MALDON DISTRICT LOCAL DEVELOPMENT PLAN

SUPPLEMENTARY PLANNING DOCUMENT

Vehicle Parking Standards









November 2018

MALDON DISTRICT COUNCIL

Foreword

The previous Vehicle Parking Standards Supplementary Planning Document (SPD) was written when national policy sought to restrict the level of parking provision, particularly in new residential developments. At that time, it was thought that restricting parking provision at home and at the workplace would encourage people to use more sustainable and healthy methods of travel, particularly for shorter journeys.

This approach had some success in cities where public transport provision is good, the distance to important community services is short and plenty of local shopping is available. However, in rural communities where public transport and local services are limited, cars and other forms of private motorised transport are vital to enable residents to access employment, education and everyday services.

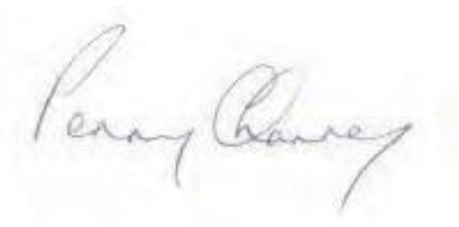
As a result, developments were built with inadequate off-street parking, leading to indiscriminate parking on nearby roads, affecting the amenity and convenience of residents and prejudicing the safety of road users.

In recognition that restricting car parking did not result in a shift away from car use and therefore car ownership, national policy has moved away from restricting car parking towards providing adequate parking provision. The approval of the Local Development Plan in 2017 provided the opportunity to review and update the Vehicle Parking Standards SPD.

Reflecting on the growth in the number of cars and the necessity of car ownership in a rural district, the SPD now has minimum car parking standards. It recognises the importance of mobility scooters for maintaining the independence of older people and people with disabilities by including guidance on the provision of safe and secure storage for mobility scooters. Looking forward to new technologies, for the first time Maldon District has standards for the provision of electric vehicle charging points.

Read in conjunction with the Maldon District Design Guide, this SPD provides a design-led approach to the provision of car parking spaces so that they are integrated into new developments, where the streets are pedestrian, cycle and vehicle friendly.





Cllr Penny Channer
Chairman of Planning and Licensing Committee

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Introduction

The Council is committed to developing a well-integrated community which connects people to jobs, services and community facilities whilst minimising impacts on the environment and quality of life. Parking is a key component of this. Good quality parking has the potential of influencing the way people travel, the efficient use of land, highway safety, as well as the quality of the built environment.

Inadequate off-street parking provision can lead to indiscriminate parking, which not only can affect the amenity and convenience of residents but may also prejudice the safety of users of the highway or the passage of utility and emergency vehicles. This overspill parking often results in parking on footways and verges, which not only affects the appearance of the street scene, but can potentially cause damage to underground utility services and present difficulties for pedestrians, those using push chairs, and people with impaired mobility, especially if using mobility equipment.

It is considered that a District-wide approach to residential and non-residential parking standards provides a holistic parking strategy for new development within the District. Given that the non-residential parking standards are seeking to help facilitate travel to work by modes other than the private car, it is important that residential parking standards provide the flexibility to enable residents to leave their cars at home in a safe place on the days that they may travel by alternative modes. Given the rural character of the District, a single parking standard for development that is applied across the District is the preferred approach.

The need for a planned approach to parking has increased with the growth in the ownership and use of private vehicles. Since 1994, the number of cars in Great Britain has risen from 21 million to 31 million in 2017[1]. In 2017 there were 39,100 cars registered in Maldon District, an increase of 3,500 vehicles in eight years[2].

The Government has recognised that car use will not be reduced by arbitrarily restricting off street parking spaces[3]. This is reflected in the experience in Maldon District. The previous adopted Maldon District Vehicle Parking Standards SPD (2006) complied with the national planning policy guidance at the time that required Councils to set maximum vehicle parking standards for residential development. However, over the lifetime of the 2006 Vehicle Parking Standards SPD, the numbers of cars in the District has increased by more than 10%[4]. Whilst the emphasis remains on promoting sustainable modes of travel and widening choice, in a district that is predominantly rural in nature and where there is higher than average car ownership[5], the appropriate provision of parking on new developments is necessary. As the Government acknowledges, failure to provide adequate parking can lead to parking misery, and be to the visual detriment of otherwise well planned and designed developments. Conversely, too much parking can result in poor design and harsh urban landscapes, and reduce the amount of open space provided.

[1] DfT table VEH0204, https://www.gov.uk/government/statistical-data-sets/veh02-licensed-cars

[2] DfT car registration data at District level is available from 2009 onwards (DfT table VEH0105) https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#table-veh0122

[3] DCLG/DfT Ministerial Statement published 03-01-2011, https://www.gov.uk/government/news/pickles-and-hammond-to-end-the-war-on-motorists

[4] DfT car registration data at District level is available from 2009 onwards (DfT table VEH0105) https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#table-veh0122. Between 2009 and 2017 the numbers of cars registered in the District has grown by 9.8%, compared to 10.5% across Great Britain as a whole. As the numbers of cars in Great Britain has grown year on year since 1994, in the absence of District level car data for 2006-2009, it is a reasonable assumption that the numbers of cars registered in the District has grown by more than 10% since 2006.

[5] An average of 1.6 cars per household in Maldon District compared to 1.37 cars per household across Essex (2011 Census, car / van availability).

The Council's car parking standards are more generous than those in the previous SPD. This is because of the significant increase in car ownership in the last decade, to reduce the negative impact unplanned street parking can have on the townscape and safety, and taking into account the availability of public transport and residents' reliance on the car for accessing employment, everyday services and leisure. The key objective of these standards is to help create functional developments, whilst maximising opportunities for use of sustainable modes of transport. This will enable people to sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development, from excessive and inconsiderate on street parking.

By setting out parking standards the Council is providing a clear direction on what it expects to see provided as part of new development, and these will be the basis for any negotiations over provision.

1.1 Status of the Vehicle Parking Standards Supplementary Planning Document (SPD)

1.1.1 Once adopted by the Council, the Vehicle Parking Standards SPD will be a material consideration in making decisions on planning applications. It will replace the Council's adopted Vehicle Parking Standards SPD (2006). It should be noted that the Standards are not policy, but act as guidance for developers setting out the ideal level of parking that developers should provide. The material weight afforded to them as SPD is considerable and full regard should be had to the standards in the preparation of and consideration of planning applications.

1.2 The need to review the parking standards

1.2.1 It is good practice to review policies and guidance to ensure that they still serve their purpose. The Maldon District Vehicle Parking Standards (VPS) were originally adopted in 2006. A policy context review was undertaken in 2011.

1.2.2 Since the VPS were adopted the policy context has changed significantly:

- National policy shift away from maximum parking standards
- The number of vehicles in the District has risen significantly
- The pattern of car ownership has changed over time, with fewer households not having access to a car, and a significant increase in two-car households.
- Advances in technology, changing government policy and public attitudes that will result in significant increases in the ownership and use of Ultra Low Emission Vehicles in the future
- Rise in charging points
- Increased size of vehicles
- Nationally, PPGs have been replaced by the NPPF, which is being revised in 2018
- Maldon District Local Development Plan was approved in 2017
- Maldon District Design Guide SPD was adopted 2017

1.2.3 Evidence collected to date indicates that there is a clear and compelling justification for introducing revised parking standards in the District. Maldon District has a lower proportion of car-free households and a higher proportion of households with two or more cars or vans when compared with the rest of Essex, and almost 80% of residents rely on cars or vans (whether driving or as a passenger) to travel to work.

