



**Rochford District Council
LOCAL DEVELOPMENT
FRAMEWORK**

**VEHICLE PARKING
STANDARDS**

**Supplementary Planning
Document**

Regulation 17 Consultation Draft

June 2006



1. INTRODUCTION

- 1.1 Growth in motor traffic, particularly the ownership and use of private cars, has led to greatly increased levels of congestion and pollution. As a result there has been a shift in national transport policy and planning towards a more sustainable approach. Local authorities are expected to promote this by encouraging alternative forms of transport to the car, mainly public transport, walking and cycling.
- 1.2 Replacement Local Plan Policy TP1 (Sustainable Transport) states the local planning authority's commitment to develop and implement a sustainable approach to transport planning through managing the demand for travel and distribution. Policies TP5 and TP6 set out how sustainable transport will be encouraged, discouraging reliance on the car in new developments. The use of vehicle parking standards can be a key method in achieving these aims. The council's objectives concerning car parking specifically are set out in Policies TP8 and TP9.
- 1.3 Whereas previous parking guidance has advocated a minimum benchmark for the number of spaces permitted, the new standards set a maximum limit on the number of spaces provided. Adopting the principle of maximum parking standards is a means of promoting sustainable development. The application of such car parking standards is a key means of contributing to the reduction of traffic levels in the district.
- 1.4 Parking standards for cycles and motorcycles are included separately. It should be noted that these standards are the minimum permitted provision, rather than the maximum. This reflects the sustainable nature of these types of travel. The note also includes guidance on the provision of parking for people with disabilities.

2. POLICY BACKGROUND

- 2.1 The purpose of this Supplementary Planning Document is to set out the car parking standards that are to be applied throughout the district. This will assist developers in the preparation of plans and ensure that planning applications are submitted with an acceptable level of parking provision. The car parking standards contained within this note are in accordance with Planning Policy Statements (PPS) and Guidance (PPG) published by the government in PPG 3 Housing (March 2000), PPG 13 Transport (March 2000), PPS 6 Planning for Town Centres (March 2005), the East of England Plan (Regional Spatial Strategy) and the Essex and Southend-on-Sea Replacement Structure Plan, (policy T12-Vehicle Parking).
- 2.2 The parking standards are based on those proposed by the Essex Planning Officer's Association (EPOA) in "Vehicle Parking Standards" August 2001.

3. THE APPLICATION OF CAR PARKING STANDARDS

POLICY PS1

Whilst this note is intended to provide consistency across the district, there are locations where the guidelines may need to be varied. Town centres that have good access to public car parking facilities and alternative forms of transport will need minimal provision. Rural areas where the car is the only realistic means of getting about may be permitted to include greater levels of parking although this will depend on the geographical location of the area and the adequacy of any public

transport provision.

- 3.1 Planning Policy Statement 6 (Planning for Town Centres) makes clear that developments should be accessible by a choice means of transport, including public transport, walking, cycling, and the car (taking full account of customers' likely travel patterns). The application of parking standards should be flexible taking into account three key parameters: location; land use types; and accessibility. The level of accessibility to public transport, in particular, should be central in determining the application of parking policy. Where good accessibility levels are achieved, such as in many urban centres, parking provision less than that of PPG13 standards should be applied (Policy T16, East of England Plan). However where lower accessibility levels still exist, for example in many of the rural areas of the district, relaxation of PPG13 standards may be necessary (8.86, East of England Plan).
- 3.2 The economic sustainability of the district must also be considered in the application of car parking standards. Accessibility is identified in Planning Policy Statement 6 (Planning for Town Centres) as one of the key factors in the vitality and viability of town centres. In the absence of more sustainable alternatives the provision of sufficient car parking should be allowed in order to ensure the maintenance of high and stable levels of economic growth and employment. It is clearly important to address economic and social as well as environmental concerns to achieve a sustainable approach to car parking standards.
- 3.3 The Parking Standards in this document are based on the Town & Country Planning (Use Classes) Order Act 1987. All standards relate to the gross floorspace of new or extended development unless otherwise stated. All references to parking spaces refer to car spaces.

4. CALCULATION OF PARKING REQUIREMENTS

- 4.1 Most of the standards are related to floorspace area. Thus, where the standard is, for example, one car parking space for every 4m² of floorspace, and a development has a relevant floorspace of 19m, a calculation of 4 into 19 gives 4.75 spaces which is rounded down to the nearest whole number to give a total requirement of 4 spaces.
- 4.2 Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be simultaneously applied in proportion. For example, where a development incorporates housing and offices, each use should be assessed separately according to the appropriate standard. The aggregated number of resulting parking spaces will be the maximum number of spaces that should be provided.

5. SHARED USE PROVISION

- 5.1 Where shared use of parking areas can be achieved without conflict (i.e. where uses are clearly separated in terms of time of day or day of the week) this is highly desirable, provided that the provision is within the most demanding standard applicable. This may result in a reduction of the number of parking spaces that a developer provides.

