

EB075

Vehicle Parking Standards



MALDON
DISTRICT
LOCAL
DEVELOPMENT
FRAMEWORK

ADOPTED
SUPPLEMENTARY
PLANNING
DOCUMENT
(SPD)

JULY 2006



MALDON DISTRICT
COUNCIL

Vehicle Parking Standards (SPD) - updated policy context - February 2011

National Policy

PPG13	Transport	PPG13 revised on 3 January 2011. The requirement for maximum parking standards for new residential development has been deleted
PPG3	Housing	Replaced by PPS3 (Housing)

Essex and Southend-on-Sea Replacement

T12	Vehicle Parking	Policy no longer applicable
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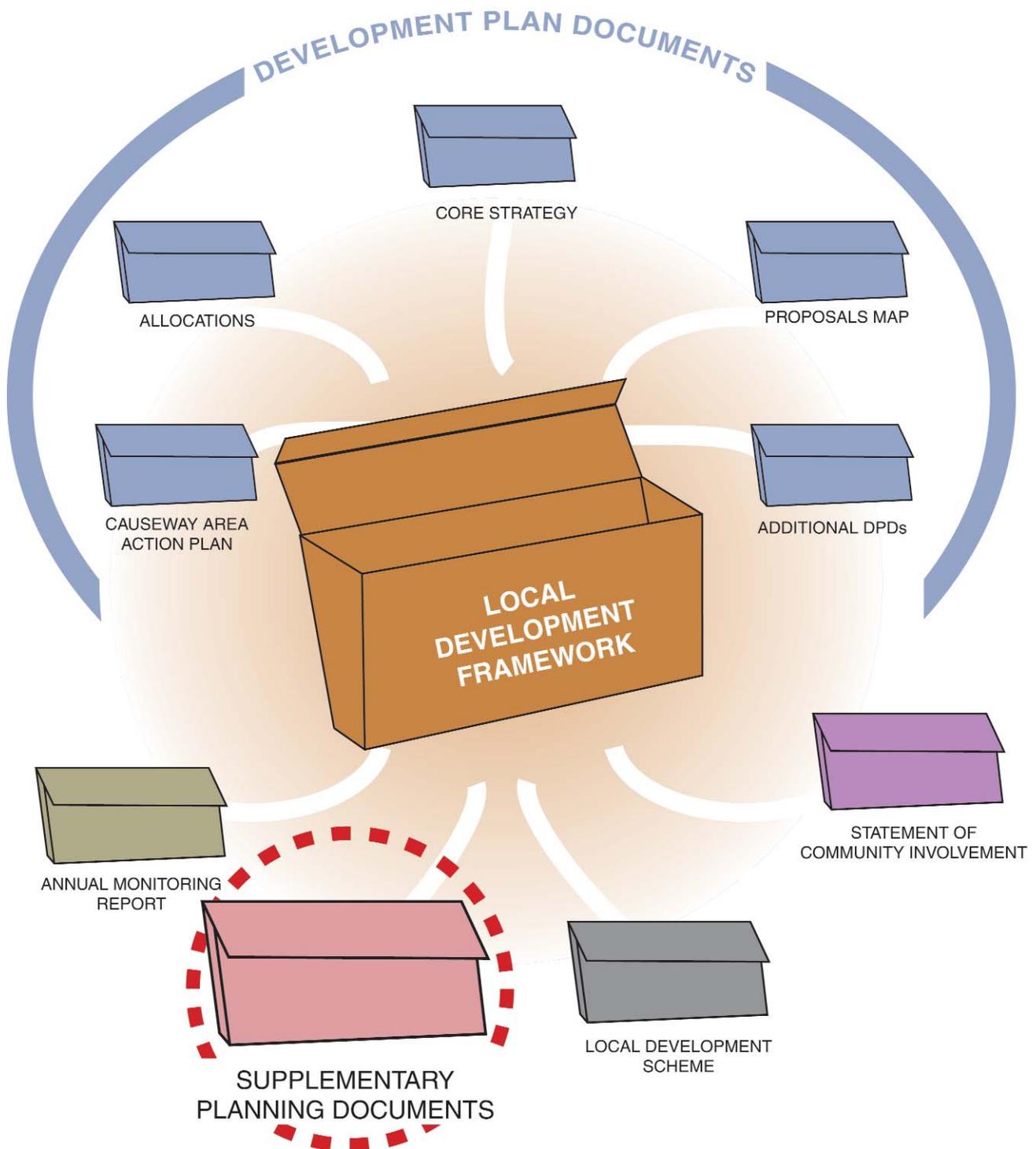
Maldon District Replacement Local Plan

BE2	Inclusive Access and Accessibility	Policy no longer applicable
T4	Cycle Routes	Policy saved by the Secretary of State in 2008
T5	Cycle Parking Provision in New Developments	Policy no longer applicable
T6	Improvement to Pedestrian Facilities	Policy saved by the Secretary of State in 2008
T7	Shared Car Parking in New Development	Policy saved by the Secretary of State in 2008
T8	Vehicle Parking Standards	Policy saved by the Secretary of State in 2008

Local Development Framework

EB075

Adopted Vehicle Parking Standards



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Planning Policy Guidance Note 13 entitled "Transport" suggests that Local Planning Authorities should adopt maximum parking standards. It is intended that this Supplementary Planning Document against saved transport policy T8 contained in the Adopted Maldon District Replacement Local Plan sets, expands and explains parking standards for Maldon District.

POLICY T8 Vehicle Parking Standards

New development, redevelopment or a change of use will only be permitted if it makes provision for off street parking on or near the site in accordance with the District's adopted vehicle parking standards. The application of these standards may be varied if this would:

- (a) allow development which would preserve or enhance the character or appearance of a conservation area;
- (b) assist the re-use of a building of architectural or historic interest;
- (c) assist in town or district centre regeneration;
- (d) assist the use of an upper floor in a town centre; or
- (e) where development occurs in rural areas.

The planning policies contained in the Maldon District Adopted Replacement Local Plan have been drafted in the knowledge that the residents of this District have a high dependency on the private motor car. This is due to a road layout that is difficult to serve by public transport and a rural settlement pattern that results in many residents living in isolated hamlets and villages.

In addition to policy T8 the following planning policies have been included in the Maldon District Draft Replacement Local Plan to assist in ensuring that the transport needs of any development are met either by providing on-site parking sufficient to met the needs of

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the development or by alternative transport solutions. These policies which are set out below, deal with inclusive access, cycle, footpath and public transport provision and shared car parking.

POLICY BE2 Inclusive Access and Accessibility

Development where access by people with disabilities is necessary, must incorporate the following features:

- a) car parking specifically designed and allocated close to the entrance of the building in accordance with the adopted standards;
- b) access from the car park and other access routes to the entrance of the building designed for use by people with disabilities including wheelchair users;
- c) the layout of any associated street furniture is suitable for use by people with disabilities;
- d) facilities that take into account the needs of people with disabilities for transport to and from the site.