1.2.4 The Council's 2006 parking standards, followed the national guidance of the time and implemented maximum parking standards. National policy and current research acknowledges that maximum standards for residential parking can lead to poor quality development, congested streets and has been found to have little influence in reducing car use. Other factors, such as the availability of alternative modes of transport and dwelling type have been found to have a greater impact on reducing car use. Therefore, national policy has changed and maximum standards can no longer be set locally unless there is compelling evidence to do so.

1.2.5 As a result, these parking standards set minimum standards for residential parking to ensure appropriate levels of parking are provided.

1.2.6 In line with the NPPF, this SPD sets recommended standards for types of development based on the Town and Country Planning (Use Classes) Order 1987. Minimum cycle parking standards have been set to promote sustainable transport choices to influence a shift to non-car modes.

1.2.7 This draft SPD was subject to a 6 week public consultation between 14 June and 26 July 2018. The SPD was amended to take into account comments made during the consultation period and newly published government policy documents, in particular the National Planning Policy Framework 2018.

Application of these standards

1.2.8 The Maldon District Local Development Plan (2014-2029) was approved in 2017 and is the overarching development plan document for the District. Policies throughout the Plan refer to the Vehicle Parking Standards and that development proposals are expected to comply with them (see Appendix 3). The standards will apply to:

- All new development proposals and those affecting parking provision within existing developments will be considered against these standards
- Where two or more land uses apply to the same site the maximum parking provision for each land use should be assessed separately. Overlapping demand may be taken into account where it can be demonstrated that this will occur

1.2.9. The SPD is intended to:

- Advise members of the public
- Assist developers in preparing plans for the development of land; and,
- Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level and location of parking provision that also contributes to the public realm

1.3 Strategic Environmental Assessment and Equalities Impact Assessment

1.3.1 A Strategic Environmental Assessment (SEA) Screening Report has been carried out (see www.maldon.gov.uk/spd) for the SPD. The Council carried out an extensive Sustainability Appraisal for the LDP and the SPD does not set new policy, it only provides detailed guidance to support the delivery of the LDP. Therefore it has been concluded that SEA of the SPD is not required. The Screening Report has been sent to the statutory consultees for comment. Once their responses are received they will be added to the Screening Report and made available on the Council's website.

1.3.2 An Equalities Impact Assessment is available at www.maldon.gov.uk/spd

2. Policy Context

2.1 National policy context

National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF) 2018 sets out the government national planning policy for the preparation of development plans and determining planning applications. The guidance on car parking in the revised NPPF updates that in the 2012 NPPF, to recognise the changes in car technologies, specifically providing for plug-in and other ultra-low emission vehicles.

2.1.2 The previous Vehicle Parking Standards SPD was written at a time when maximum car parking standards were advocated by Government. The NPPF clearly states that maximum standards should only be set where there is a clear justification for doing so. Therefore the vehicle parking standards in this SPD are not expressed as maximums. This also recognises the availability of public transport in the District and the reliance on private vehicles for accessing employment and everyday services.

FIGURE 1: EXTRACT FROM THE NATIONAL PLANNING POLICY FRAMEWORK ON VEHICLE PARKING

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: [inter alia]

- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

104. Planning policies should: [inter alia]

- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

110. Within this context, applications for development should: [inter alia]

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

Ministry of Housing Communities and Local Government (2018) National Planning Policy Framework https://www.gov.uk/government/publications/national-planning-policy-framework--2

The NO2 plan and road to zero

2.1.3 As set out in the NO2 Plan (2017)[6], the Government will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, it is expected that the majority of new cars and vans sold to be 100% zero emission and all new cars and vans will have significant zero emission capability. By 2050 the aim is that almost every car and van will be zero emission.

2.1.4 The Road to Zero Strategy (July 2018)[7] outlines how the Government will support the transition to zero emission road transport and reduce emissions from conventional vehicles during the transition. The strategy is long term in scope and ambition to 2050 and beyond. It covers road vehicles from motorcycles to 44 tonne heavy goods vehicles (HGVs).

2.1.5 One of the key elements of the strategy is creating a fit for purpose infrastructure network: The infrastructure network needs to be easy for current and prospective drivers to locate and use, as well as being affordable, efficient and reliable. As part of this, the strategy actively encourages the provision of smart charging points at homes and work places, and increasing the network of publicly accessible charging points.

FIGURE 2: ROAD TO ZERO STRATEGY POLICIES RELEVANT TO THE VEHICLE PARKING STANDARDS SPD

Road to Zero Policies

We will reduce emissions from the vehicles already on our roads by:

4. Taking steps to accelerate the adoption of fuel-efficient motoring by company car drivers, businesses operating fleets, and private motorists

We will support the development of one of the best electric vehicle infrastructure

27. Taking powers through the Automated and Electric Vehicles Bill to ensure:

- that chargepoints are available at motorway service areas and large fuel retailers;
- that chargepoints are easily accessed and used across the UK. This includes powers to provide a uniform method of accessing public chargepoints and refuelling points; make certain information publicly available in an open and transparent format and set reliability standards; and

[6] Defra & DfT (2017). UK plan for tackling roadside nitrogen dioxide concentrations (The NO2 Plan)(online). Available at: www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017

[7] Department for Transport (2018) Road to Zero Strategy https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy

- that chargepoints are smart ready by giving government powers to set requirements prohibiting the sale or installation of chargepoints unless they meet certain requirements.

We will support the development of one of the best electric vehicle infrastructure networks in the world by:

28. Ensuring the houses we build in the coming years are electric vehicle ready. It is our intention that all new homes, where appropriate, should have a chargepoint available. We plan to consult as soon as possible on introducing a requirement for chargepoint infrastructure for new dwellings in England where appropriate.
29. Future-proofing our streets. We want all new street lighting columns to include charging points, where appropriately located, in areas with current on-street parking provision.
32. Reviewing the provision of residential chargepoint infrastructure for those who have communal parking facilities, or do not own their own home, as part of the Law Commission's work to review and reinvigorate the commonhold tenure in England and Wales.
34. Consulting in summer 2018 on a proposal to increase the height limit for the Permitted Development Right in England for the installation of electric vehicle chargepoints in designated off-street parking spaces.
35. Ensuring local planning policies incorporate facilities for charging electric vehicles via the National Planning Policy Framework.
36. Consulting on amending Building Regulations to require relevant charging provision in new non-residential buildings.