6. OPERATIONAL AND NON-OPERATIONAL PARKING

- 6.1 No distinction is made between operational and non-operational car parking in the standards set out in this document. Operational parking space is defined as the space required for vehicles regularly and necessarily involved in the operation of the business for which the premises are used. This includes space for commercial vehicles and for loading and unloading goods, but does not include space for vehicles to be stored, except where this is necessary as part of the business being carried on in the building. Non-operational parking space is reserved for vehicles that do not need to park on site. It has been decided not to follow this format in the present document but to distinguish instead between car parking provision and provision for service vehicles delivering goods to premises or removing goods therefrom. Therefore the guidance includes reference to the provision of space for the loading and unloading of service vehicles for each Use Class where applicable.

7. SERVICE VEHICLES

- 7.1 Service vehicles are regarded as those vehicles delivering goods to or removing goods from premises. It is recognised that servicing requirements may be unique to a particular site. Service traffic varies with the type of enterprise within a given use class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket). For this reason, no standard dimensions are provided for parking and turning spaces for service vehicles. It is considered that commercial enterprises should analyse their own requirements in terms of the size, numbers and types of commercial vehicles visiting their premises and should demonstrate to the local authority that any development proposal includes sufficient service vehicle provision to meet normal requirements. Such service provision should be clearly signed and marked to avoid being utilised as an overflow parking area.

POLICY PS2

Although mention is made of the need for provision for service vehicles under relevant Use Classes within the car parking standards, this need should be assumed to exist in all developments visited by service vehicles. The onus is placed on applicants/developers to demonstrate that adequate provision has been made on site for loading, unloading and turning of service vehicles.

8. PROVISION FOR CYCLE AND MOTORCYCLE PARKING

POLICY PS3

The parking standards for cycle and motorcycles are expressed as minimum standards to reflect the sustainable nature of these modes of travel. Guidance on the application of these standards is provided.

9. DEVELOPER CONTRIBUTIONS

- 9.1 In order to assist the change away from private cars, developers are expected to make contributions to enhance the local transport infrastructure in appropriate planning applications. These contributions will enable any increase in traffic to be accommodated and will support the provision of alternative forms of travel at sites where activity exceeds the maximum parking provision identified.

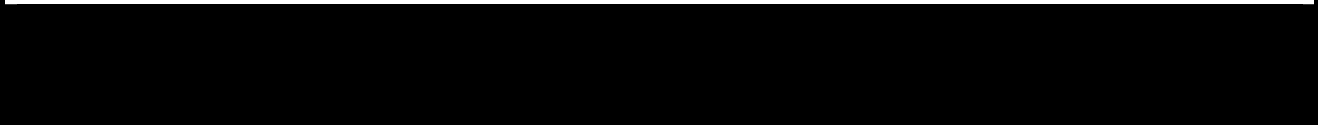
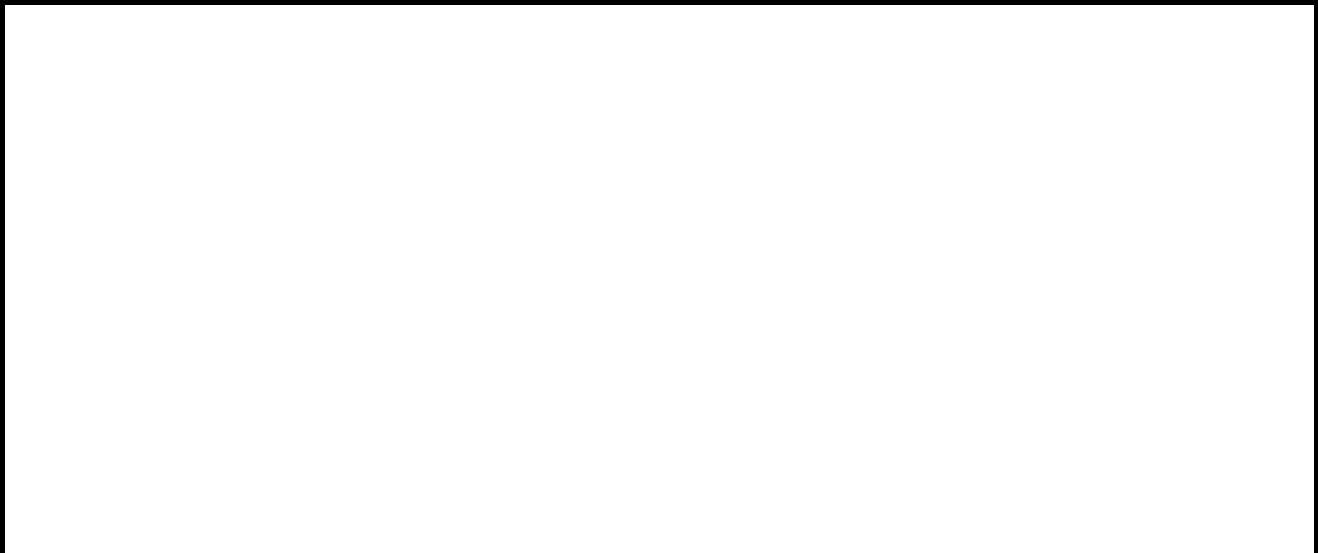
10. TRANSPORT ASSESSMENTS AND TRAVEL PLANS

- 10.1 A Transport Assessment will be required where large-scale development is proposed, particularly where this will have a significant effect on the demand for travel. Development that is likely to create additional employment will be expected to include the adoption of a Travel Plan.