POLICY T4 Cycle Routes

Planning permission will not be granted for development which would prejudice the implementation of the proposed cycle routes shown on the proposals map or the continuity of existing cycle routes.

POLICY T5 Cycle Parking Provision

Unless it is shown that a development proposal is unlikely to generate significant cycle use, granting of permission will require the following provision:

- (a) safe and convenient cycle access; and
- (b) secure and sheltered cycle parking facilities in accordance with the adopted standards of the District Council; and
- (c) links with existing or proposed cycle routes.

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POLICY T6 Improvement to Pedestrian Facilities

In considering applications for development the Council will require, where appropriate, improvement to footways on and adjacent the site where new development takes place in areas where there is inadequate frontage provision.

POLICY T7 Shared Car Parking in New Development

The District Council will negotiate for the provision of publicly available car parking at edge-of-centre and edge-of-town development sites linked to public transport, cycling and walking facilities. The developers of major new developments will be expected to provide a flexible car parking arrangement to allow public use linked to public transport and cycle routes in their Green Travel Plans.

The Essex Planning Officers Association (EPOA) has produced a document entitled "Vehicle Parking Standards" which sets out motor vehicle, motor cycle and cycle parking standards, as well as standards for the design and layout of parking provision.

This Supplementary Planning Document (SPD) modifies the vehicle parking standards set out in that document having regard to the particular circumstances of Maldon District, but retains the standards adopted for motor cycle and cycle parking. This accords with the advice contained in PPG13, especially paragraph 53, in which it is suggested a locally based approach will cover most development in rural areas. The SPD also retains the standards for the design and layout of parking provision.

This document is an amalgamation of pages 1-6, 12, 17-20 of the EPOA document "Vehicle Parking Standards" together with the modified standards as proposed by Maldon District Council and forms the Supplementary Planning Document on vehicle parking standards and design in this District.

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The foreword to the EPOA "Vehicle Parking Standards" explains the background to the change in government policy from minimum to maximum parking standards. It also refers to the Essex and Southend-on-Sea Replacement Structure Plan (RSP) Policy T12 which enables the constituent Structure Plan Authorities to consider the provision for vehicle parking within the context of adopted local plans after having regard to the following factors:

- (a) expression as a range of maximum and operational amounts of parking for broad classes of development and location;
- (b) the degree of accessibility by a range of indicators;
- (c) the degree of road traffic congestion in town centres; and
- (d) the economic vitality and viability of town centres and village centres.

The Maldon District Replacement Local Plan has sustainability at the heart of its stated objectives. The Plan recognises that the area is sparsely populated with many small communities located in remote areas that are difficult to serve by public transport. If employment and retail facilities are to be retained it is important to maintain the viability of these facilities.

More important is the need to attract further employment to the District. With little likelihood of public transport being markedly improved the need to make access to employment, retail and leisure areas either by providing sufficient parking provision or by ensuring these uses are positioned in sustainable locations assumes a high priority.

The Replacement Local Plan seeks to locate vehicle and pedestrian generating uses in locations served by public transport or have good footpath and cycle way links. However, without providing adequate

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car parking facilities access by the population living in the more remote parts of the District to these uses will be limited. The ability to access employment, retail and recreation facilities is important if the District is to attract inward investment and create a sustainable employment base.

The District also attracts a large number of day visitor trips and short stay tourists who make an important contribution to the local economy. The lack of public transport links to the District from outside means these visitors have little option but to travel by car.

It is for these reasons the District Council has modified the EPOA standards to achieve balance between:-

- encouraging sustainability;
- reducing the use of private transport;
- the need to maintain a buoyant economy; and
- reduce out-commuting from this District.

The reasons for any variations from the EPOA standard is set out in a brief statement located after the Maldon District Council standard for that particular use.

2

The purpose of this Supplementary Planning Document is to:

- set out the standards to be applied by the Local Planning Authority in the exercise of its development control function;
- give certainty to developers, organisations and members of the public in this particular aspect of the development process; and
- replace the standards in the Adopted Maldon District Local Plan - First Review.

(EXTRACT FROM
EPOA VEHICLE
PARKING
STANDARDS)

Foreword

The provision of car parking is an important area of development control and a key tool in promoting sustainable transport.

Previous standards for car parking were produced by Essex County Council in 1987 for the then County of Essex. These standards were produced on the basis of a minimum requirement, with any shortfalls being balanced through 'commuted payments' made to the relevant local authority to contribute to public transport infrastructure and services.

The publication of the Transport White Paper "A New Deal For Transport: Better For Everyone" in 1998 represented a significant point of change for transport policy and planning.

Local authorities are expected to promote sustainability through encouraging modal shift and the use of alternative forms of travel to the car, mainly public transport, walking and cycling. Adopting the principle of maximum parking standards is a means of promoting sustainable development.

Whereas previous parking guidance for Essex advocated a minimum benchmark for the number of spaces permitted, the new standards set a maximum limit on the number of spaces provided.

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This approach is in accordance with Draft East of England Plan which is expected to be adopted in 2007 and Planning Policy Guidance (PPG) published by the Government, including;

- PPG3 - Housing (March 2000), and
- PPG13 - Transport (March 2001).

To take account of this change in policy, the Essex Planning Officers Association appointed a working party to undertake a review of parking standards with the objective of developing maximum standards and promoting sustainable travel patterns.

The Essex and Southend on Sea Replacement Structure Plan provides for the introduction of maximum standards in accordance with Government guidance to be issued as Supplementary Planning Guidance (Policy T12 - Vehicle Parking). The standards form a consistent basis for discussion between applicants for planning permission and the appropriate local planning authority. It is intended that they should be applied throughout Essex, Southend and Thurrock. However, it is recognised that situations may arise where the local economic environment and the availability of alternative means of travel to the car may lead to parking provision that is more appropriate to local circumstances.

The main standards are specifically for the parking of cars, but it is emphasised in the document that separate additional provision at an appropriate level should be made for service vehicles delivering goods to any development or operating from that development. Standards for the parking of cycles and motorcycles are included separately. It should be noted that these standards represent minimum permitted provision, rather than maximum, reflecting the sustainable nature of these travel modes. Guidance for the provision of parking for people with disabilities, in accordance with the Disability Discrimination Act 1996, is included in Appendix 2.

3

The need for greater control of parking has developed as a result of growth in motor traffic and particularly in the ownership and use of private cars. The number of licensed vehicles of all types on the roads of Britain doubled over a thirty year period to 27 million in 1997. Private cars comprise just over 80% of the 1997 total. This level of vehicle ownership has led to increased levels of congestion and pollution, particularly in more densely populated areas. The publication of the Transport White Paper "A New Deal for Transport: Better For Everyone" by the DETR in 1998 represented a change in policy regarding transport policy and planning. Local authorities are expected to promote sustainability through encouraging modal shift and the use of alternative forms of travel to the car, mainly public transport, walking and cycling.

