

SUPPLEMENTARY PLANNING DOCUMENT 5

VEHICLE PARKING STANDARDS

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. To comply with planning policy statements and guidance (outlined in section 2.1) national policy requires that parking standards be expressed as maximum standards.
- 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 based on those proposed by the Essex Planning Officers Association (EPOA) 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

STATEMENT 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 and Town and Country Planning (Use Classes) (Amendment) (England) Order 2005. 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.

STATEMENT 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

STATEMENT 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 actual or financial contributions to enhance the local transport infrastructure in appropriate planning applications. Any such requirements will be identified in

conjunction with the Highways Authority. 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.
- 11.2 It should be noted that a minimum standard will be applied for residential developments in rural or suburban areas due to poor public transport provision in these areas.

STATEMENT PS4

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS A1 (Shops)

Including:

- Retail of goods (other than hot food);
- Pet shops/stores;
- Display of goods for sale;
- Post Office;
- Ticket sales or a travel agency;
- Sandwiches or cold food take-away;
- Hairdressing;
- Funeral direction;
- Hire of domestic or personal goods;
- Washing or cleaning of clothes/fabrics on the premises; and
- Reception of goods to be washed, cleaned or repaired (where sale, display or services is to visiting members of the public)

STANDARD:

1 space per 20m². An absolute maximum standard of 1 space per 14m² may be applied to food retail developments.

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.

STATEMENT PS5

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS A2 (Financial & Professional Services)

Including:

- Financial services;
- Professional services (other than health or medical); and
- Any other services (including betting offices) which it is appropriate to provide within a shopping area, where services are principally provided to members of the public.

STANDARD:

1 space per 20m²

JUSTIFICATION:

1987 Essex Standards/PPG13 Retail standard

STATEMENT PS6

MAXIMUM VEHICLE PARKING STANDARDS USE - CLASS A3 (Food & Drink)

Including:

- Sale of food and/or drink for consumption on the premises; and
- Sale of hot food for consumption off the premises.

NOTE:

'Drive-through' outlets should be considered under the heading of Roadside restaurants.

STANDARD:

Take-away outlets 1 space per 20m²

Pubs and clubs 1 space per 5m²

Restaurants 1 space per 5m²

Roadside restaurants 1 space per 5m²

Transport cafes 1 lorry space per 2m²

NOTE:

A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

JUSTIFICATION:

Take-away outlets standard based on that for shops (Use Class A1).

STATEMENT PS7

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS B1 (Business)

Including:

- Offices other than a use within Use Class A2 (financial or professional services); and
- Research and development of products or processes any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

STANDARD:

1 space per 30m². A Transport Assessment (including a Travel Plan) will be required for new or extended development of 2,500m or above.

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:

PPG13. 1987 Essex Standards for Industry uses were tighter but represented minimum provision.

STATEMENT PS8

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS B2 (GENERAL INDUSTRIAL)

Including:

- Industrial processes other than those falling within Use Class B1 above.

STANDARD:

1 space per 50m². A Transport Assessment will be required for developments of 5,000m² or above.

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:

As per Use Class B1 above.

STATEMENT PS9

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS B8 (Storage or Distribution)

Including:

- Use for storage or as a distribution centre (not including use as a shop).

STANDARD:

1 space per 150m². A Transport Assessment will be required for developments of 10,000m² or above.

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.

STATEMENT PS10

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS C1 (Hotels)

Including:

- Use as a hotel or boarding or guesthouse where, in each case, no significant amount of care is provided (including Motels).

NOTE:

For hostels, see Standards outside Use Classes Order on page 11.

STANDARD:

1 space per bedroom (guest or staff). Provision is expected to be less in town centre locations.

NOTE:

A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

JUSTIFICATION:

1987 Essex Standards represented as maximum provision.

STATEMENT PS11

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS C2 (Residential Institutions)

Including:

- For the provision of residential accommodation and care to people in need hospital or nursing home; and
- Residential school, college or training centre

STANDARD:

Residential care home

1 space per resident staff + 1 space per 3 bed spaces/dwelling units

Hospitals

1 space per 4 staff + 1 space per 3 daily visitors

Residential education establishments

1 space per resident staff + 1 space per 2 other staff

(any parking for students with vehicles should be provided within this figure)

NOTE:

A Transport Assessment may be required for new or extended development of 2,500m² and above.