11. MAXIMUM VEHICLE PARKING STANDARDS

- 11.1 The maximum vehicle parking for each development use class is set out in the policies overleaf. These policies provide greater detail and justification on the parking standards outlined in the Rochford District Replacement Local Plan. They also set out the circumstances in which a transport assessment or travel plan may be required. It should be noted that although these policies set out the maximum level of provision that will normally be permitted, the Local Planning Authority may choose to reduce the standard in areas with a central location and very good accessibility.

POLICY PS4



NOTE:

In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises. For Cash & Carry and other Retail Warehouses, including Garden Centres, see Other Standards on Page 11. A Transport Assessment may also be required.

JUSTIFICATION:

PPG13 recommends the above standard over a threshold of 1,000m². Previous Essex standards for such uses below this threshold were tighter, but represented minimum provision. This standard should therefore be applied to all developments.

POLICY PS5



POLICY PS6

POLICY PS7

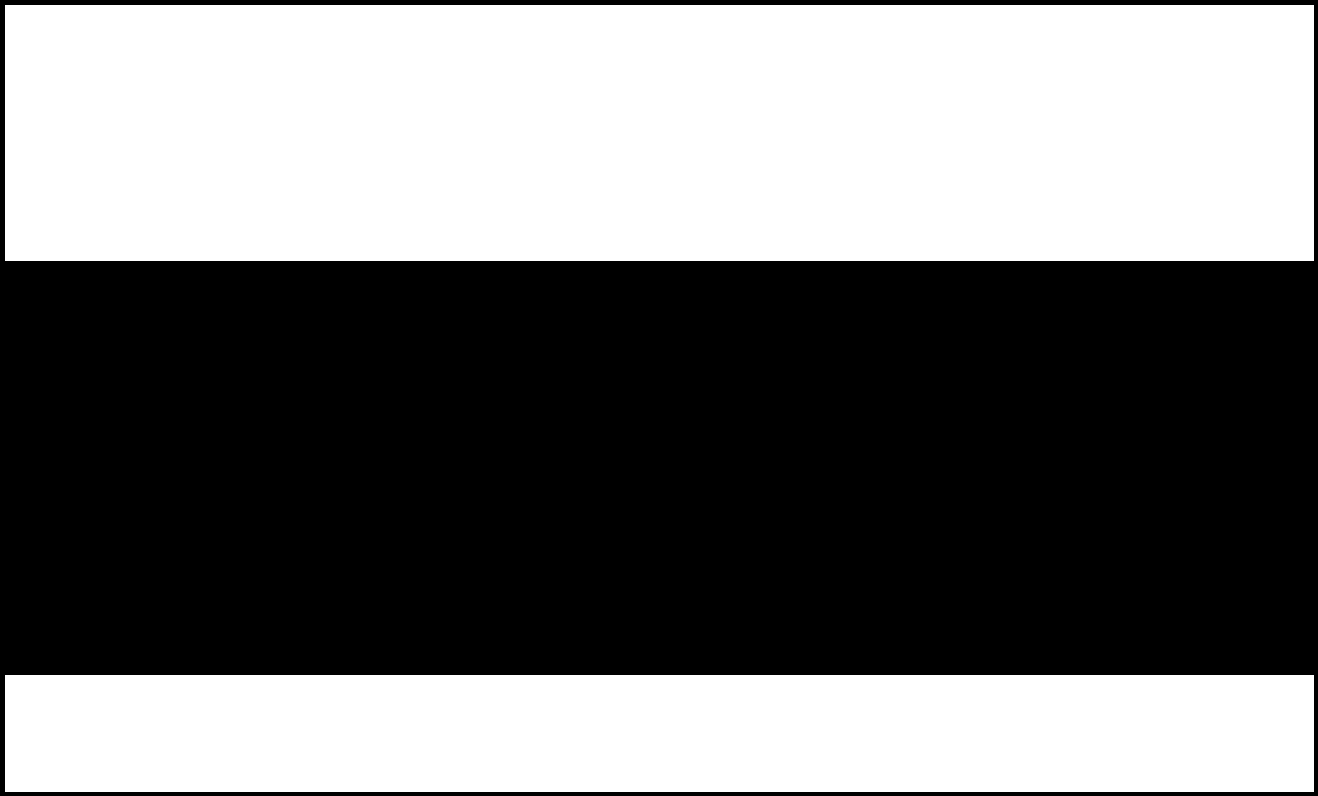
POLICY PS8

POLICY PS9

NOTE: In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.
JUSTIFICATION: 1987 Essex Standards were tighter but represented minimum provision.