The application of car parking standards to new or extended development is a key tool to contributing to reduced levels of traffic. Local planning and transport authorities produce parking standard guidance to ensure that an appropriate level of off-street parking provision is achieved. The Road Traffic Reduction Act (1997) requires local authorities to assess traffic conditions within their areas and set targets for future traffic levels. The initial Road Traffic Reduction reports for Essex County Council and Southend-on-Sea and Thurrock Unitary Councils are contained within their respective Local Transport Plans, published in August 2005.

In October 1999, the Government produced Planning Policy Guidance (PPG) Note 13 (Draft) on Transport. The final version of PPG 13 was produced in March 2001. This recommended the adoption of maximum parking standards by local authorities as a means of promoting sustainability, through limiting the number of spaces provided at new or extended developments.

The Essex and Southend-on-Sea Replacement Structure Plan was adopted in April of 2001. Policy T12 - Vehicle Parking provides for the

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introduction of maximum standards in accordance with Government guidance. Policy T12 states:-

"Provision for vehicle parking will be considered within the context of adopted local plans and Local Transport Plans, and will have regard to the following principles:-

- (a) vehicle and cycle parking provision will be made in accordance with parking standards developed within the context of Regional Planning Guidance and Local Transport Plans and issued as Supplementary Planning Document, and taking into account the following factors: a) expression as a range of maximum and operational amounts of parking for broad classes of development and location;
- (b) the degree of accessibility by a range of indicators;
- (c) the degree of road traffic congestion in town centres;
- (d) the economic vitality and viability of town centres and village centres;

All proposals for new development will be considered against the published parking standards.

Publishing Document on vehicle parking standards is intended to:

- assist the local planning authorities in determining appropriate standards for their areas and advising members of the public in a readily comprehensible manner;
- assist intending developers in preparing plans for the development of land; and,
- expedite the determination of planning applications by ensuring that applications submitted include an acceptable level of car parking provision.

4

The Parking Standards are based on the Town & Country Planning (Use Classes) Order 1987 as amended. They are mainly expressed as a range of maximum and operational amounts of parking for broad classes of development in accordance with Policy T12 of the Essex and Southend on Sea Replacement Structure Plan (see above).

There are locations within Essex, Southend and Thurrock where the respective District / Borough Council will consider that these guidelines may need to be varied having regard to local circumstances. Minimal private parking provision should be applied to locations such as the town centres of major urban areas, where access to public car parking facilities and alternative forms of transport is good. Conversely, development which is proposed in more rural or isolated areas may be permitted to include greater levels of parking where the car is the only realistic means of access.

All standards relate to the gross floorspace of new or extended development unless otherwise stated. All references to parking spaces refer to car spaces.

The parking standards should be used as guidance to determine the parking requirements for proposed built developments and changes of use in this District. In the majority of cases it is expected that the maximum requirement will be provided.

Reduction in these standards from the maximum stated will be considered where alternative proposals are incorporated in the development to ensure the transport needs of the site are satisfied and the following matters are not compromised:

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- (a) The parking provision proposed ensures the existing and future uses can operate efficiently from the premises.
- (b) Off-site parking generated by the development is not detrimental to neighbouring uses and the character and appearance of the area.
- (c) Implementation of the development does not create a highway hazard or reduce highway capacity.
- (d) Availability of public transport is not compromised or reduced.
- (e) The dual-use of public car parks in town centres does not detract from the retail function of Town Centres.
- (f) The use of town and district centres in the District for retailing is not discouraged.

Proposals for development with parking provision less than the maximum stated may also be permitted if the application is accompanied by a Travel Plan illustrating either:

- (a) that developer contributions are forthcoming to improve accessibility and meet the transport needs of the proposal...
and/or
- (b) that the site is well served by public transport, footpaths and cycleways ...
... sufficient to enable the use/development to operate efficiently without causing detriment to the surrounding area.

5

The local planning authority may consider it desirable that additional land be provided in order that car parking areas may be suitably screened and landscaped. It is considered that such additional provision of land is a matter for negotiation between the intending developer and the local planning authority.

The importance of good design is emphasised. Car parking areas are rarely attractive visually and should always be located in such positions as to minimise their impact on the townscape, and in such positions that would encourage their use. They should be designed to provide a safe environment with the aim of limiting opportunities for crime and helping to reduce the fear of crime so that people also feel comfortable using them after dark.

6

In producing car parking standards in the past, several planning authorities have distinguished between operational and non-operational parking requirements, where 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 which 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 there from. No distinction is made between operational and non-operational car parking in the standards set out in this document. The guidance includes reference to the provision of space for the loading and unloading of service vehicles for each Use Class where applicable. This is considered in further detail below.

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It will be noted that 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 19m², 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.

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 to the extent of the respective use. For example, where a development incorporates housing and offices, each use should be assessed separately according to the appropriate standard, and the aggregated number of resulting parking spaces reflects the maximum number of spaces that should be provided.

8

Where shared use of parking areas can be achieved without conflict (ie 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 which a developer provides.

9

Service vehicles are regarded as those vehicles delivering goods to or removing goods from a 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.

Mention is made of the need for provision for service vehicles under relevant Use Classes within the car parking standards, but 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.

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Many disabled people rely on cars for getting about, either as drivers or passengers. Accessible parking both at home and journeys end as well as related pedestrian environments are therefore important to enable disabled people to take part in every day life. Such facilities for disabled people are required by the Disability Discrimination Act 1995. Guidance for provision is in Appendix 2. Further detailed information is available in British Standard BS8300 2001 "design of buildings and their approaches to meet the needs of disabled people - code of practice"

11

Parking standards for cycle and motorcycles are outlined on pages 32 - 34. These are expressed as minimum standards to reflect the sustainable nature of these modes of travel. Guidance on the application of these standards is provided.

12

In situations where it was not possible to meet the previously adopted minimum parking standards, developers were expected to provide 'commuted payments' to the local planning authority in situations where sufficient parking could not be supplied on site. In order to assist the change away from private cars, the new guidance expects developers 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 support the provision of alternative modes of travel where the level of activity at the site is in excess of the maximum parking provision identified.

It is expected that further work will be undertaken relating to the issue of developer contributions.

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A Transport Assessment will be required with any large-scale development proposal, particularly where the development will have a significant impact on demand for travel. Where proposed developments are likely to create additional employment, you will be required to research, develop and implement a travel plan. Various measures can be included that are designed to offer staff a wider range of travel choices and reduce the number and impact of single occupancy car journeys. Staff can benefit from the provision of facilities such as secure cycle parking and lockers and employers can benefit from a reduction in costs associated with providing car parking spaces, a healthier workforce and good publicity. Essex County Council can offer advice and support on the development and implementation of travel plans. An introductory guide will soon be available which outlines the areas that need to be considered. To receive a copy or to talk to travel plan officer please contact Travel Plan Co-ordinator 01245 437120.