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.

STATEMENT PS12

VEHICLE PARKING STANDARDS - USE CLASS C3 (Residential)

Including:

- Use for residential purposes (whether or not as sole main residence):
 - a) by a single person or by people living together as a family; or
 - b) by residents living together as a single household.

MAXIMUM STANDARDS:

Main urban areas / good access to public transport
1 space per dwelling

Urban location with poor off peak public transport services
2 spaces per dwelling

JUSTIFICATION

The above standards set out the maximum levels of provision that will normally be permitted for residential developments in urban areas. It is important to note that the plan area is of a diverse nature and to impose a uniform standard may sometimes be undesirable.

Too rigid application of maximum standards, in existing residential areas, could result in on-street parking raising issues of pedestrian safety and possible obstruction for emergency services. Also, the impact on the living environment must be considered. For these reasons, the actual level of provision permitted may vary depending on the location. Nonetheless, in the case of major new developments, an average of 1.5 spaces over an estate should be possible.

For main urban areas and locations where access to public transport is good, a maximum of 1 space per dwelling is appropriate. Where an urban location has poor off-peak public transport services, a maximum of 2 spaces per dwelling is appropriate. This standard will apply to the sub-division of single dwellings into smaller units of accommodation.

Rural / suburban locations

2 spaces per dwelling for 3 bedroom properties
3 spaces per dwelling for 4 bedroom properties

JUSTIFICATION

In rural or suburban locations minimum standards will be applied to reflect the poor public transport services often found in these areas. Two spaces for three bedroom properties and three spaces for four bedroom properties is appropriate: for smaller dwellings at least one space may be required to maintain an acceptable level of highway safety. For the sub-division of single dwellings into smaller units of accommodation, in these locations, two spaces per unit is appropriate unless circumstances dictate otherwise, the spaces to be provided within the curtilage of the original dwelling or conveniently adjoining it and located clear of the carriageway, footway and site splays.

STATEMENT PS13

MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS D1 (Non-residential Institutions)

Including:

- Provision of any medical or health services except the use of premises attached to the Residence of the consultant or practitioner;
- Crèche, day nursery or day centre;
- The provision of education;
- Museums, including the display of works of art (other than for sale or hire)
- Public libraries or reading rooms;
- Public or exhibition halls; and
- For, or in connection with, public worship or religious instruction.

STANDARDS:

Medical centres

1 space per full-time staff + 2 spaces per consulting room

Day care centres

1 space per full-time staff + 1 space per 4 persons attending + an area reserved for collection and delivery of clients

Crèches/Nurseries

1 space per full time staff + waiting facilities where appropriate

**Schools - on merit, but as a general guide:
(Primary and Secondary education)**

1 space per 2 daytime teaching staff. Consideration also to be given to waiting facilities and provision for public / school transport at schools as appropriate

(Further and higher education)

1 space per 2 daytime teaching staff and 1 space per 15 students. Waiting facilities where appropriate, including priority area for Public / school transport.

Art galleries, Museums, Public or Exhibition Halls

1 space per 25m²

Places of Worship, Libraries or Reading Rooms

1 space per 10m²

NOTE REGARDING SCHOOLS:

Developments in urban locations are expected to achieve a lower maximum provision in order to promote more sustainable ways of travelling to school. Transport Assessments and Travel Plans (including Safer Journeys To School) are likely to be required for most applications for development.

<p>JUSTIFICATION: Medical centres/Day care centres: Adapted from 1987 Essex Standards. Spaces for staff are more lenient than PPG13 guidance for Hospitals due to economies of size in relation to uses.</p>
<p>Crèches/Nurseries: 1987 Essex Standard represented as maximum. Provision of waiting facilities may be provided in the form of a lay-by. Schools (Primary and Secondary): Use of PPG13 Art galleries/Museums and Public or Exhibition halls: 1987 Essex Standards were tighter, but represented minimum provision. PPG13 standards for Use Class "D2 including leisure" have been adapted for these uses. Libraries/Reading rooms and Places of Worship: 1987 Essex Standards were tighter but represented minimum provision. Similarities have been drawn with Restaurants and Pubs and Clubs, which are often of similar size and where people gather socially.</p>