POLICY PS10

POLICY PS11



JUSTIFICATION:

Residential care home:

1987 Essex Standards represented as maximum.

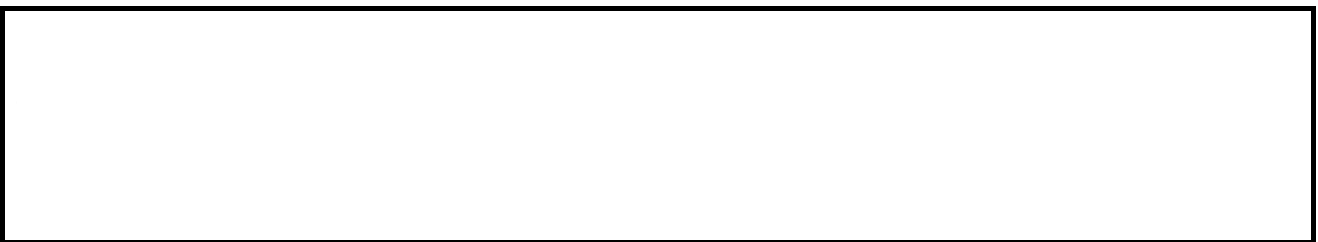
Hospitals:

PPG13 standard. To be applied above AND below recommended threshold (2,500m²) particularly where developments below this figure are extensions to existing premises.

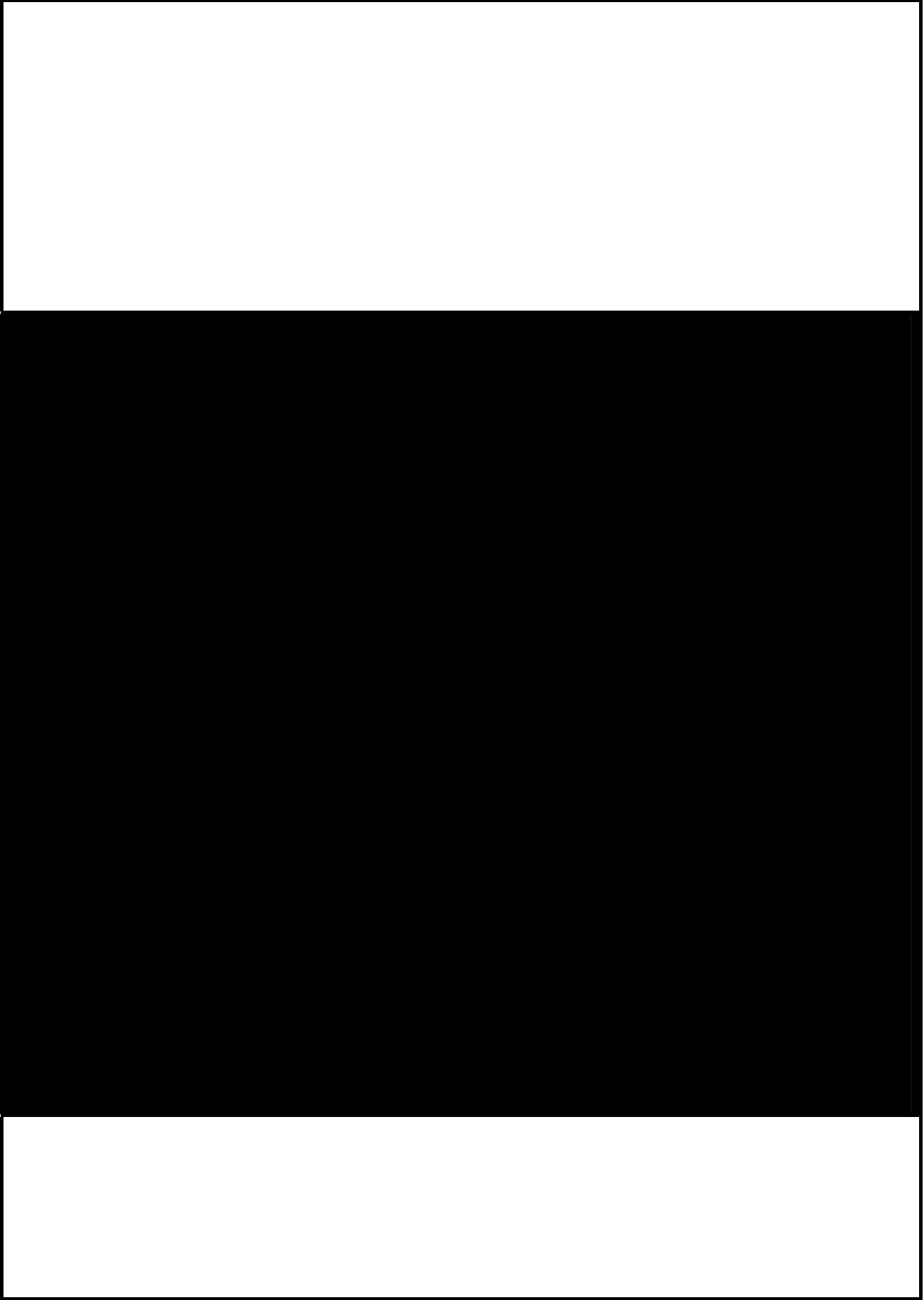
Residential education establishments:

Adapted from PPG13 standard for further and higher education.

POLICY PS12



STANDARD:



JUSTIFICATION:

POLICY PS14

12. OTHER STANDARDS

12.1 Table 1 below outlines standards for uses which are not contained within the Town & Country Planning (Use Class) Order 1987.