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USE CLASS A1 Shops

- 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
- reception of goods to be washed, cleaned or repaired (where sale, display or services is to visiting members of the public)

Maldon District Council standard

Developments consisting of retailing and convenience goods	1 space per 14m ²
All other retail developments located outside town centres	1 space per 20m ²
Units below 500m ² within the town and district centres	Not required to provide car parking

NOTE

Approval of schemes incorporating these standards will be subject to the following:-

- (a) A condition being imposed preventing the enlargement of the sales area within the existing building without a commensurate increase in the car parking area or further provision for transport needs.
- (b) A condition being imposed restricting the goods being sold from premises retailing named comparison goods where parking is provided to the 1 space per 20m² standard

JUSTIFICATION

1. Lack of public transport, a dispersed population together with a lack of convenience goods outlets in town centres results in a high level of car borne visits to out of centre convenience goods outlets. It is therefore essential that adequate car parking be provided at these venues.
2. To retain and encourage the growth of retail outlets in Town Centres it is essential that the lack of space for on-site car parking does not reduce the potential for additional retail space in the town centres. Conversely these standards are designed to ensure that within Town Centres non-commercial uses do not unduly place demands on the existing or proposed public car parking space.
3. Retailing of comparison goods does not generate as many trips as convenience retailing and therefore the car parking requirements are not as great both within and outside town centres.
4. Allowing premises to be used for retailing in the Town Centre without the need for the developer to provide car parking reflects the concept of the Replacement Local Plan to promote sustainability by encouraging travel by public transport to centres containing all the necessary support services.

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EPOA 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.

USE CLASS A2 Financial and Professional Services

Maldon District Council standard

General

Maximum of 1 space per 20m²

EPOA standard

1 space per 20m²

- financial services
- professional services (other than health or medical)
- any other services (inc betting offices) which it is appropriate to provide within a shopping area, where services are principally provided to members of the public

JUSTIFICATION

1987 Essex Standards / PPG13 Retail standard (see Use Class A1 above).

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USE CLASS A3 Food and Drink

- sale of food and/or drink for consumption on the premises
- sale of hot food for consumption off the premises

NOTE:

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

Maldon District Council standard

Take-away outlets	A maximum of 1 space per 20m ²
Pubs and clubs	A maximum of 1 space per 5m ²
Restaurants	A maximum of 1 space per 5m ²
Roadside restaurants	A maximum of 1 space per 5m ²
Transport cafes	A maximum of 1 lorry space per 2m ²

Within the town centres as defined in the Maldon District Draft Replacement Plan developments and changes of use will be permitted without the need to provide additional car parking.

JUSTIFICATION

1. No parking provision is required in Town Centres because of the availability of public car parks close to premises admitting the general public and the need to encourage the retention of viable town centres.

EPOA standard

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

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.

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USE CLASS B1 Business

- offices other than a use within Use Class A2 (financial or professional services)
- 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

Maldon District Council standard

General	1 space per 30m ² *
Development restricted by planning condition to a use within Class B1(c)**	1 space per 50m ²

* A Transport Assessment is likely to be required for new or extended development of 2,500m².

** Evidence must be provided to satisfy the Authority that the use will not be detrimental to the visual and general amenities of the area.

JUSTIFICATION

1. The policies contained in the Replacement Structure Plan are designed to reduce the level of out-commuting from the District. It is considered that the parking requirements for the three sub-classes are substantially different with B1(c)(light industrial uses) typically generating lower parking demands. In order to encourage employment the parking requirement for B1(c) uses is reduced to reflect the lower employment rates and therefore travel and transport needs associated with this use.

EPOA standard

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

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USE CLASS B2 - General Industrial

- industrial processes other than those falling within Use Class B1 above

Maldon District Council standard

General**

Maximum of 1 space per 50m²*

Office floorspace exceeding 200m or 20% of the floorspace of the building

- * A Transport Assessment will be required for developments of 5000m² or above.
- ** Developments which incorporate 1 space per 50m² will be restricted by planning condition to a B2 or B1(c) use as defined by the Town and Country Planning (Use Classes) Order 1987.

JUSTIFICATION

1. The standard requires a lower maximum requirement for car parking
2. reflecting the lower employment levels of general industry. Flexibility is introduced to enable changes to more intensive uses to be permitted, ie change to a B1(c) use, should the parking be provided to allow this change of use to occur.

EPOA 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.

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USE CLASS B8 - Storage and Distribution

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

Maldon District Council standard

General*	Maximum of 1 space per 150m ²
Office floorspace exceeding 200m or 20% of the floorspace of the building	1 space per 30m ² for the office component

Proposals incorporating this standard will be restricted by planning condition to a B8 use as defined by the Town and Country Planning (Use Classes) Order 1987.

** Developments approved making provision for car parking to the standard required for a B2 or B1(c) use will be permitted subject to the occupation of the building/buildings being restricted to uses within either within B2 or B1(c) of the Town and Country Planning (Use Classes) Order.

JUSTIFICATION

In recent years there has been a proliferation of buildings constructed for use as storage and distribution depots. Uses of this nature generate a considerable number of lorry movements and do not generate high employment levels. The Local Authority wishes to encourage changes of use to uses that create higher levels of employment. Adoption of the higher level of parking provision will enable movement from a storage use to a B2 or B1(c) use without causing off-site parking problems.

EPOA standard

	1 space per 150m ²
A Transport Assessment will be required for developments of 10,000m ² 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.

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USE CLASS C1 - Hotels

- use as a hotel or boarding or guest house 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](#).

Maldon District Council standard

Hotel with resident only restaurant facilities	1 space per bedroom (guest or staff)
Hotel with non-resident restaurant (outside town centres)	1 space per bedroom (guest or staff) or 1 space per 5m ² of restaurant space which ever is the greater

JUSTIFICATION

Hotels with a non-resident restaurant facility will attract car borne customers especially in a District that attracts a large number of tourists. Hotels in town centres with restaurant facilities open to non-residents can be served by public car parks.

EPOA 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.

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USE CLASS C2 - Residential institutions

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

Maldon District Council standard

Residential care home	Maximum of 1 space per resident staff + 1 space per 3 bed spaces / dwelling units
Hospitals	Maximum of 1 space per 4 staff + 1 space per 3 daily visitors
Residential education establishments	Maximum of 1 space per residential staff + 1 space per 2 other staff. (any parking for students with vehicles should be provided within this figure)

EPOA 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.