STATEMENT PS14

<p>MAXIMUM VEHICLE PARKING STANDARDS - USE CLASS D2 (Assembly & Leisure) Including:</p> <ul style="list-style-type: none"> • Cinemas; • Concert halls; • Bingo halls and casinos; • Dance hall; • Swimming bath, skating rink, gymnasium or other area; and • For indoor or outdoor sports or recreations, not involving motorised vehicles or firearms.
<p>NOTE: Conference facilities and Stadia are included in Table 1.</p>
<p>STANDARD: Cinemas 1 space per 5 seats Other uses 1 space per 22m²</p>
<p>JUSTIFICATION: PPG13. Provision at such uses will be expected to be lower within urban areas where other parking is located nearby.</p>

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
STATEMENT PS15

USE:	STANDARD:
Cash & Carry and other Retail Warehouses, and Garden Centres	1 space per 20m ² . A Travel Assessment will be required for developments of 5,000m ² and above.

Petrol Filling Stations	1 space per 20m² retail space. Space must be provided for the requirements of servicing vehicles.
Motor Service Centres	1 space per staff + 1 space per 35m².
Motor Vehicles Showrooms	1 space per 45m² display area.
Taxi or Vehicle Hire	1 space per staff member permanently deployed at registered base site + one space per 5 registered vehicles.
Recycling Centre	1 space per staff + waiting facilities for users of the site.
Hostel	1 space per residential staff + 1 space per 2 other staff.
Caravan Parks	1 space per pitch + 1 space per residential staff + 1 space per 2 other staff.
Marina	1 space per 2 mooring berths.
Transport Interchange	In relation to location and level of service eg. a small interchange in a town centre location would require very few spaces.
Conference Facilities & Theatres	1 space per 5 seats. A Transport Assessment will also be required.
Stadia	1 space per 15 seats. A Transport Assessment and travel Plan will be required.

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.

STATEMENT 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
STATEMENT PS17**

Use Class:	Description of Land Use:	Minimum Cycle Parking Standard:
A1*	Shops – food	1/100m ² for staff, 1/100m ² for customers.
	Shops – non-food	1/100m ² for staff, 1/200m ² for customers.
A2	Financial and Professional Services	1/100m ² for staff, 1/200m ² for customers.
A3	Pubs, Clubs and Restaurants	1/4 staff, 1/25m ² for customers.
	Roadside Restaurants and Transport Cafes	1/4 staff, 1/25m ² for customers.
B1	Hi-Tech Industry/Offices	1/50m ² for staff, 1/100m ² for visits.
B2*	Industry	1/50m ² for staff, 1/200m ² for visits.
B8*	Warehousing	1/100m ² for staff, 1/400m ² for visits.
C1	Hotels and Motels	1/4 staff, 1/10 beds, 1/25m ² restaurant/entertainment area.
C2	Sheltered Housing	1/4 staff, 1/20 beds.
	Hospitals	1/4 staff, 1/20 beds.
C3	Residential	None if garages provided. 2/dwelling (two beds or more), 1/dwelling (one bed), + 1/8 units (for visitors).
D1	Plans of Worship	1/5 seats.
	Health Centres, Surgeries	1/4 staff, 1/consulting room.
	Day Care Centres	1/4 staff, 1/200m ² for visitors.

	Family Centres	1/5 staff, 1/consulting room.
	Cultural Buildings	1/4 staff, + 1/35m².
	Public Entertainment Buildings	1/4 staff, 1/20 seats.
	Schools and Colleges	1/5 staff, 1/3 students.
	Day Nurseries	1/5 staff, 1/30 children.
	Libraries	1/4 staff, 3 at Branch Library, 10 at Main Library.
D2	Places of Assembly	1/10m².
	Sports Grounds	1/4 staff, 1/4 players.
	Indoor Sport Centres	1/4 staff, 1/4 visitors.
	Garden Centres	1/100m² for staff, 1/200m² for customers.
	Petrol Station	1/5 staff, 1/100m² shop floor where applicable.
	Service Garages	1/5 staff.
	Car Sales showrooms	100m² for staff, 200m² for customers.
	Camping Sites	1/4 staff, 1/10 pitches.
	Marinas	1/10 moorings.
	Car Parks	1/10 parking spaces.
	Park and Ride Sites	1/10 parking spaces.
	Rail Stations	10/Morning peak service.
Bus Stations	4/bus bay.	