**TABLE 1 - OTHER MAXIMUM VEHICLE PARKING STANDARDS
POLICY PS15**

Petrol Filling Stations	

13. CYCLE PARKING STANDARDS

- 13.1 The provision of convenient, secure parking for cyclists together with related facilities is fundamental to enabling more people to use cycling as a means of transport. This is particularly important in trying to encourage people away from single occupancy, short car journeys that are made on a regular basis.
- 13.2 The parking standards for cycling represent the minimum provision required. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for cyclists, such as locker, changing and shower facilities.

POLICY PS16

The standards outlined in Table 2 will be applied to all applications for new or extended development. Where it is not possible to provide cycle parking spaces on-site, developers will be expected to make financial contribution towards public provision of such facilities.

13.3 Where cycle parking is provided for employees or as part of a residential development scheme, fully secure weather protected parking such as lockable compounds will be required. In some cases weather protection may also be required for customer parking. Cycle parking within developments must be conveniently located near to the entrances of buildings, adequately lit, well signed and not hidden out of sight. More details and examples of cycle parking are given in the layout and design section of this document.

TABLE 2 - CYCLE PARKING STANDARDS
POLICY PS17

	Family Centres	

14. MOTORCYCLE PARKING STANDARDS

14.1 Encouraging the use of powered two-wheeled vehicles (PTW) is a contentious issue. However, the use of such vehicles for short regular journeys also creates significant benefits, most notably in the form of reduced congestion and reduced land use for parking.

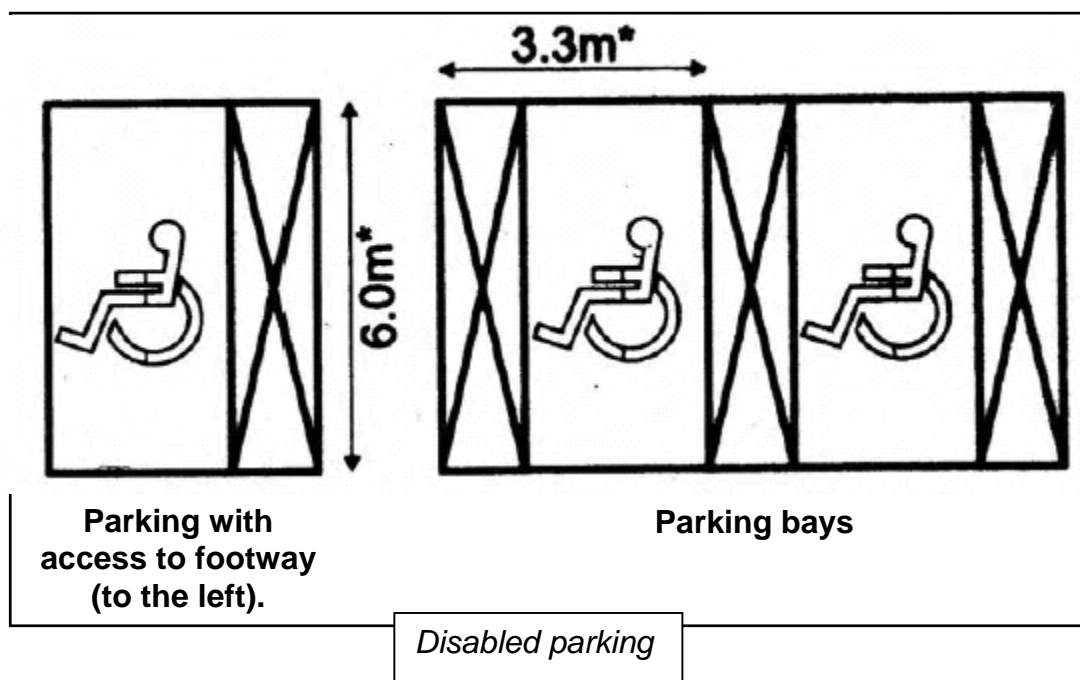
14.2 Parking standards for PTWs are represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As with cycle parking, these standards represent a basis for helping to provide sufficient PTW parking facilities throughout the district. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for PTW users, such as locker, changing and shower facilities. As with the cycle and disabled parking standards, when a car park is proposed as part of a development scheme, acceptable provision for PTWs will also be required. In these circumstances policy PS18 will be applied.

POLICY PS18

STANDARD:
One space, plus an additional space for every 10 car parking spaces.

15. DISABLED PARKING STANDARD AND PROVISION

15.1 Where car parking is provided within a development scheme, the Local Planning Authority will require disabled parking provision as set out by policy PS19. Disabled parking spaces should be at least 3.3m wide and 6.6m long in order to allow the driver or passenger to get in and out of the vehicle safely, and to provide access to the rear of the vehicle for wheelchair storage. Where direct access is provided to a footway at the side or rear, spaces should be at least 2.7m or 4.8m respectively (see diagram below).