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USE CLASS C3 - Dwelling Houses

- use as a dwelling house (whether or not as sole main residence):
- by a single person or by people living together as a family
- by residents living together as a single household

Maldon District Council standard

ALL HOUSING	Potential for 1 disabled space per dwelling (except in particular circumstances in town centres below)
	A maximum of 1 space for a one bedroom unit
Two/three bedroom dwelling	A maximum of 2 spaces
Four bedroom dwelling	A maximum of 3 spaces
Development with communal car parking allocated to each dwelling unit	1 visitor parking space for every 2 dwellings
New flats or housing incorporating communal parking which is not designated to individual housing units and is subject to a planning condition ensuring that the parking provision remains genuinely communal	1 visitor space per 4 dwellings
DEVELOPMENT IN TOWN CENTRES	
Conversion of upper storeys above commercial premises for use as residential flats	May be permitted with no car parking provision
Development with communal car parking allocated to each dwelling unit	1 visitor parking space for every 4 dwellings
New flats or housing incorporating communal parking which is not designated to individual housing units and is subject to a planning condition ensuring that the parking provision remains genuinely communal	No requirement to provide visitor spaces
IN ALL CASES	Developments with a greater number of parking spaces will only be permitted provided they comply with Policies M/BE/4 and M/BE/6 contained in the Maldon District Draft Replacement Local Plan Revised Deposit

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JUSTIFICATION

1. Maldon District Council justifies the adoption a uniform standard of parking provision for Use Class C3 across the District's settlements outside the defined town centres as follows:
 - a) Adopted Local Plan policy is structured to reflect the rural nature of the District. The town of Maldon suffers from similar infrastructure deficits as the rest of the district. It has no railway station, poor public transport and a reliance on larger settlements for a proportion of its residents' employment, comparison goods shopping and entertainment needs. This is reflected in adopted Local Plan policy S1 which makes no 'tiered' distinction between policy approaches to the town of Maldon as compared to other settlements in the District. This position is likely to prevail until the significant deficits in public transport infrastructure provision are adequately addressed.
 - b) Policy T8 within the adopted Local Plan makes allowance for variance from Vehicle Parking Standards on a case by case criteria based assessment. Such an assessment may take into account guidance within PPG3 and PPG13 when considering development proposals within the non-town centre parts of the District's larger settlements. However, given the policy of restraint towards housing development within the District and the limited number of brownfield sites in these locations such development opportunities are not anticipated to be significant within the timeframe of the Local Plan.
2. The Council is committed to promoting an inclusive community that meets the needs of everyone including those who may have disabilities. It also has an aging population. It is reasonable to expect an increase in the number of people who have to apply for disabled parking permits. Failure to make provision for disabled parking at home discriminates against people who become disabled in later life. It is therefore necessary that housing offers the potential for disabled parking although the parking does not have not be provided immediately.
3. The District has a poor road layout that is difficult to serve by public transport. It also has a dispersed population and a high level of out-commuting. The combination of these factors places great reliance on the motor car for accessing shopping leisure and employment facilities.



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4. For these reasons it is considered inappropriate to drastically reduce the level of car parking provision within the curtilage of residential dwellings. Policies have been introduced in the Replacement Local Plan which seek to reduce the impact of car parking in residential areas and the implementation of these policies will ensure that car parking provision does not dominate the residential environment and is not excessive.
5. Allowing the change of use of accommodation above the ground floor in town centres to residential without the need to provide car parking reflects the need to encourage activity in the Town Centres. It will also encourage the provision of affordable accommodation within easy reach of services and employment.

EPOA standard

In the case of major new developments	an average of 1.5 spaces over an estate may 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
In rural or suburban locations where services are poor,	a maximum of two spaces for three bedroom properties and a maximum of three spaces for four bedroom properties is appropriate

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USE CLASS D1 - Non Residential Institutions

- 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
- for, or in connection with, public worship or religious instruction

NOTE:
Conference facilities and Stadia are included in Standards outside Use Class Order at the back.

Maldon District Council standard

Medical centre	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
Creches / Nurseries	1 space per full-time staff + waiting facilities where appropriate
Schools (Primary and Secondary education)	On merit, but as a general guide: 1 space per 2 daytime teaching staff. Consideration also to be given waiting facilities and provision for public/school transport at schools as appropriate
Schools (Further education and Higher education)	On merit, but as a general guide: 1 space per 2 daytime teaching staff 1 space per 15 students Waiting facilities where appropriate, including priority area for public / school transport.
Art galleries/Museums/Public or Exhibition Halls, Places of Worship	1 space per 25m ²
Libraries / Reading rooms	1 space per 10m ²

EPOA standard

As above for Maldon District Council.

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.

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USE CLASS D2 - Assembly & Leisure

- cinemas
- concert halls
- bingo halls and casinos
- dance hall
- swimming bath, skating rink, gymnasium or other area for indoor or outdoor sports or recreations, not involving motorised vehicles or firearms

NOTE:
Conference facilities and Stadia are included in Standards outside Use Class Order at the back.

Maldon District Council standard

Cinemas, concert halls, bingo halls, dance halls

Within town centres as defined in Maldon District Draft Replacement Local Plan:
No parking requirement.

Outside town centres as defined in Maldon District Draft Replacement Local Plan:
A maximum of 1 space for every 5 seats

Other Sport & Recreational Uses included in Use Class D2

A maximum of 1 space per 22m² of gross floor space

JUSTIFICATION

The general philosophy of the Replacement Local Plan is to protect and enlarge town centre car parks in order to assist in maintaining the viability of the Town Centres. This results in there being a surplus of car parking spaces during the evening period when there is normally the greatest demand for parking for leisure uses such as cinemas, concert halls etc. In addition space in the town centres is limited and the reduction in car parking standards will encourage the development of entertainment facilities on sites that might otherwise not be able to accommodate them.

EPOA standard

Cinemas	1 space per 5 seats
Other uses	1 space per 22m ²

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Other Maldon District Council Standards

The table outlines standards for uses which are not contained within the Town & Country Planning (Use Class) Order 1987.

Cash & Carry and other Retail Warehouses, and Garden Centres

1 space per 20m². PPG13 retail standard.

A Travel Assessment will be required for developments of 5,000m² and above

Petrol Filling Station

1 space per 20m² retail space. PPG13 RETAIL STANDARD.

Adequate space should be provided for the requirements of servicing vehicles

Motor Service Centre

1 space per staff + 1 space per 35m². PPG13 INDUSTRY STANDARD - 1987.

Essex Standard represented as maximum

Motor Vehicles Showroom

1 space per 45m² display area. PPG13 RETAIL STANDARD.

Taxi or Vehicle Hire

1 space per staff member permanently deployed at permanently deployed at registered base site + one space per 5 registered vehicles. NEW STANDARD.

Recycling Centre

1 space per staff + waiting facilities for users of the site. PPG13 INDUSTRY STANDARD.