Department for Transport (2018) Road to Zero Strategy https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy

Further information:

Department for Transport (9 July 2018) Government launches Road to Zero Strategy to lead the world in zero emission vehicle technology https://www.gov.uk/government/news/government-launches-road-to-zero-strategy-to-lead-the-world-in-zero-emission-vehicle-technology

2.2 Essex context

Essex Local Transport Plan (LTP) 2011

2.2.1 This is a long-term plan covering 15 years which sets out Essex County Council's aspirations, as the Highways Authority, for improving travel in the county, demonstrating the importance of our transport network to achieving sustainable long-term economic growth and enriching the lives of our residents. The LTP is a strategic level plan that aims to:

- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote a safe travelling environment
- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use
- Provide sustainable access and travel choice for Essex residents to help create sustainable communities

FIGURE 3:
ESSEX LOCAL TRANSPORT PLAN (LTP) 2011 POLICY 8 PROMOTING SUSTAINABLE TRAVEL CHOICES

Policy 8 Promoting Sustainable Travel Choices

The County Council will encourage the use of more sustainable forms of travel by:

- consistently supporting and promoting sustainable travel
- providing infrastructure for sustainable transport
- working with partners and service providers to promote the use of sustainable forms of travel and to identify new ways to provide services
- requiring effective travel planning for proposed developments in line with the Council's current development management policies
- developing effective travel plans with existing work places, schools, and other locations that attract a significant number of people

In accordance with the Council's development management policies, proposals will therefore need to demonstrate that adequate provision is to be made for public transport, walking and cycling, with appropriate links provided to existing networks. The Council's current parking standards will ensure that suitable facilities are provided for alternatives to the private car and that car traffic growth is minimised.

For all new residential developments, a 'Transport Information and Marketing Scheme' will be required, providing those moving in to them with information on local public transport services, walking and cycling networks and facilities and other low carbon travel opportunities. Non-residential proposals for developments which will employ more than 50 people will be required to provide a Travel Plan, setting out how the development will support access by low carbon forms of transport. (pg 72)

ECC (2011) Essex Transport Strategy: the Local Transport Plan for Essex, available at: http://www.essexhighways.org/uploads/files/essex_ltp.pdf

Essex County Council Development Management Policies (2011)

2.2.2 These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and goods and have the following aims:

- Protect and maintain a reliable and safe highway infrastructure
- Improve access to services in both rural and urban locations
- Offer where possible alternative travel options to the private car
- Support and enhance public transport provision
- Address the impact of commercial vehicles on the highway network and communities
- Support the aims and objectives of the County Council as the Highway Authority

FIGURE 4: RELEVANT ESSEX COUNTY COUNCIL DEVELOPMENT MANAGEMENT POLICIES (2011)

Policy DM10 Travel Plans

The Highway Authority will require the provision of a Travel Plan and monitoring fee as part of any development proposal that meets the following criteria:

i. all non-residential development proposals with 50 employees or more

ii. any education establishment development which increases the number of either pupils or staff will be required to provide a School Travel Plan

iii. all new residential dwellings will require the provision of a Residential Travel Information Pack

Essex County Council Development Management Policies (2011), available at: https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Development_Management_Policies.pdf

Further information:

- ECC information for developers: https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Pages/Developer-information.aspx

2.3 Other Councils' vehicle parking standards

2.3.1 The majority of the local planning authorities in Essex use the ECC/EPOA Vehicle Parking Standards (2009)[8]. For example, the Chelmsford City Council Pre-Submission Local Plan Policy MP5 Parking Standards requires all development to comply with the Essex Parking Standards – Design and Good Practice (2009) or as subsequently amended. In the past vehicle parking standards have been prepared on an Essex-wide basis. However, there is no movement to prepare Essex-wide standards and so some districts are preparing their own standards, including Maldon. For example, Uttlesford District adopted the ECC / EPOA Vehicle Parking Standards with modifications in 2013, recognising that the rural nature of Uttlesford justified a higher level of car parking provision Each local authority has an obligation to cooperate with one another and take into account each other authority's plans.

2.3.2 Other councils recently approved or drafted vehicle parking standards from around the country have been reviewed, to identify examples of best practice and to sense-check the standards in this document.

2.4 Local policy context

The Development Plan

2.4.1 The Maldon District Local Development Plan (LDP) was approved by the Secretary of State on 21 July 2017. The LDP along with the Essex Minerals Local Plan (2014), the Essex and Southend-on-Sea Waste Local Plan (2017) and made neighbourhood plans form the Development Plan for the District. Planning decisions must be taken in accordance with the Development Plan. Proposed development that conflicts with the Development Plan will be refused unless other material considerations indicate otherwise.

[8] https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Parking_Standards.pdf

FIGURE 5
MALDON DISTRICT LOCAL DEVELOPMENT PLAN EXTRACTS RELATING TO CAR PARKING STANDARDS

Key Policy:
Policy T2 - Accessibility

To create and maintain an accessible environment, development proposals should where relevant to the development involved:

1) Be located where there is physical and environmental capacity to accommodate the type and amount of traffic generated, or locations where the impact can be suitably mitigated, taking into account the cumulative impact of developments;
2) Provide safe and direct walking and cycling routes to nearby services, facilities and public transport where appropriate;
3) Improve accessibility to the countryside and the natural environment and to enhance and protect the provision of Public Rights of Way;
4) Improve accessibility to buildings, streets and public spaces, particularly for those with mobility impairments;
5) Provide sufficient parking facilities having regard to the Council's adopted parking standards;
6) Provide sufficient and safe access to service and emergency vehicles; and
7) Give appropriate consideration to encourage a people-oriented space within the development.

Policy context

7.13 Parking standards for different types of developments will need to have regard to the Council's adopted Vehicle Parking Standards SPD or successor documents

Policy context for Policy S5 -The Maldon and Heybridge Central Area

2.79 The public realm will need to be improved to enhance the quality of the Central Area and allow visitors to easily access the historic and tourist locations by foot. Care will be required to minimise conflicts between road users and pedestrians. Car parking spaces should be retained in the Central Area to enable visitors and tourists alike to take advantage of the key assets. Creating a well ordered public realm which reduces congestion is critical to the future success of the Central Area as a destination.

Policy D1 – Design & Built Environment

All development must:

5) Include safe and secure vehicle and cycle parking having regard to the Council's adopted parking standards.

Policy context

3.6 New development should have regard to the Council's adopted parking standards outlined in the Maldon District Vehicle Parking Standards SPD (or successor document) which outlines recommended cycle, motorcycle, and car parking space provision in relation to the size and use of new development.

Policy D2 Climate Change and Environmental Impact of New Development

All development must minimise its impact on the environment by incorporating the following principles: [inter alia]

6) Minimising all forms of possible pollution including air, land, water, odour, noise and light. Any detrimental impacts and potential risks to the human and natural environment will need to be adequately addressed by appropriate avoidance, alleviation and mitigation.

9) Maintain and enhance local air quality in accordance with national objectives

10) Seek to reduce the need to travel, particularly by private vehicle, by encouraging sustainable transport methods, and providing flexibility in the development to enable home working or similar facilities.

Policy context

3.17 National air quality objectives are largely based on European legislation within the 2008 Ambient Air Quality Directive, which became law in England through the Air Quality Standards Regulations 2010. The Regulations provide limits for major air pollutants that impact public health, such as particulate matter, nitrogen dioxide, certain toxic heavy metals and polycyclic aromatic hydrocarbons. Further ceilings on pollutants have also been developed through the National Emission Ceilings Regulations 2002. Air Quality Management Areas (AQMA) are used by DEFRA to manage areas with air pollution.

Policy H4 Effective Use of Land
Density

All development will be design-led and will seek to optimise the use of land having regard to the following considerations:

1) The location and the setting of the site;
2) The existing character and density of the surrounding area;
3) Accessibility to local services and facilities;
4) The capacity of local infrastructure;
5) Parking standards;
6) Proximity to public transport; and…

Policy context

5.27 The Council will take a flexible approach to housing density by emphasising the need for all housing developments to incorporate high quality design and take into account all sustainability considerations, including parking provision, local character, specific local needs and constraints.