POLICY PS19

EMPLOYEES/VISITORS TO BUSINESS PREMISES DISABLED CAR PARKING STANDARD FOR DISABLED CAR PARKING:

- For Car Parks up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is the greater; or
- For Car Parks over 200 Bays - 6 bays plus 2% of total capacity

RESIDENTIAL, SHOPPING, RECREATION AND LEISURE DISABLED CAR PARKING STANDARD:

- For Car Parks up to 200 Bays - 3 bays or 6% of the total capacity, whichever is the greater; or
- For Car Parks over 200 Bays - 4 bays plus 4% of total capacity

16. DESIGN AND LAYOUT

POLICY PS20

As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping and lighting of parking. This should be user-friendly, and not interfere with the public highway or access adjacent to the parking area.

17. PLANNING FOR PEDESTRIANS

- 17.1 The needs of pedestrians should be taken into account when designing the layout of car parks. This includes both those who have parked in the car park and those accessing the development on foot. Pedestrian access should be provided along identified preferred routes rather than simply relying on the vehicular access.
- 17.2 Within the car park, provision should be made so that pedestrians walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles.
- 17.3 A tactile distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, footway areas and tactile paving at all dropped kerbs should achieve this.

18. ENVIRONMENTAL CONSIDERATIONS

- 18.1 Car parking areas are rarely attractive visually and should always be located in such positions so as to minimise their impact on the townscape, whilst at the same time encouraging their use. They should be designed so that people feel comfortable using them after dark.

POLICY PS21

It desirable that additional land should be provided so that car parking areas may be suitably screened and landscaped. Such additional provision of land is a matter for negotiation between the intending developer and the local planning authority.

19. PARKING BAY SIZE

POLICY PS22

GARAGE/PARKING BAY FOR CARS STANDARD SIZE:

Preferred Bay Size 5.5m x 2.4m

Minimum Bay Size 4.8m x 2.4m

Minimum Bay Size where spaces laid "end to end" 6.0m x 2.4m

Minimum Garage Size 5.0m x 2.5m

NOTES:

- The minimum dimensions for garages are in accordance with the Essex Design Guide. Experience has shown that garages are not likely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. Therefore, developers are encouraged to incorporate additional space in garage design.
- 'End to end' parking relates to parking spaces parallel to, and abutting, a carriageway, aisle or drive to allow vehicles to manoeuvre (or 'parallel park') into the bay when adjoining bays are occupied.

PARKING BAY FOR LORRIES/VANS STANDARD SIZE:

