping room units
	Caravan	1 space per caravan + restaurant, bar and office facilities to comply with relevant food and drink / business requirements
Residential Institutions	Aged persons care homes	1 space per 3 bedrooms + 1 space for each member of staff (maximum number of staff on site at one time)
	Sheltered accommodation	2 spaces + 1 space per 3 residential units
	Residential schools, colleges, training centres, hall of residences, hospitals and community housing for disabled people	To be assessed individually

Non-Residential Institutions	Medical surgeries / Dentists / vets	2 spaces per consulting room + 1 space for each member of staff (maximum number of staff on site at one time)
	Crèches & day nurseries	1 space + 1 space per 10m ² (0-3yrs old) 1 space + 1 space per 20m ² (3+-8yrs old) of accommodation/internal play area + 1 extra if licence for 20+ children (the higher provision to be used where age is not specified. Facilities should be clear of highway, avoiding the need for vehicles to reverse unless location is safe to set down / pick up without affecting free and safe flow of traffic).
	Day centres	1 space per 2 staff + appropriate turning, standing and parking for coaches/ minibuses. Additional needs to be considered for extra spaces and accessibly spaces depending on users of facility.
	Infant, primary & secondary school	2 spaces per classroom / teaching area + 1 space per 15 sixth form students + sufficient hard-standing to provide for play areas / sports pitches etc. for out-of-hours parking by parents / mature students (facilities enabling pupils to enter / leave parked coaches and cars safely and clear of the highway, without vehicles reversing)
	Colleges of further and higher education	Assessed individually, based on type, number of staff/students (full or part-time) and location
	Art galleries, museums, libraries	To be assessed individually
	Places of worship & religious instruction	1 space per 5 seats or 5m ² public floor area

Assembly & Leisure	Cinemas	1 space per 3 seats or 3m ² gross auditorium floor area if seats not fixed
	Concert halls	1 space per 3 seats or 3m ² gross auditorium floor area, whichever is greater
	Bingo halls	1 space per 3 seats or 3m ² gross auditorium floor area
	Casinos	1 space per 5m ² public floor area
	Swimming baths	20 spaces + 1 space per 10m ² water area
	Skating rinks	Assessed individually
	Sports halls & multi-purpose sports venues	Assessed individually having regard to an aggregate of the different facilities
	Multigyms & sport dance venues	1 space per 5m ² gross floor area
	Racquet clubs	4 spaces per court
	Outdoor sports grounds	15 spaces per pitch
	Golf clubs	150 spaces per 18 hole course (smaller courses assessed individually and club house facilities assessed on appropriate food and drink standards)
	Driving ranges	2 spaces per bay
	Bowls and bowling	15 spaces per green or 4 spaces per lane
	Snooker halls	2 spaces per table
	Camp sites	1 space per pitch
	Water sport venues	Assessed individually with regard to intensity and type of use and private / public access
	Specialist sports facilities (e.g. dry-ski slopes)	To be assessed individually (restaurant, bar and office facilities require extra provision in accordance with food and drink, and business standards)

Non-Schedule Uses	Theatres	1 space per 3 seats or 3m ² gross auditorium if seats not fixed
	Amusement arcades or centres and funfairs	To be assessed individually with regard to opening times and seasonal use
	Coin-operated launderettes and dry cleaners	1 space per 30m ²
	Retail fuel filling stations	1 space per 30m ² + extra for car wash and with regard to size of retail provision
	Sale and display of motor vehicles	1 space per 40m ² gross display area, whether internal or external
	Sale and display of boats and caravans	Assessed individually, with regard to the sale of motor vehicle standards
	Taxi and vehicle hire businesses, including driving schools	1 space per vehicle operated (1 space required if just an office receiving orders with vehicles being kept elsewhere, with additional spaces assessed individually)
	Scrapyards, mineral storage or distribution yards, earth moving plant, depots, motor vehicle breakers and plant hire firms	To be assessed individually with regard to public access
Criteria Not Mentioned Elsewhere	Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc. will be assessed individually with particular regard to periods and frequency of use	To be assessed individually with regard to periods and frequency of use, public access and anticipated need

Cycle and Motorcycle Parking

5. Cycle and motorcycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

Accessible (Disabled) Parking

6. Where residential development is intended for disabled occupiers, off-street and on-street parking spaces should be on a suitably stable ground surface with level or as shallow a gradient as possible, and on a step free route to the dwelling. There should be adequate lighting to enable safe access after dark. Part M4(2) of the Building Regulations provides more information on accessible and adaptable dwellings. Spaces should have the minimum dimensions set out in below and the minimum internal dimensions of garages should be in accordance with the guidance set out in the **Delivering Streets and Places (2017)** document. Consideration also needs to be given to the provision of storage and charging facilities of mobility equipment.
7. **For non-residential developments, a minimum of 6% of the total number of spaces should be designated for disabled use.** Where there may be a higher anticipated demand, for example at care facilities, an appropriate additional provision will be required. These spaces should be as close as possible to the facilities they serve (preferably within 50m), have adequate signage and lighting, have sufficient space to the sides and rear to safely manoeuvre mobility equipment, have suitable dropped kerbs with tactile paving and a suitable route to the facilities they serve.
8. Accessible spaces should be larger than standard spaces. For spaces perpendicular to the pavement or access strip, an additional 1.2m behind the space and 1.2m either side (which can be shared between spaces) should be provided as hatched margins. For spaces parallel to the pavement or access strip, the length of the space should be 6.8m and the width should preferably be 3.8m, but a minimum of 2.9m (depending on the suitability of the pavement or access strip for use as access and manoeuvrability space). For further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice'.

Parking Space Dimensions

9. The minimum parking space dimensions for standard and accessible spaces, for both bay and parallel parking situations:

	Bay space	Parallel space
Standard	5m x 2.6m	6.2m x 2m
Disabled	6.2m x 3.8m	6.8m x 3.8m (2.9m min.)

Ultra-Low Emission Vehicles

10. At this stage, there is no specific requirement for electric vehicle charging facilities to be installed. However, as it is recognised that this will become more important in the coming years, it is necessary for proposals to consider the future. Therefore, it is necessary for all new homes to, as a minimum, have a suitable electricity circuit that allows for the future fitment of charging facilities with minimum work and disruption.
11. As it is impossible to predict future innovations and technology is ever improving, planning applications should demonstrate the ability to retrofit a charging facilities to the exterior wall of a dwelling or safe, suitable and convenient place within its parking area. This may include design features such as landscaped areas adjacent to parking spaces where the necessary cabling can easily be installed and hidden with minimal work and visual impact. Such features may be particularly useful where parking is provided off-street or in communal parking areas. We cannot determine exactly what infrastructure will be needed in the future but it seems prudent to not create unnecessary barriers that may make future adaption more difficult than it needs to be.
12. For non-residential uses; particularly those generating high volumes of visitors such as supermarkets and other shopping complexes, similar regard should be had to 'future proofing' parking areas by a design that facilitates future adaption to accommodate growing demand. Where it is anticipated that non-residential development would benefit now from the provision of charging facilities; such as uses attracting large numbers visitors, the provision of charging facilities is encouraged.

Transport Statements and Travel Plans

13. The requirement for Transport Statements and Travel Plans is set out in policy **ITCR10: Supporting Sustainable Transport Patterns** of the Local Plan.