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.

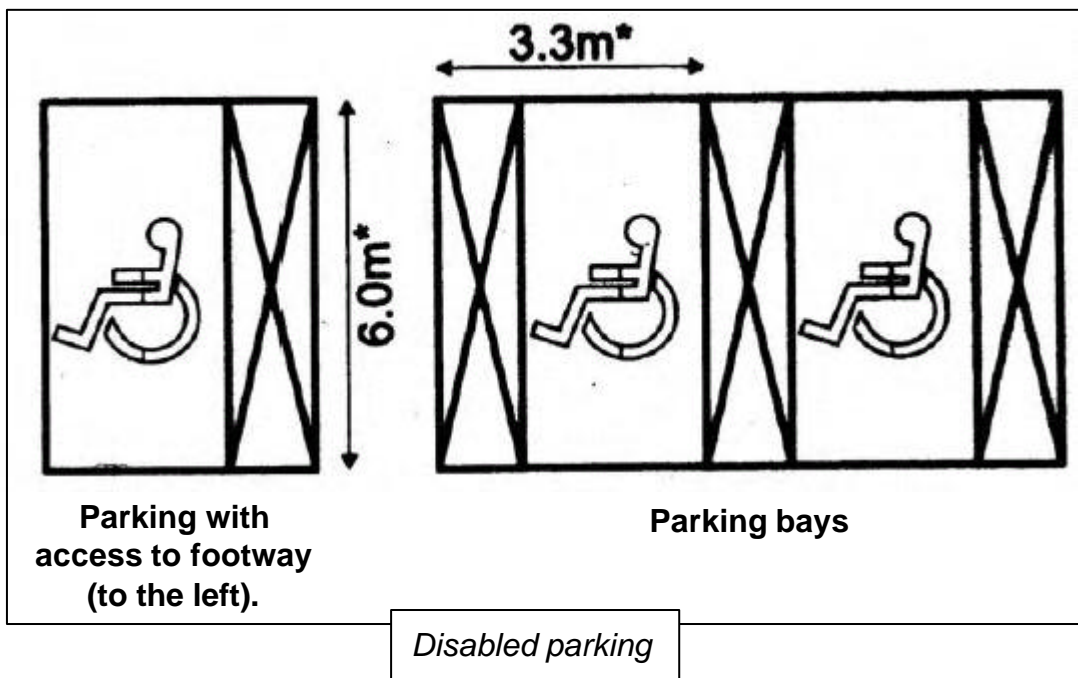
14.2 Parking standards for PTWs are represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As with cycle parking, these standards represent a basis for helping to provide sufficient PTW parking facilities throughout 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.

STATEMENT 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 must 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).



STATEMENT 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

STATEMENT PS20

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 must 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 must be provided along identified preferred routes rather than simply relying on the vehicular access.
- 17.2 Within the car park, provision must 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 must 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 must achieve this.

18. ENVIRONMENTAL CONSIDERATIONS

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

STATEMENT 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

STATEMENT 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:

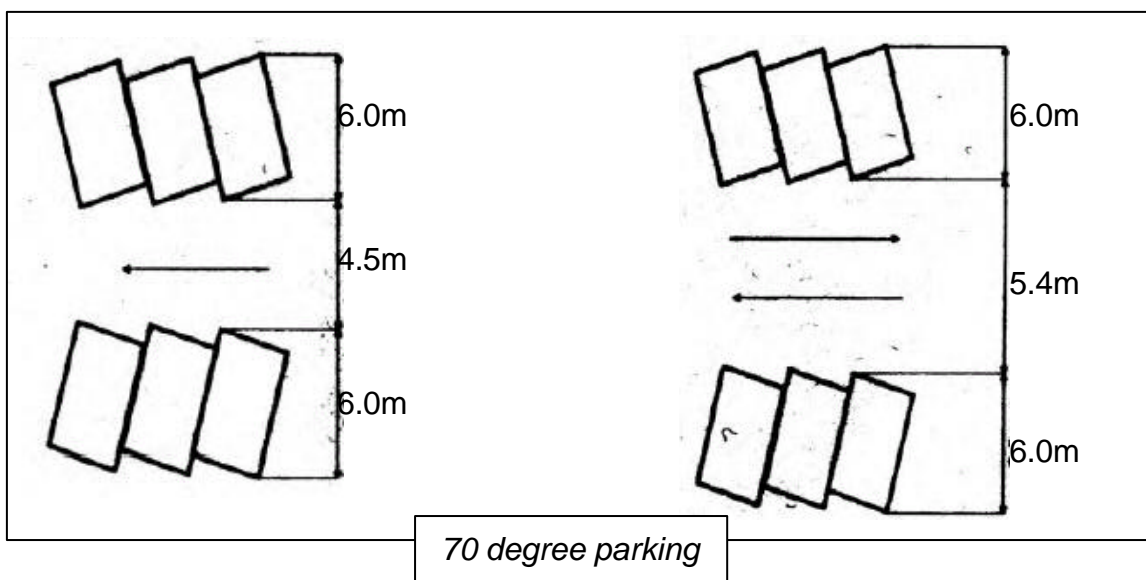
Minimum Bay Size: Vans 7.5m x 3.5m

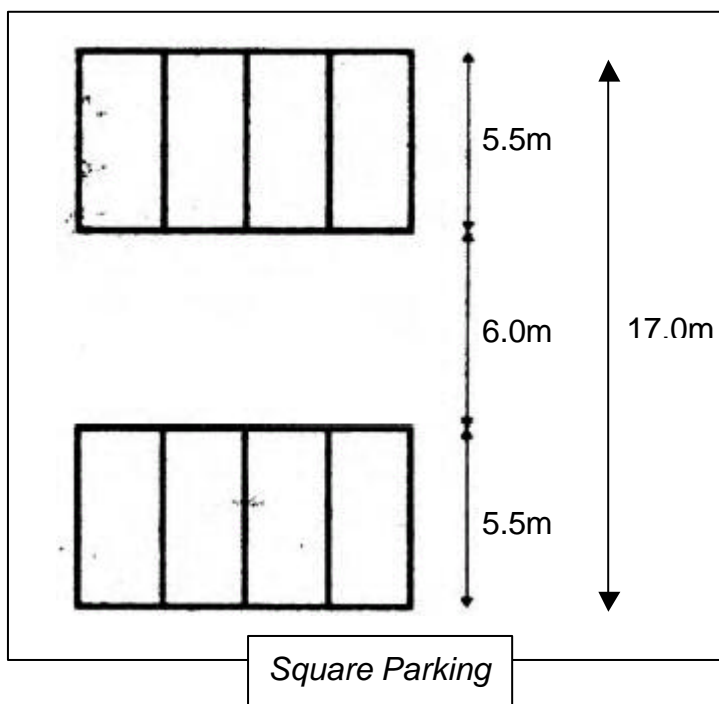
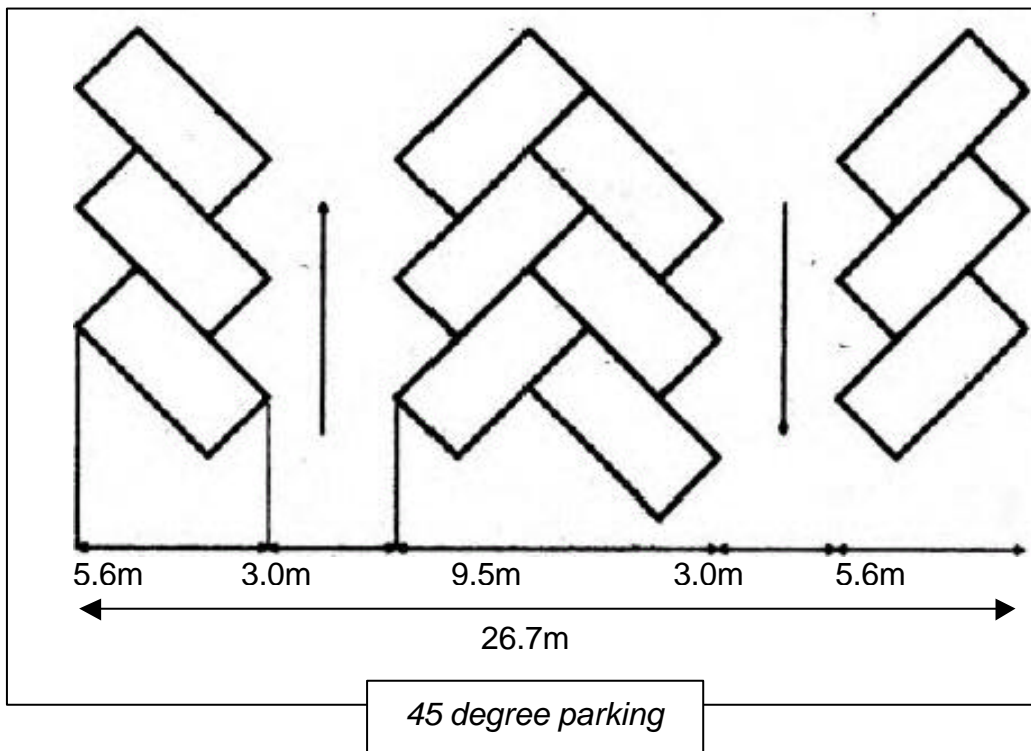
Minimum Bay Size: Lorries Articulated 16.0m x 3.5m