Policy H6 Provision for Travellers - Criterion(3). The Council will consider applications for planning permission against the other relevant policies in this Plan, and will require sites to be:

e) of sufficient size to provide amenities and facilities for the planned number of caravans; including parking spaces, areas for turning and servicing of vehicles, amenity blocks, play and residential amenity areas, access roads and temporary visitor areas.

Policy context for Policy H8 Provision for Houseboats

5.66 The small groups of houseboats in the District's rivers and estuaries provide a unique type of housing which forms part of the District's varied character. In planning terms, houseboats are considered to be a form of residential development similar to that of land based housing, requiring similar infrastructure such as car parking provision, access roads, refuse disposal points, and where possible access to main infrastructure networks.

Policy context for Policy I 1 Infrastructure and Services

8.2 The term 'infrastructure' includes a wide range of social, green, and physical services and facilities that are commonly required alongside new development. The following list is not exhaustive, but provides an indication of the types of infrastructure that should be considered in relation to new development in the District:

- Physical infrastructure: highways, railways, bus networks, footpaths, cycle routes, bridleways, waterways, car parking.

FIGURE 6
BURNHAM-ON-CROUCH NEIGHBOURHOOD DEVELOPMENT PLAN EXTRACTS RELATING TO CAR PARKING

5.6 Improve car parking in the town centre Car parking in Burnham-on-Crouch is split between three types;

- on-street car parking used for school drop off and high street shopping,
- the Burnham Town Council owned car park at Providence,
- Maldon District Council owned car parks at Foundry Lane (Shoppers Car Park), and Millfields.

The railway station car park is chronically underused. It is understood to have been sublet as part of a block contract between the current railway franchisee and a specialist car park operator.

On-street car parking is well used and there are problems with some car parking causing access and safety issues, particularly by railway users parking in the adjacent streets. Safe and free car parking across the whole of the Town should be promoted, including at the railway station. Whilst existing Community Protection Officers currently monitor parking in the Town, with additional resources they could also monitor parking in time restricted zones.

The existing Riverside Park Car Park would benefit from being resurfaced and marked out to an appropriate standard. This process would assist in making the most effective use of the space and presenting a positive image to visitors and local residents alike.

Policy PI17 – Car Park Provision

Proposals that would deliver new or improved car parking provision within the town centre will be supported. Particular support will be given to the following proposals:

- Incorporation of parking spaces for coaches into the Burnham Yacht Harbour car park;
- The extension of the Millfields car park to the west.

Policy HC.3 – Street Layout Principles

Proposals for new residential development will be supported where they incorporate the following principles:

- A well connected network of streets;
  - A street pattern that connects well with existing streets and allows for connections with future development;
  - Street widths that allow for a variety of car parking e.g. within the curtilage of plots but also within the street, without impeding access for emergency vehicles and local authority services e.g. refuse collection; and
  - Perimeter block layouts with clear front and back accesses.

HO 8 Housing Design Principles

Proposals for new housing development should produce high quality schemes that reflect the character and appearance of their immediate surroundings. Proposals should take account of the Housing Design Principles set out in Appendix 2 insofar as those principles apply to any particular site

Burnham-on-Crouch Neighbourhood Development Plan 2017 https://www.maldon.gov.uk/info/20048/planning_policy/8112/community_led_planning_and_neighbourhood_plans/2

2.7 Design guidance

2.7.1 The Council recognises that whilst the provision of parking may be a functional or market-led requirement, the amount, location, arrangement and design of such spaces can have both positive and negative implications with regard to the accessibility and quality of spaces / places that are created. Consideration should be given to factors such as site constraints, the established character or context of an area, and the desire to achieve high quality places.

2.7.2 The adopted Maldon District Design Guide (SPD 2017) provides detailed guidance on the design and layout of parking spaces (in particular sections C10 and C11). The design and layout of parking spaces in developments are expected to follow the design principles set out in the Maldon District Design Guide (see www.maldon.gov.uk/mddg for more information).

2.7.3 Housing development proposals in Burnham-on-Crouch should take account of the Housing Design Principles in the Neighbourhood Development Plan. Principles NHD 7, 8, 16 and 22 relate to car parking.

2.7.4 Within areas subject to a Strategic Masterplan Framework and / or Strategic Design Code, these documents should form the basis of the design approach. In circumstances where the Maldon District Design Guide is not consistent with these documents, the principles established in the Strategic Masterplan Frameworks or Strategic Design Codes should be considered in the first instance. If the development proposal is in the North Heybridge Garden Suburb (NHGS), South Maldon Garden Suburb (SMGS) or Maldon and Heybridge Central Area please refer to:

- NHGS Strategic Masterplan Framework (endorsed October 2014)
- NHGS Strategic Design Code (endorsed March 2017)
- SMGS Strategic Masterplan Framework SPD adopted March 2018
- SMGS Strategic Design Code (endorsed March 2016)
- Maldon & Heybridge Central Area Masterplan SPD (adopted November 2017)

Further information:

- Maldon District Design Guide SPD 2017 and technical documents https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2
- Maldon and Heybridge Central Area Masterplan SPD 2017 https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/3
- North Heybridge and South Maldon Garden Suburbs Masterplan Frameworks and Design Codes https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/4
- Essex Design Guide 2018: https://www.essexdesignguide.co.uk/
  NOTE: Maldon District Council has not adopted the EDG, and as such it has no weight in the decision making process for planning applications in the District. It is included in the further information list as it includes a section on parking design.

3 Background and evidence

It is important to ensure that the Council's parking standards reflect local circumstances, and strike the right balance between providing a sufficient number of car parking spaces (to prevent vehicles from being displaced onto the public highway), promoting good design and using land efficiently.

The National Planning Policy Framework (NPPF draft for consultation 2018 para 106) says that if setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development
b) the type, mix and use of development
c) the availability of and opportunities for public transport
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

3.1 Public transport

Rail

3.1.1 In the 2011 census, 2,339 people travelled to work by train from the District. The Crouch Valley rail line, running from Southminster, Burnham-on-Crouch, Althorne and North Fambridge links to the mainline at Wickford into London. The majority of residents living in these settlements are within a 960m (approximately 12 minutes walk) of a train station, (except for Althorne, where the train station is some distance from the village itself). Each station has its own vehicle parking areas.

3.1.2 Residents living in Maldon/Heybridge, which does not have a station, and the north of the District are more likely to use the nearest mainline stations outside of the District at Hatfield Peverel, Witham and Chelmsford. The planned new rail station at Beaulieu in north Chelmsford will provide an additional option for accessing rail services from the north of the District. South Woodham Ferrers and Wickford provide alternative stations to those in the South of the District. However, all require car journeys and bus access is limited.