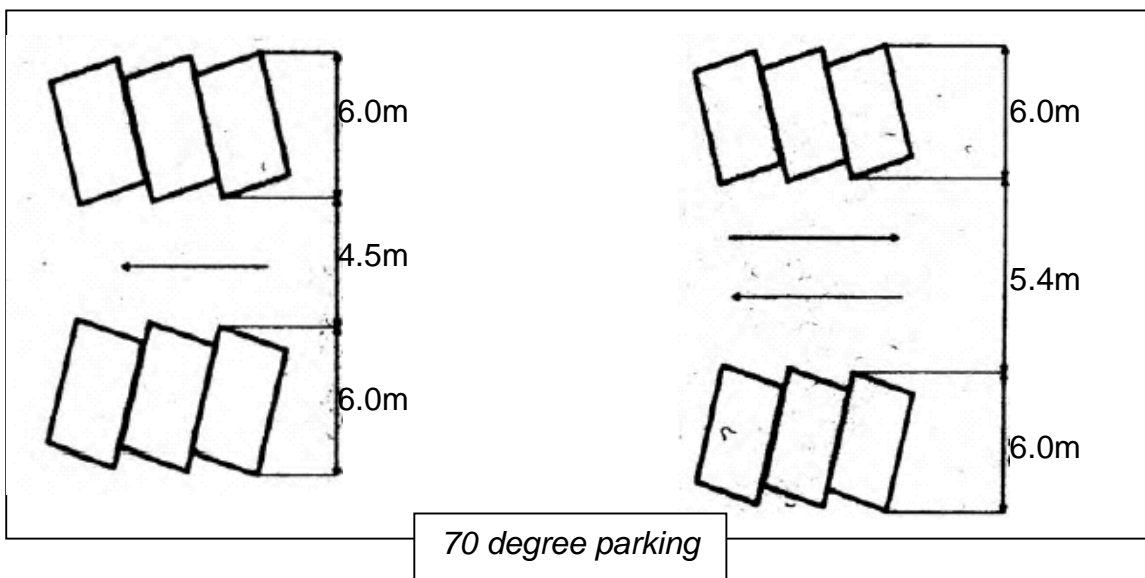
Minimum Bay Size: Vans 7.5m x 3.5m

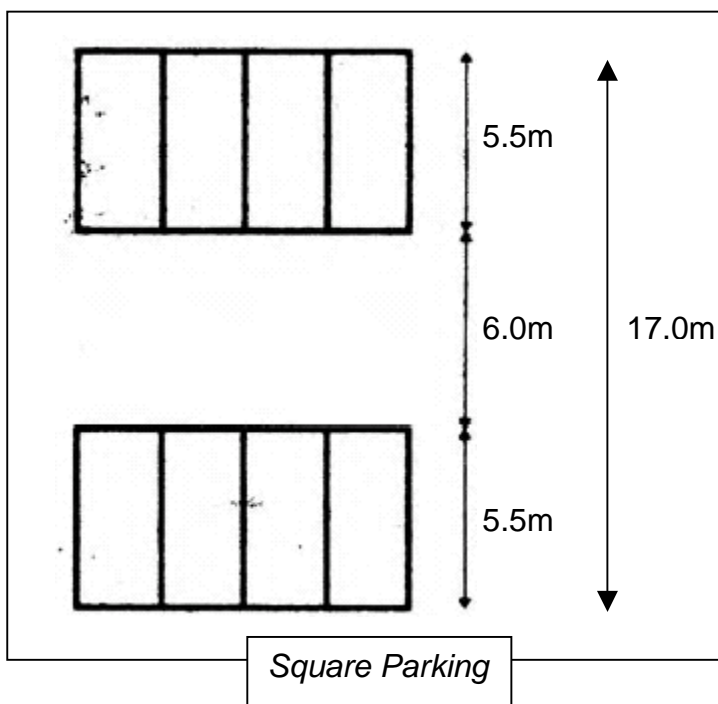
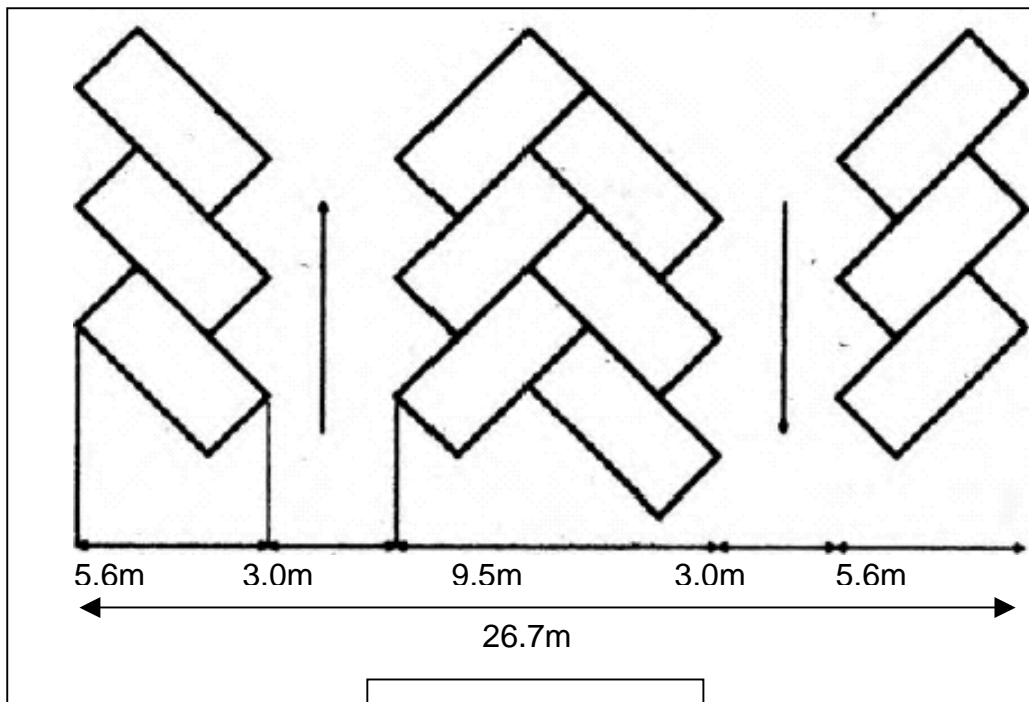
Minimum Bay Size: Lorries Articulated 16.0m x 3.5m

Rigid 12.0m x 3.5m

20. LAYOUT OF PARKING AREAS

20.1 The most economical layout in terms of land usage is 90 degree parking with parallel aisles, and this is referred to as angle parking, which can only conveniently be used in car parks with one way aisles. Examples of parking arrangements are shown below.