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.





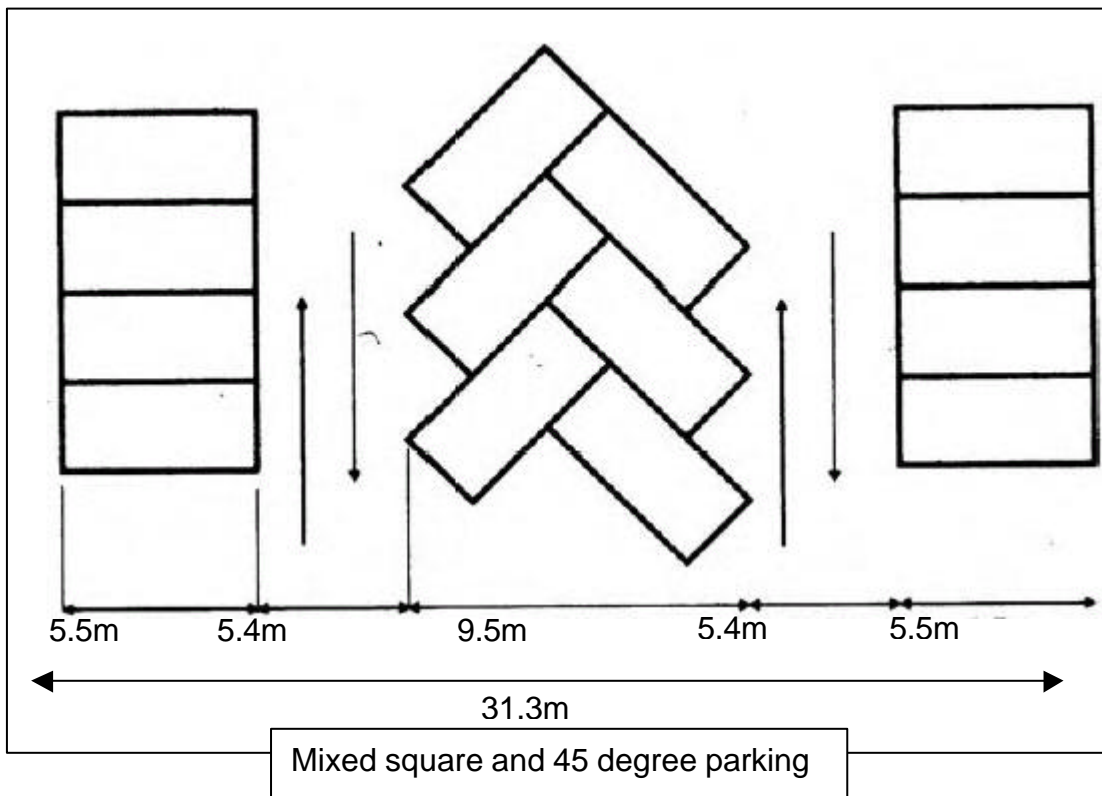
20.2 Where a developer intends to employ a one-way system a clearly marked route for drivers must be set out using suitable signs and surface arrows.