3.1.3 The Office of Rail and Road produce station usage estimates each year9. Figures are based on ticket sales data recorded in rail industry systems and include both entries and exits at each station. These show that over half a million passenger journeys are made to and from the District's four stations annually:

TABLE 1 ORR ESTIMATES OF STATION USAGE 2016-17

	ESTIMATED NO. OF ENTRIES & EXITS
Southminster	148,400
Burnham-on-Crouch	249,000
Althorne	44,500
North Fambridge	96,400
TOTAL USAGE FOR DISTRICT STATIONS	538,000
Chelmsford	8,500,000
Witham	2,300,000
South Woodham Ferrers	546,500
Hatfield Peverel	411,500
Wickford	2,443,000

[9] Dec 2017, www.orr.gov.uk/statistics/

Bus

3.1.4 There are limited bus services available in the District. Maldon, Heybridge, Southminster and Burnham-on-Crouch have regular[10] bus services to Chelmsford. Regular bus services to Colchester and Witham are available from Maldon and Heybridge. Internal bus routes through Maldon / Heybridge will be improved through enhancements provided by the new Garden Suburbs at North Heybridge and South Maldon. These will provide links from these new developments to the town centre through the extension of the existing bus network (internal and wider connections) and the provision of new routes. In the main settlements, the majority of homes are within a 640m walk (approximately eight minutes)[11] of a regular bus service.

3.1.5 However, the majority of the villages either only have a limited bus service (for example a bus every 2 hours) or none at all. On the Dengie, which is particularly poorly served by bus services, the Dart Bus service operates a pre-bookable service from the villages to Maldon / Heybridge and on to Broomfield Hospital in Chelmsford.

3.1.6 Outside the District, the Chelmsford Park and Ride sites at Sandon and Chelmer Valley provide a frequent bus service into Chelmsford City Centre, to the train station, Anglia Ruskin University and Broomfield Hospital.

3.1.7 In developing this SPD, the concept of having zones for car free housing and different car parking standards in different areas based on availability of public transport was considered. Due to the limited public transport options available, these options have been discounted. However, where developers can justify lower parking provision based on robust evidence, provision below the standards set out in this SPD may be acceptable.

3.2 Cycling

3.2.1 The information in this section is taken from the 2018 Maldon District Draft Cycling Action Plan (ECC Highways / Transport Planning)[12] .

3.2.2 All of the current off-road provision for cycling is entirely contained within the urban area of Maldon Town. The majority of this has been provided through public space or new developments; and despite some design compromises, there are a number of useful sections of cycle network that have been provided. Most notably, there is a long east-west off-road cycle link between Spital Road and Park Drive towards the south of the town. This shared segregated route does require some intervention to reach its full potential, specifically to remove barriers, improve signing and resolve various legal issues that exist. Whilst the route is important, it does not provide for journeys to the High Street.

3.2.3 In Heybridge there is a network of off road routes along the Chelmer and Blackwater Navigation and Heybridge Approach into the western half of Heybridge. This route, though, does not connect to the town centre which discourages end to end journeys.

3.2.4 Sustrans National Cycle Network (NCN) route 1 is a long distance route between Dover and the Shetland Islands, which passes through Maldon, from Chelmsford in the west to Colchester in the north, and is a popular leisure route.

[10] Approximately a half-hourly service

[11] Transport for London (2015) Assessing transport connectivity in London (p18) http://content.tfl.gov.uk/connectivity-assessment-guide.pdf

[12] http://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf

3.2.5 In the more rural areas of the District, quiet and safe routes between settlements such as between Southminster and Burnham are limited due to the nature of the road network and there is a lack of off-road cycle provision. Despite this, the Dengie Peninsular is well used by leisure cyclists due to its flat and rural nature.

3.2.6 There are a number locations for cycle parking in and around Maldon and Burnham High Streets. To the south of Maldon District there are four railway stations, located in North Fambridge, Althorne, Burnham-on-Crouch and Southminster. There is currently very low cycle parking demand at these stations. This is likely due to a combination of the compact nature of the settlements and rural surrounding, making walking or driving the default modes of access by most rail users.

3.2.7 Fear of personal injury is often cited as a barrier to cycling but whilst this is an important issue, it is useful to use statistics rather than just perception to direct improvements to highway infrastructure to improve the cycling environment. The location of cycling personal injury collisions also serves to identify where cyclists are travelling in higher numbers. Between August 2012 to July 2017 (5 year period), there were 58 recorded Personal Injury Collisions (PICs) involving cyclists in the District. There is an even urban / rural split but more incidents tend to have occurred on busier roads. Overall, Maldon District has one of the lowest rates of injury involving cyclists in Essex.

3.2.8 Based on the 2011 Census data, Maldon District has low levels of residents travelling to work by bicycle, when compared with some Essex Districts, equivalent to a mode share for cycling of only 1.8%. Over 98% of commuters who lived in the District in 2011 travelled to work by a mode other than the bicycle. However, in Maldon town 7% of internal journeys to work were made by bike.

3.2.9 Sport England carry out an Active People Survey annually, which involves interviewing 500 people from every District in England about their levels of physical activity. It is the largest survey of sport and active recreation in Europe. For 2010 – 2013, when compared to Essex, Maldon has average levels of residents cycling at least once a month (approximately 15% of residents).

3.10 The Department for Transport collects vehicular flow data at various locations on the road network around the country. These counts record all vehicles using the carriageway, including cyclists. Of the 31 count sites located in Maldon, five sites record more than 50 cyclists per day, these are along two routes.

- B1028 Goldhanger / Maldon Road (NCN1), east of Heybridge
- B1021 Burnham Road, between Burnham and Southminster

3.11 Commuter Flow Analysis of 2011 Census travel to work data, indicates that within Maldon Town there were 1,600 residents who made internal commuting car trips, these trips made up 20% of all journeys originating from the urban area. Of these trips, over two-thirds were to the town centre which is within easy cycling distance and so could be easily be made by bike if infrastructure linking to the town centre was provided. Within Burnham-on-Crouch, there were 364 internal journeys to work by car, which could easily be made by bike if residents could be persuaded to switch modes.

3.12 This SPD includes cycle parking standards to support current cycling levels and encourage an increase in cycling in the District.

Further information

- ECC Highways / Transport Planning, 2018, Maldon District Draft Cycling Action Plan, http://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf

3.3 Driving and older people

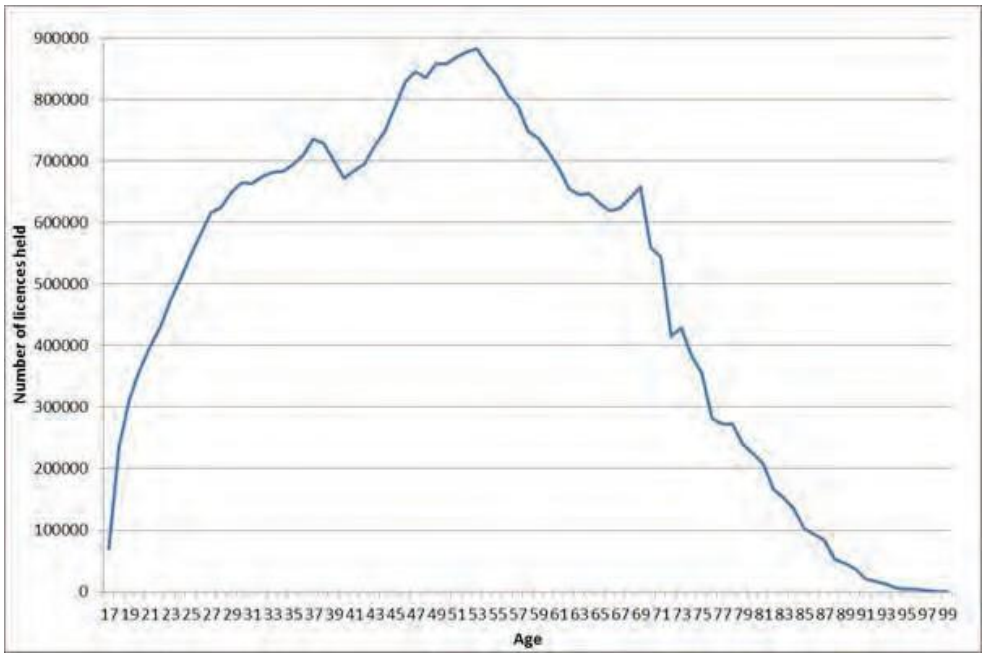
3.3.1 With an ageing population, it is important to provide the right sort of transport provision to support the independence of older people. The RAC Foundation states that