Hostel

1 space per residential staff + 1 space per 2 other staff. Based on amalgamation of standards for hotels and day centres. Assumption that those requiring hostel services will not be accessing the site by car.

Caravan Park

1 space per pitch + 1 space per residential staff +1 space per 2 other staff.

Marina

1 space per 2 mooring berths. 1987 ESSEX STANDARD represented as maximum.

Transport Interchange

On merit, in relation to location and level of service.

Conference Facilities & Theatres

1 space per 5 seats. PPG13 - Less parking will be expected to be provided within urban areas where other parking is located nearby.

A Transport Assessment may also be required.

Stadia

1 space per 15 seats. PPG13.

A Transport Assessment and Travel Plan will be required.

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The cycle parking standards outlined below have been formulated using those developed by Colchester Borough Council, which in turn acknowledges best practice applied by York City Council. The cycle standards should be applied by local authorities to all applications for new or extended development.

The provision of convenient secure parking and related facilities is fundamental to attracting modal shift to cycling, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. Parking standards for cycling are therefore represented as the minimum provision required. Travel data contained within the Census assumes a ratio of 5:1 between car and cycle trips, which has been largely adopted for the standards outlined below. They represent a basis for helping to provide sufficient cycle parking facilities throughout Essex, Southend and Thurrock. 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.

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.

For information on the types and dimensions for cycle parking please refer to Appendix 2. More detailed information can be found in the Essex County council 'Designing for Cyclists - Guide to Good Practice' and through the Travel Plan Co-ordinators. At large development sites, the exact number of cycle parking spaces applied will depend on the individual characteristics of sites and also be determined in relation to Travel Plan.

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Use Class	Description	Provision
A1*	Shops - food non-food	1 / 100m ² for staff; 1 / 100m ² for customers, 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
A3	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 visitors
B2*	Industry	1 / 50m ² for staff; 1 / 200m ² for visitors
B8*	Warehousing	1 / 100m ² for staff; 1 / 400m ² for visitors
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.
C2	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	Places of Worship	1 / 5 seats
D1	Health Centres, Surgeries	1 / 4 staff; 1 / consulting room.
D1	Day Care Centres	1 / 4 staff; 1 / 200m ² for visitors.
D1	Family Centres	1 / 5 staff; 1 / consulting room.
D1	Cultural Buildings	1 / 4 staff + 1 / 35m ²
D1	Public Entertainment Buildings	1 / 4 staff; 1 / 20 seats.
D1	Schools and Colleges	1 / 5 staff; 1 / 3 students.
D1	Day Nurseries	1 / 5 staff; 1 / 30 children.
D2	Libraries	1 / 4 staff; 3 at Branch Library; 10 at Main Library
D2	Places of Assembly	1 / 10m ² .
D2	Sports Grounds	1 / 4 staff; 1 / 4 players.
	Indoor Sports Centres	1 / 4 staff; 1 / 4 visitors.
	Garden Centres	1 / 100m ² for staff; 1 / 200m ² for customers.
	Petrol Station	1 / 5 staff; 1 / 100m ² shop floor where applicable
	Service Garages	1 / 5 staff
	Car Sales Showrooms	100m ² for staff; 200m ² 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
	Key Bus stops	4 / stop

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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.

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 Essex, Southend and Thurrock area. 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.

Government transport statistics show that the ratio between car and motorcycle ownership is 1:35. However, with regard to the congestion benefits that the motorcycle provides, a parking standard of one space, plus an additional space for every 10 car parking spaces, should be applied.

A strategy for powered two wheeled vehicles in Essex has been published by Essex County Council in 2001. Guidance on providing for PTW users is also available from motorcycle industry groups.

Summary of Car Parking Standards

Use Class	Description	Provision
A1	Shops:- retailing and convenience goods	1 space per 14m ² ; 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 Development restricted by planning condition to a use within Class B1(c)**	1 space per 30m ² ; 1 space per 50m ²
B2	General Industrial	1 space per 50m ² ;
	Office floorspace exceeding 200m or 20% of the floorspace of the building	1 space per 30m ² for the office component
B8	Storage or Distribution	1 space per 150m ² ;
	Office floorspace exceeding 200m or 20% of the floorspace of the building	1 space per 30m ² for the office component
C1	Hotels	1 space per bedroom (guest or staff).
	Hotel with non-resident restaurant (outside town centres)	1 space per bedroom (guest or staff) or 1 space per 5m ² of restaurant space whichever is the greater.
C2	Residential Care Homes	1 space per resident staff +
C2	Hospitals	1 space per 3 bed spaces/dwelling units 1 space per 4 staff +
C3	Residential Education Establishments	1 space per 3 daily visitors. 1 space per resident staff + 1 space per 2 other staff
C3	ALL HOUSING	A potential 1 disabled space per dwelling (except in particular circumstances in town centres below) A maximum of 1 space for a one bedroom unit
	Two/three bedroom dwelling	A maximum of 2 spaces
	Four bedroom dwelling	A maximum of 3 spaces
	Development with communal car parking allocated to each dwelling unit	1 Visitor parking space for every 2 dwellings
	New flats or housing incorporating communal parking which is not designated to individual housing units and is subject to a planning condition ensuring that the parking provision remains genuinely communal.	1 visitor space per 4 dwellings
	DEVELOPMENT IN TOWN CENTRES	
D1	Conversion of upper storeys above commercial premises for use as residential flats.	May be permitted with no car parking provision.
D1	Development with car parking allocated to each dwelling unit	1 Visitor parking space for every 4 dwellings.

Summary of Car Parking Standards

Use Class	Description	Provision
	New flats or housing incorporating communal parking which is not designated to individual housing units and is subject to a planning condition ensuring that the parking provision remains genuinely communal	No requirement to provide visitor spaces
	IN ALL CASES	Developments with a greater number of parking spaces will only be permitted provided they comply with Policies M/BE/4 and M/BE/6 contained in the Maldon District Draft Replacement Local Plan Revised Deposit
D1	Medical Centres	1 space per full time staff, +2 spaces per consulting room
D1	Day care centres	1 space per full time staff, +1 spaces per 4 persons attending + an area reserved for collection and delivery of clients
D1	Creches/Nurseries	1 space per full time staff, + waiting facilities where appropriate
D1	Schools (Primary and Secondary Education)	1 space per 2 daytime teaching staff
D2	Schools (Further and Higher Education)	1 space per 2 daytime teaching staff, + 1 space per 15 students Waiting facilities where appropriate including priority areas for public/school transport
	Art Galleries/Museums/Public Halls	1 space per 25m ²
	Places of Worship/Libraries/Reading Rooms	1 space per 10m ²
	Cinemas Concert Halls, Bingo Halls, Dance Halls	Within town centres as defined in Maldon District Draft Replacement Local Plan: No parking requirement Outside town centres as defined in Maldon District Draft Replacement Local Plan: A maximum of 1 space for every 5 seats
	Other uses (Assembly and Leisure)	1 space per 22m ²

FOR MORE DETAILED JUSTIFICATION OF THESE STANDARDS, SEE PAGES X TO X.