STATEMENT 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".

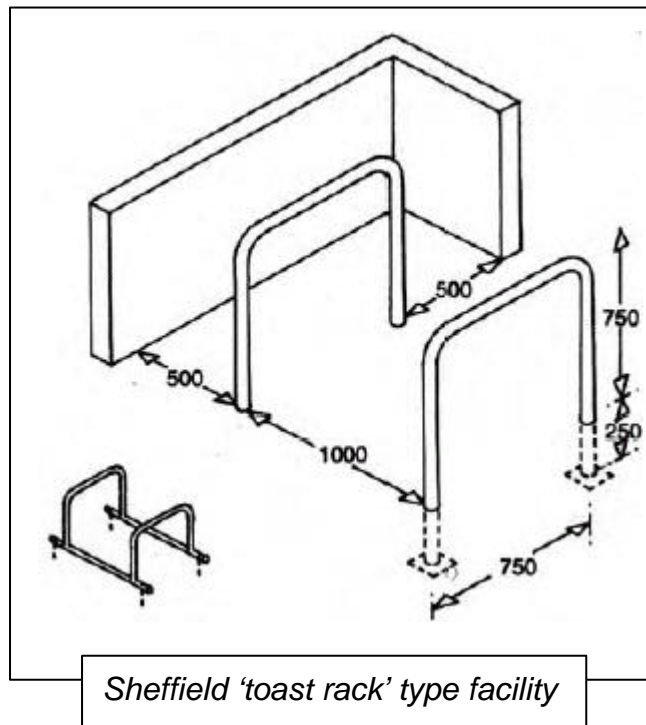


22. LAYOUT OF PTW PARKING AREAS

- 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 must 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
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USE:	STANDARD:	JUSTIFICATION:
A1	Shops – food	1 space per 14m ²
	Non-food	1 space per 20m ²
A2	Financial and Professional Services	1 space per 20m ²
A3	Take away outlets	1 space per 20m ²
	Pubs and Clubs	1 space per 5m ²
	Restaurants	1 space per 5m ²
	Roadside Restaurants	1 space per 5m ²
	Transport Cafes	1 lorry space per 2m ²
B1	Business	1 space per 30m ²
B2	General Industrial	1 space per 50m ² .
B8	Storage or Distribution	1 space per 150m ²
C2	Hotels	1 space per bedroom (guest or staff)
	Residential Care Homes	1 space per resident staff + 1 space per 3 bed spaces/dwelling units
	Hospitals	1 space per 4 staff + 1 space per 3 daily visitors.
	Residential Education Establishments	1 space per resident staff + 1 space per 2 other staff.

C3	Dwelling houses:	
	Main urban areas/good access to public transport	1 space per dwelling,
	Urban location with poor off peak public transport services	2 spaces per dwelling,
	Rural/suburban locations (Minimum Standard)	2 spaces per dwelling for 3 bedroom properties 3 spaces per dwelling for 4 bedroom properties.
D1	Medical Centres	1 space per full-time staff, + 2 spaces per consulting room.
	Day Care Centre	1 space per full-time staff, + 1 space per 4 persons attending.
	Crèches/Nurseries	1 space per full-time staff, + waiting facilities where appropriate.
	Schools (Primary and Secondary Education)	1 space per 2 daytime teaching staff.
	Schools (Primary and Secondary Education)	1 space per 2 daytime teaching staff, + 1 space per 15 students.
	Art Galleries/Museums/Public Halls	1 space per 25m ² .
	Places of Worship/Libraries/ Reading Rooms	1 space per 10m ²
D2	Cinemas	1 space per 5 seats.
	Other Uses (Assembly and Leisure)	1 space per 22m ² .