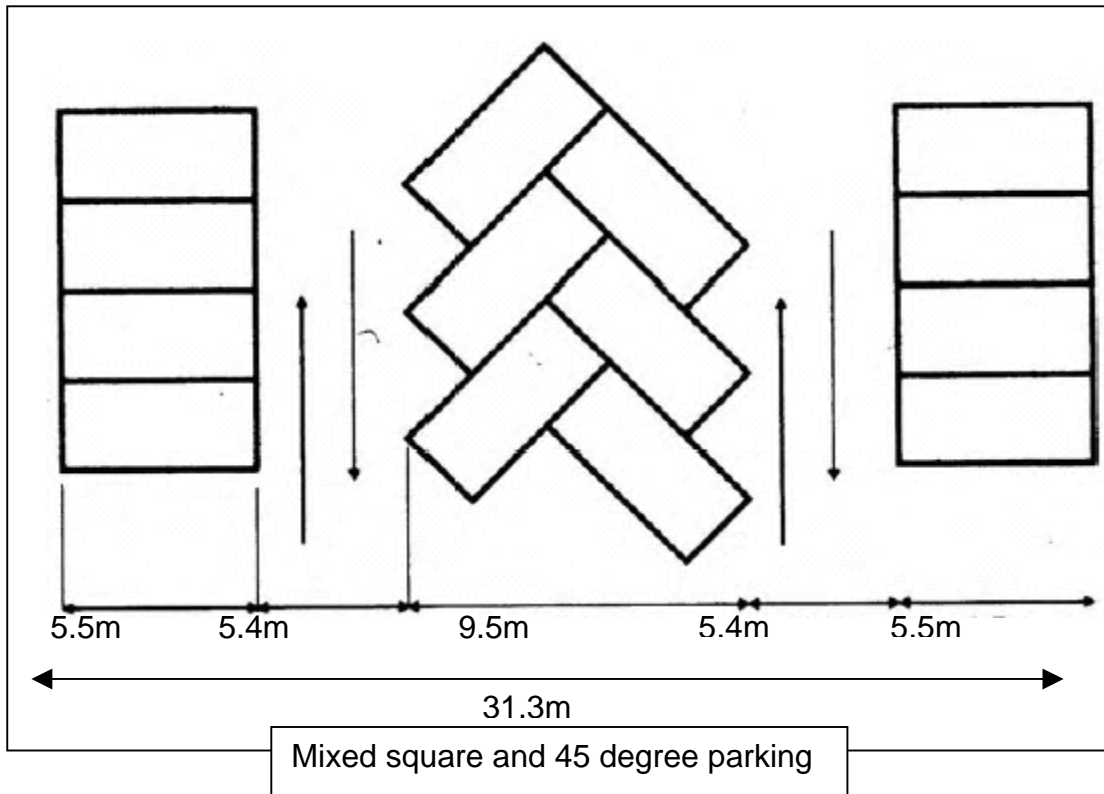
20.2 Where a developer intends to employ a one-way system a clearly marked route for drivers should be set out using suitable signs and surface arrows.

POLICY PS23

Where entry and exit points are one-way, then appropriate signs will be required, and the planning permission will be conditional on this provision. Continued adherence to the entry and exit directions will be expected. At difficult sites this approach will enable safe vehicular access by maintaining appropriate sight lines.

21. DIMENSIONS OF AISLES

- 21.1 A width of 6.0m is required for all aisles giving direct access to 90 degree car parking. Adequate provision must be made clear of the public highway for the movement and turning of lorries as set out in the Freight Transport Association's "Designing for Deliveries".

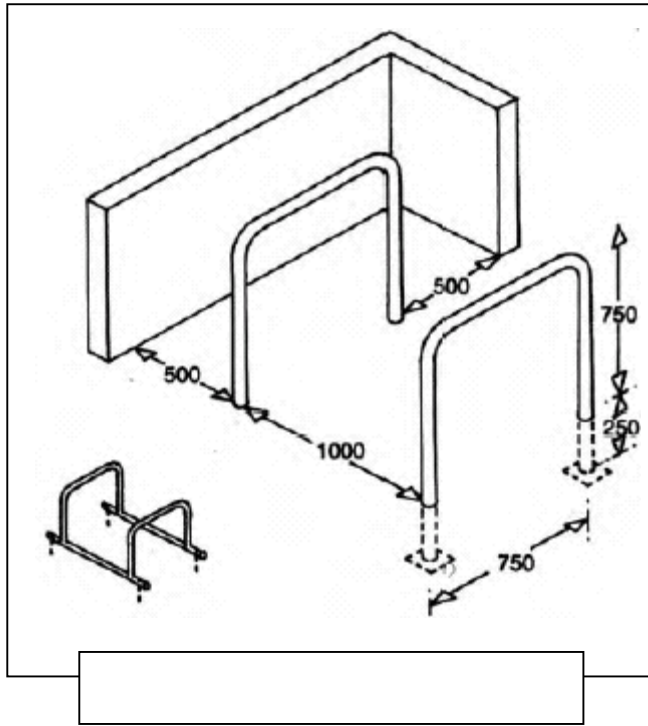


22. LAYOUT OF PTW PARKING AREAS

- 22.1 Preferred bay size PTW 2.5m x 1.5m, Minimum bay size 2m x 1m, a minimum space of 1m between each bike. Provision should be made in which to secure PTW to, via a number of methods usually requiring some secure fixing to the ground. There are a number of manufacturers of this equipment, and methods chosen may vary with location.

23. LAYOUT AND DESIGN OF CYCLE PARKING

- 23.1 Cycle parking within developments must be conveniently located near to the entrances of buildings, adequately lit, well signed and not hidden out of sight. Fully secure, weather protected parking is required for all employee cycle parking and for residential cycle parking. Weather protection may also be required for customer parking.
- 23.2 Generally the acceptable types of cycle parking are 'Sheffield stands' or cycle lockers. Sheffield stands can accommodate 2 cycles provided that stands are placed 1m apart and at least 500mm from any wall. Stands that grip only the front wheel are not suitable, as they do not provide adequate support or security. Where more than 2 stands are required the 'Toast Rack' facility may be preferable.



**TABLE 3 - SUMMARY OF CAR PARKING STANDARDS
POLICY P24**

	Dwelling houses:	



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