Design and Layout (including parking provision for disabled people)

Acknowledgement is made to Kent County Council for assistance in the formulation of this design guidance.

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.

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 to the development should be considered and pedestrian desire lines identified. Pedestrian access should then be provided along these routes rather than simply relying on the vehicular access.

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.

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.

Garage / Parking Bay Size

Preferred bay size for cars 5.5m x 2.4m

Minimum bay size 4.8m x 2.4m

Minimum bay size where spaces are laid

'end to end' 6.0m x 2.4m

Minimum garage size for cars 5.0m x 2.5m

Minimum bay size for vans 7.5m x 3.5m

Minimum bay size for lorries:

Articulated 16.0m x 3.5m

Rigid 12.0 x 3.5m

Design and Layout (including parking provision for disabled people)

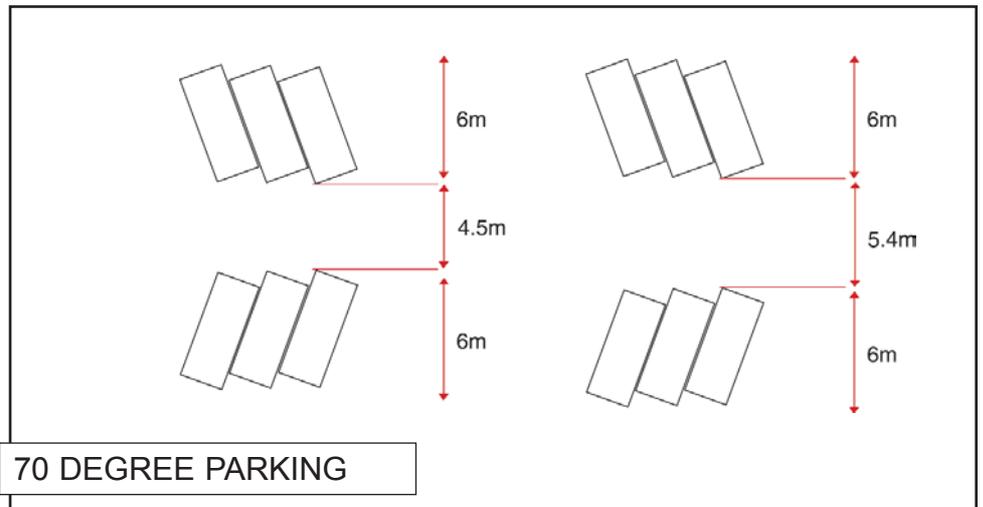
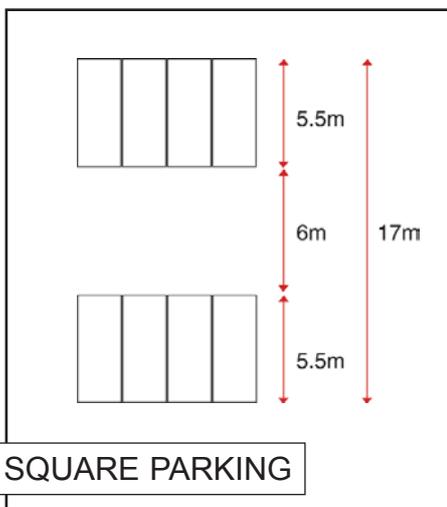
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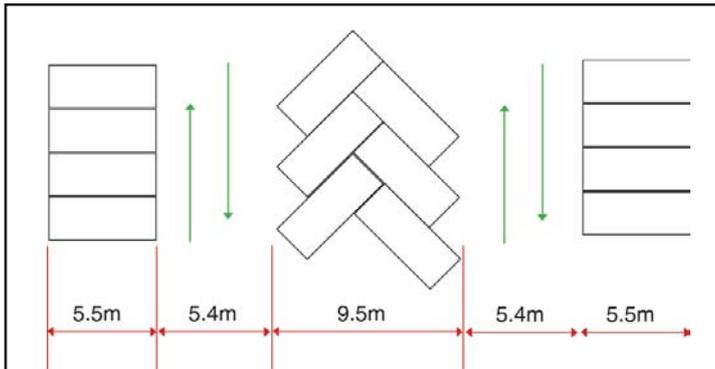
- The minimum dimensions for garages are in accordance with the Essex Design Guide. Experience has shown that garages are not likely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. Therefore, developers are encouraged to incorporate 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.

Layout of Parking Areas

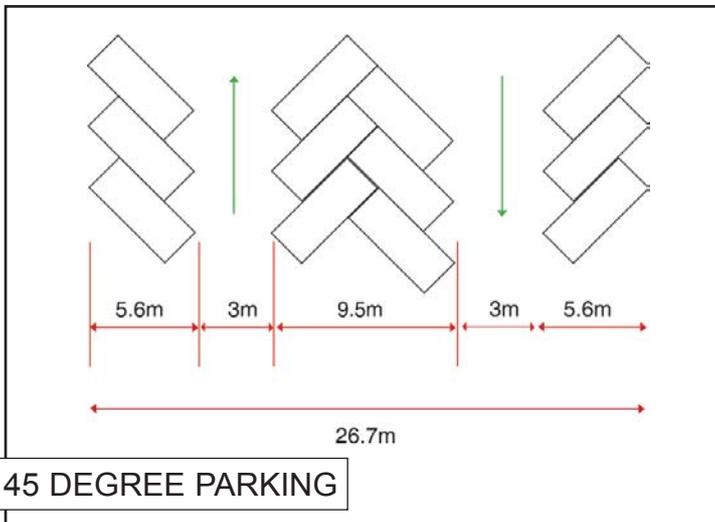
The most economical layout in terms of land usage is 90 degree parking with parallel aisles, and this is referred to as angle parking, which can only conveniently be used in car parks with one way aisles. Examples of parking arrangements are shown.



Design and Layout
(including parking provision for disabled people)



MIXED SQUARE AND 45 DEGREE PARKING



45 DEGREE PARKING

1
Dimensions of Aisles

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.

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. Right angled parking spaces immediately adjacent to the public highway with direct access will not be permitted except in the case of private dwellings or industrial development, onto major or minor access roads, where care will be taken to ensure the safety of pedestrians.

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".

Design and Layout
(including parking provision for disabled people)

Layout of PTW (motorcycle) Parking Areas

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".