> "Mobility in old age is essential to an individual's well-being. Older people, like the rest of population, rely on being able to access a wide range of services, to fulfil the requirements, and rise to the opportunities of daily life. Their need to travel is not just about accessing services. Keeping socially connected to friends and family is also important for providing a good quality of life. … Decades of land-use planning promoting out-of-town developments has made it all the more important for people to drive and to continue driving, especially in areas not well served by public transport… Medical advances and improved health in older age is also allowing people to drive for longer and, as families are more geographically dispersed, and communities less close knit, individuals are increasingly relying on their own personal transport to meet travel needs. This is of particular concern to the increasing number of elderly people, particularly women, who live alone." [13]

3.3.2 The pattern of travel is different for older people. The distance travelled and the number of journeys made reduce with age. The National Travel Survey estimates that older people in England drive fewer miles than the average person: 2,045 miles per year compared to 4,137 miles for all persons. The car is the most used mode of transport for older people, accounting for 63% of all trips made by those over the age of 70: 38% as a car driver and 25% as a car passenger.

3.3.3 The DfT defines older people and older car drivers as those over 70 years old. In 2016 older people accounted for 12% of all full car driving licence holders in Great Britain, that is 4.5 million people, or 57% of over 70s. The number of older people holding full driving licences has increased between 2013 and 2016 by 14%, whilst this age group itself only increased by 7%[14]. However, this declines dramatically from the age of 70 indicating that car use / car ownership also reduces significantly.

FIGURE 7: TOTAL NUMBER OF FULL DRIVING LICENCES HELD IN GREAT BRITAIN 2018 BY AGE OF LICENCE HOLDER



[13] http://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf

[14] Department for Transport, May 2018, Older Car Drivers Road Safety Factsheet (2016) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706517/older-car-drivers-factsheet.pdf

3.3.4 The National Travel Survey (2016) has found that 30% of older households do not have access to a car, a much higher proportion than for any other age group[15]. This suggests that developments specifically designed for older persons, such as independent living or care homes may not need the same level of car parking provision for residents as compared to general purpose housing, although additional car parking provision may be required for health & social care staff and visitors.

3.4 Disability

3.4.1 In 2013 the Office for National Statistics published information on the health of the population of England and Wales in respect to activity limiting health problems or disabilities, comparing the 2011 and 2011 Census data. In England 8.3% of the population reported their activity limiting health problem as 'limiting their activity a lot', with a further 9.3% 'limited a little'. In Maldon District, 17.4% of usual residents reported having activity limiting health problems or disabilities (similar to the national rate). This had risen by 1.9 % since the 2001 Census. However, the overall 'disability' rates were lower than in some other Essex districts, for example Castle Point (19%) and Tendring (25.5%). To put this into context, the authorities with the highest and lowest percentages of activity limitation were East Lindsay (26%) and Wandsworth (11.2%).

3.4.2 In 2014, The Department or Work & Pensions published disability prevalence estimates for 2011/12 . These estimated that for Great Britain, 5.7% of the working age population, 5.1% of adults of state pension age and 0.8% of children were disabled.

3.4.2 Although the prevalence of disabilities is quite high, and may increase as the population ages, not all people with disabilities will need a disabled parking bay, for example, not all people with disabilities are eligible for a Blue Badge. In Essex there are currently 64,569 badges on issue by Essex County Council; of these 64,225 are individual badges and 344 are Organisational Badges. In Maldon District there are 4,845 Blue Badges on issue to individuals[18]. In Essex around 4.4% of the population holds a Blue Badge, compared to 7.6% in Maldon.[19]

3.5 Mobility scooters

3.5.1 Mobility scooters are divided into two categories. Class 2 mobility scooters are intended for pavement use only – they can only reach 4mph, the legal limit for use on the pavement. Class 3 mobility scooters are intended for use on the road or the pavement – they can reach up to 8mph, but must have a setting that can limit their speed to 4mph for use on the pavement. They must be fitted with lights and indicators and be registered with the DVLA to be used on the road.

[15] National Travel Survey, 2016, Table NTS 0108 (published 2018), https://data.gov.uk/dataset/d0be1ed2-9907-4ec4-b552-c048f6aec16a/gb-driving-licence-data

[16] ONS, 2013, Disability in England and Wales: 2011 and comparison with 2001 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/disabilityinenglandandwales/2013-01-30

[17] DWP, 2014, Disability prevalence estimates 2002/03 to 2011/12 https://www.gov.uk/government/statistics/disability-prevalence-estimates-200203-to-201112-apr-to-mar

[18] Data from ECC; figures as of 23 May 2018.

[19] Based on ONS population estimates for 2016 of 1,457,910 for Essex and 63,418 for Maldon Distirct.

3.5.2 Mobility scooters and pavement vehicles are increasingly used to replace the need drive for local trips. [20] There is currently little research on mobility scooter use, although it is estimated that there are 300-350,000 mobility scooter users in the UK, with approximately 80,000 new scooters sold each year, with sales increasing by 5–10% per year.[21] This form of transport is expected to have an increasing role to play in meeting the future transport needs of older people. The RICA study[22] recommended that transport and planning authorities make provision for increasing numbers of mobility scooter users of all ages when planning infrastructure developments (including roads, shopping centres and transport networks).

3.5.3 Research conducted for the new London Plan[23] indicates that within greater London, for new build schemes 5–10% of residents were predicted to be mobility scooter users, with storage provision being made at a rate of 15% (one space per 6–7 units). In comparison, for established schemes, up to 20% of residents could be mobility scooter users, and storage provision was made for up to one space per 3–4 units (25–30%).

3.5.4 This SPD includes parking standards for both the size and number of disabled parking bays, the level of scooter parking facilities and car parking provision in residential developments designed for older persons.

3.6 Local car ownership levels

Data sources

Information from the Census[24] provides a helpful indicator of parking need in the District, and allows a comparison in the levels of car ownership over a number of years. The Census measures the numbers of cars or vans available to a household. This could include both cars or vans that household members own or lease, as well as company or business vehicles that are available for use by the household. For formatting and ease of reading, in the following tables, this is shortened to ‘cars / vans in household’.

The DVLA / Department for Transport vehicle statistics are based on the address of the registered keeper, rather than where the vehicle is used. Therefore for District based DfT data does not include lease cars and company vehicles that are used by District residents, but are registered elsewhere.