Preferred bay size PTW 2.5m x 1.5m

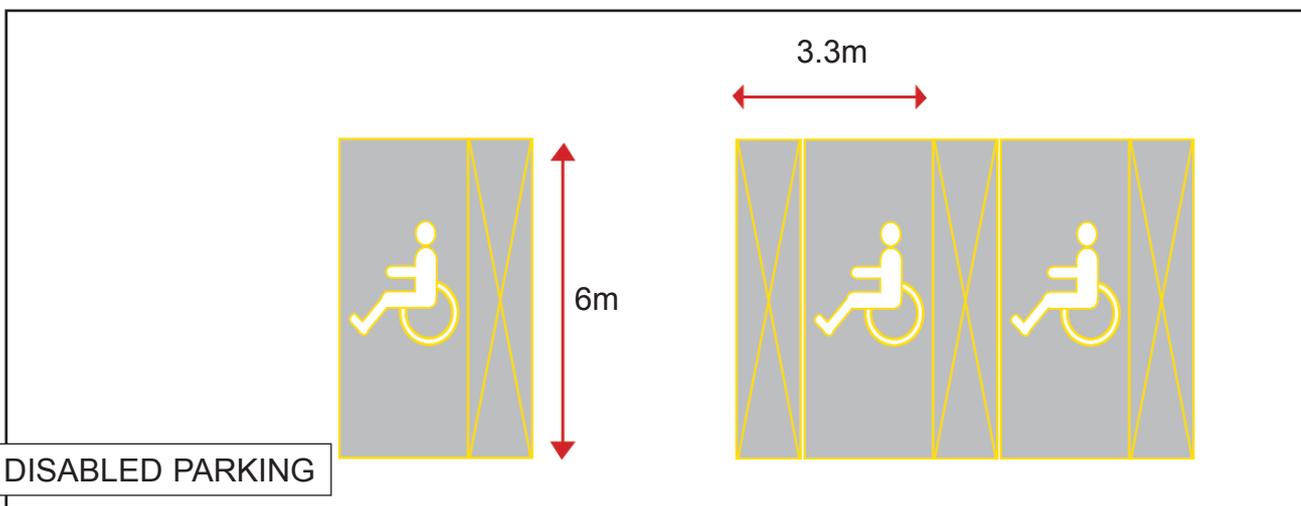
Minimum bay size 2m x 1m

With 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 locations.

Parking Provision for Disabled People

Guidance on the amount of parking provision that should be supplied for disabled people is outlined in the DETR's Traffic Advisory Leaflet 5/95 - Parking For Disabled People, published in April 1995. Further detailed information is available in British Standard BS8300 2001 "Design of buildings and their approaches to meet the needs of disabled people - code of practice."



Design and Layout (including parking provision for disabled people)

Standard for Disabled Car Parking

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 above).

Standard for disabled car parking:

Car Park Used For:

Employees and visitors to business premises

- **Car Park Size: Up to 200 Bays**
Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is the greater
- **Car Park Size: Over 200 Bays**
6 bays plus 2% of total capacity

Car Park Used For:

Shopping, recreation and leisure

- **Car Park Size: Up to 200 Bays**
3 bays or 6% of the total capacity, whichever is the greater
- **Car Park Size: Over 200 Bays**
4 bays plus 4% of total capacity

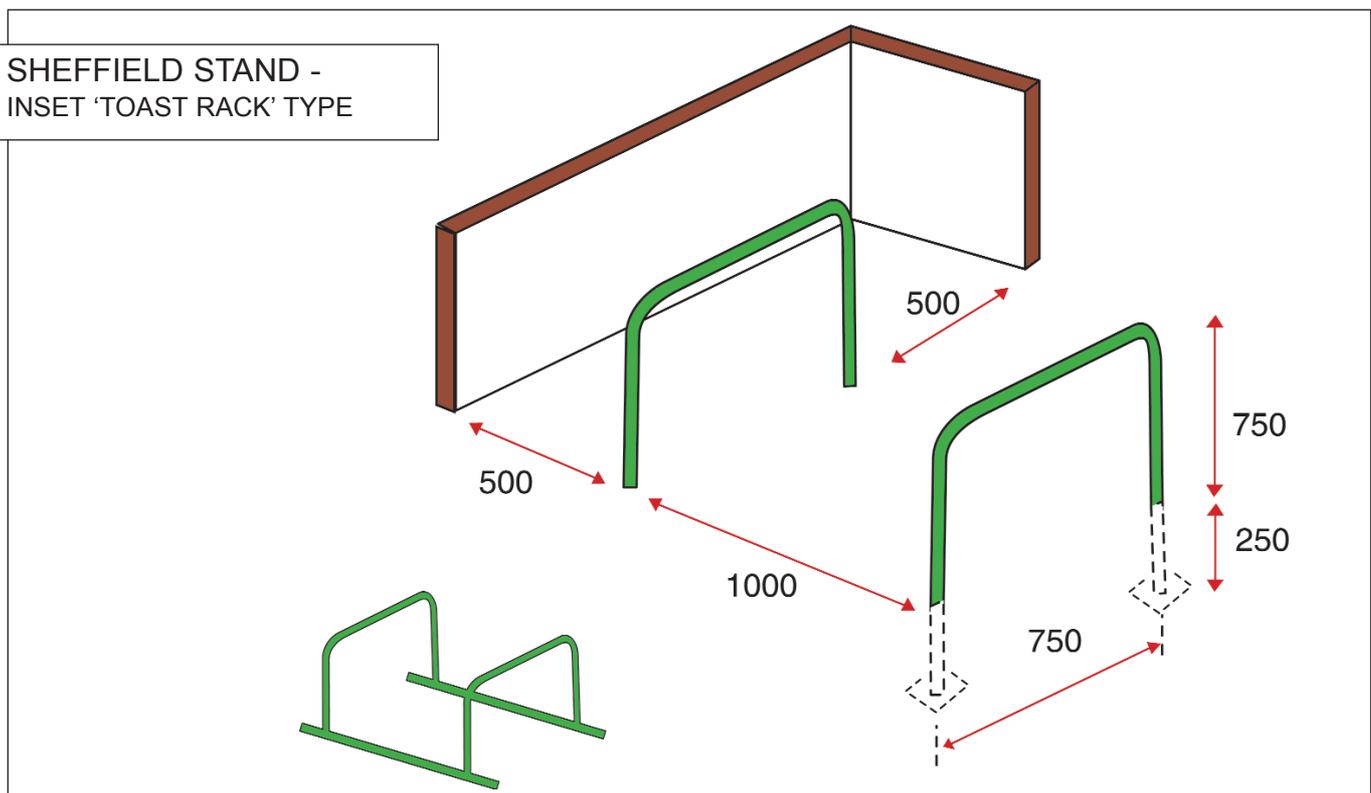
Design and Layout (including parking provision for disabled people)

Cycle 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. 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.

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.

More detailed information can be found in the Essex County Council 'Designing for Cyclists - Guide to Good Practice'.



inside cover

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