[20] RAC Foundation, 2010, as before

[21] Research Institute for Consumer Affairs (RICA) (commissioned by DfT), 2014, Mobility scooters: a market study, https://www.gov.uk/government/publications/mobility-scooters-a-market-study

[22] ibid

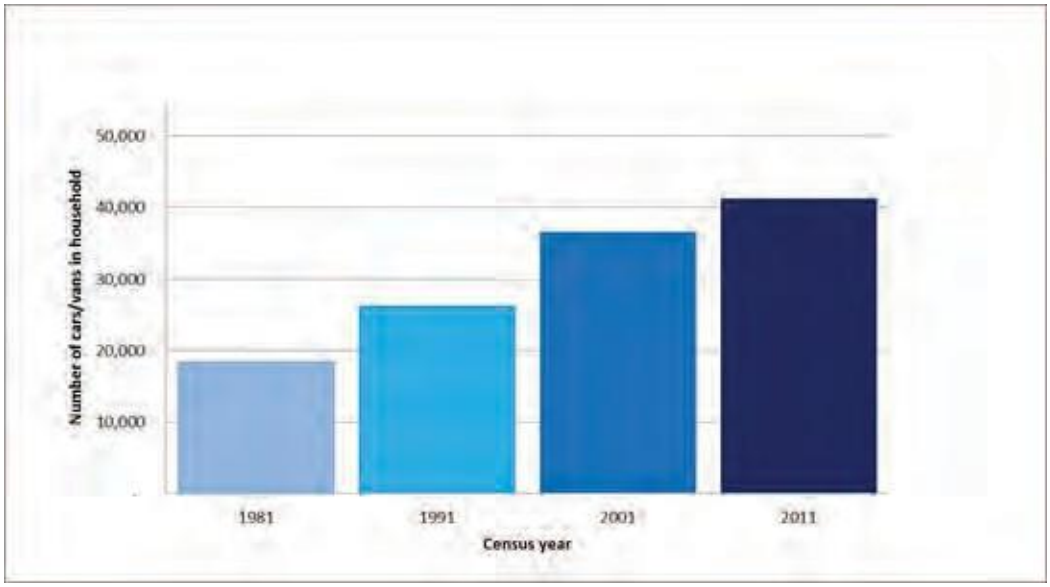
[23] Three Dragons, Jan 2018, Accessible design features in specialist older persons housing - Report to the Greater London Authority - assessing potential demand for and provision of wheelchair user dwellings m4(3), and ancillary facilities in specialist older persons housing in London. https://www.london.gov.uk/sites/default/files/accessible_design_features_in_specialist_older_persons_housing_0.pdf

[24] Census data is available on the following websites: www.nomisweb.co.uk; www.ons.gov.uk

3.7 Maldon District

3.7.1 By mapping DVLA car ownership data and Census 2011 data, researchers have found that at a regional level the number of cars per household is inversely proportional to population density[25]. In particular, 'London's high urban density makes it the only region where cars do not outnumber households'.[26] However, the size of this effect decreases for smaller sized towns indicating that the bigger the urban area, the more likely it is that a household does not own a car[27]. In simple terms, city dwellers own fewer cars than people living in the countryside. Therefore, as Maldon District is a rural area, it follows it can be expected that there will be a high level of car ownership across the District. Further, car ownership in rural areas is less sensitive to motoring costs than in urban areas[28], which reflects the reliance people living in rural areas have on cars to access services and employment.

FIGURE 8:
TOTAL NUMBER OF CARS / VANS AVAILABLE IN HOUSEHOLDS IN MALDON DISTRICT 1981-2011



3.7.2 There are a wide range of factors affecting the decision to purchase a vehicle, and how many vehicles a household will own, including [29] [30] [31]:

- Number of workers in household (mobility for work purposes is a key driver for household car ownership)
- Purpose of vehicle - family or business trips
- The distance needed to be travelled on a daily basis,
- The provision of alternative transport (such as public transport),
- The associated costs, including purchase, maintenance and parking facilities
- Residential location (rural households are more likely to own multiple cars, than those in cities)

[25] Lansley, G (2016) Cars and socio-economics: understanding neighbourhood variations in car characteristics from administrative data, Regional Studies, Regional Science, 3:1, pp264-285

[26] Lansley, G 2016, p 271

[27] Lansley , G 2016, p272; Eakins J (2013)

[28] Zhang J (ed) (2017) Life-Oriented Behavioral Research for Urban Policy, Springer

[29] Lansley, G (2016)

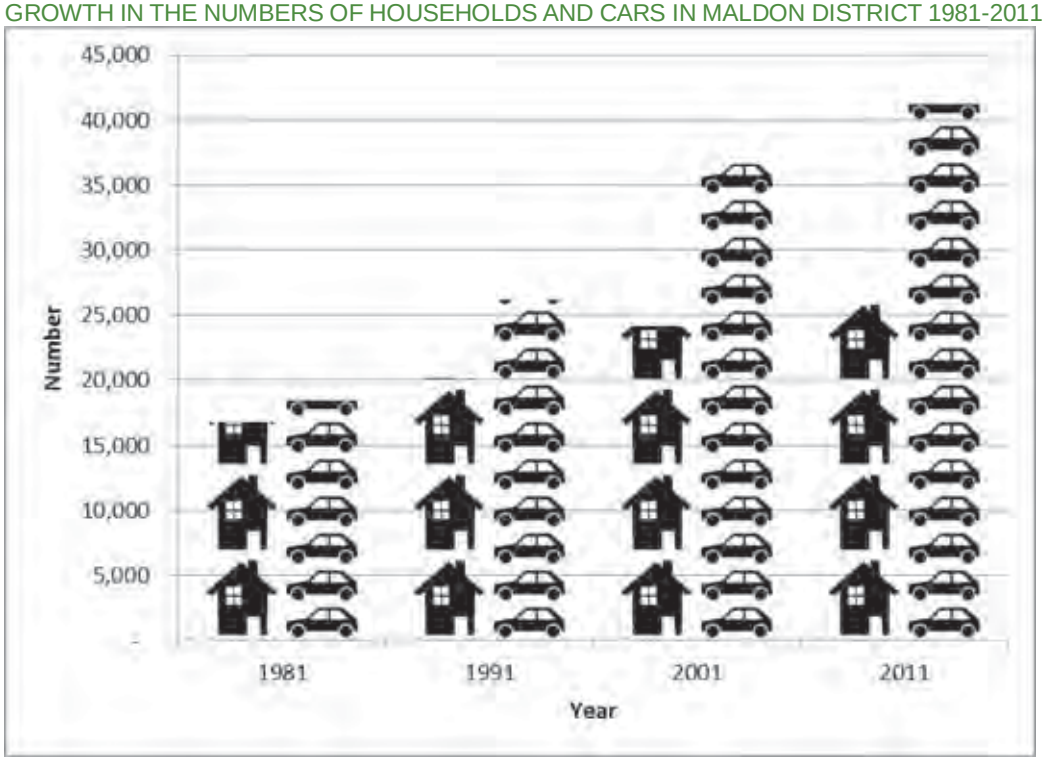
[30] Eakins, J (2013) The Determinants of Household Car Ownership: Empirical Evidence from the Irish Household Budget Survey, Surrey Energy Economics Centre (SEEC) School of Economics University of Surrey (SEEDS 144);

[31] Zhang J (ed) (2017)

- Work place location
- Density of services and social networks
- Number of children in household (this particularly affects choice of size of car)
- Age of the head of household (car ownership tends to increase with the age of the household head)
- Proportion of households with members possessing free travel (eligibility for an older person's bus pass does not seem to result in a reduction in the numbers of cars owned by a household)
- Income (the rate of car ownership may no longer vary as much across the country due to household income, but income levels do affect the age and type of vehicle purchased)

3.7.3 Using Census data, the number of car / vans available for use to households in the District has more than doubled since 1981. In 1981 there was an average of 1.09 cars / vans per household; by 2011 the figure had risen to 1.6 cars / vans per household.

FIGURE 9:
GROWTH IN THE NUMBERS OF HOUSEHOLDS AND CARS IN MALDON DISTRICT 1981-2011



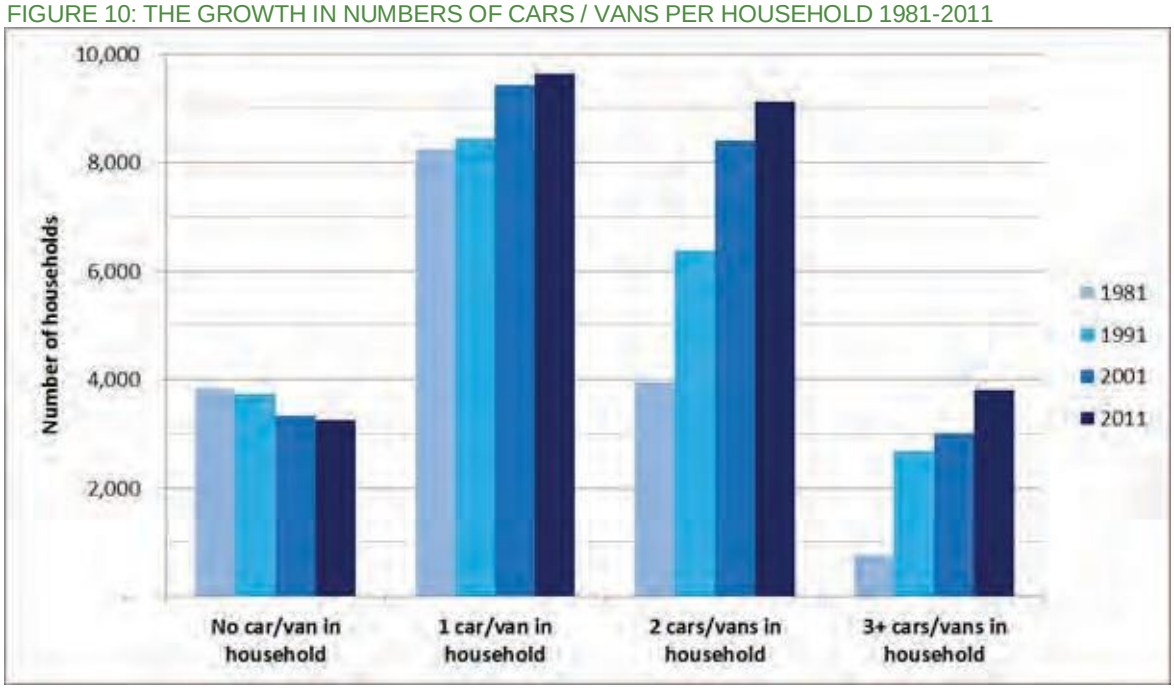
3.7.4 Since 1981 there has been a distinct reduction in the number of households with no access to a car / van (600 fewer). In 2011, in the District, only 12.6% of households did not have access to a car / van. This means that over 87% of households have at least one car / van.

3.7.5 Overall, between 2001 and 2011, the number of cars / vans available to households in the District grew by 12.6%. The biggest increase has been in two-car households; over 5,000 more households had two cars in 2011 than 1981. However, in 2011 less than 5% of households had four or more cars [32].

[32] The 1981 and 1991 Censuses only measured the availability of 0, 1, 2, 3+ cars/vans in household; the 2001 and 2011 Censuses measured 0, 1, 2, 3 4+ cars/vans in a household. Therefore for Figure 6, the statistics for 3 and 4+ cars/vans from the 2001 and 2011 Censuses have been combined to show a comparison with the earlier Census results

3.7.6 83% of households have access to 1–3 cars (2011 census), therefore the residential car parking standards will focus on this level of car parking provision.

FIGURE 10: THE GROWTH IN NUMBERS OF CARS / VANS PER HOUSEHOLD 1981-2011



3.8 Comparison with Essex districts

3.8.1 When compared to the rest of Essex[33], only Uttlesford District has a lower proportion of households with no car / van. This shows that residents in Maldon District are heavily reliant on cars / vans, to access employment, education and everyday services.

TABLE 2: PERCENTAGES OF HOUSEHOLDS WITHOUT ACCESS TO A CAR / VAN IN ESSEX LOCAL AUTHORITIES (2011)

LOCAL AUTHORITY AREA	% OF HOUSEHOLDS WITH NO CAR / VAN IN HOUSEHOLD
Essex	18.0%
Uttlesford	10.1%
Maldon	12.6%
Rochford	14.5%
Brentwood	14.9%
Epping Forest	15.3%
Chelmsford	15.7%
Braintree	16.2%
Castle Point	16.8%
Colchester	20.6%
Basildon	21.9%
Tendring	23.4%
Harlow	24.9%

[33] Essex, excluding Thurrock and Southend-on-Sea unitary authorities

3.8.2 When compared to Essex overall, it is clear that in the District there are significantly fewer households with no car / van and a significantly higher proportion of households with two cars.

TABLE 3
CAR / VAN AVAILABILITY LEVELS, COMPARISON OF MALDON DISTRICT WITH ESSEX (2011)

NUMBER OF VEHICLES	ESSEX	MALDON
No car / van in household	18.0%	12.6%
1 car / van in household	42.1%	37.3%
2 cars / vans in household	29.6%	35.4%
3 cars / vans in household	7.4%	10.1%
4 cars / vans in household	3.0%	4.7%

3.9 Ward level

3.9.1 At the ward level, the three wards with the highest proportion of households with no access to a car or van are in Maldon and Burnham-on-Crouch: 28.9% of households in Maldon North do not have access to a car, as do 25.1% of households in Maldon East and 20.6% in Burnham-on-Crouch South wards. In comparison, in the rural areas fewer households do not have access to a car. The lowest proportion of households with no car / van can be found in the wards of Purleigh (3.87%), Wickham Bishops and Woodham (5.49%) and Great Totham (6.09%). The table in Appendix 1 shows the numbers of cars / vans available to households in the different Wards in Maldon District.

3.9.2 However, this urban / rural split is not reflected in the proportion of households with access to one car. Although households in Burnham-on-Crouch South have one of the highest levels of households without a car, it also has the highest proportion of households with access to one car at 46% of households.The picture is similar in Maldon North where 44.5% of households have access to one car and 43% in Maldon East.

3.9.3 Car ownership rates vary across different Wards in the District, from one car per household in Maldon North to two cars per household in Purleigh and Wickham Bishops and Woodham (rounded) (TABLE 4). As there are multiple influences on car ownership levels (see para 3.1.7), it is not possible to identify why there are fewer cars per household in one Ward compared to another.

TABLE 4:
NUMBER OF CARS / VANS PER HOUSEHOLD – COUNTY–DISTRICT–WARD COMPARISON

2011 CENSUS	NUMBER OF CARS PER HOUSEHOLD	
Essex	1.37	
Maldon District	1.60	
WARD		
Maldon North	1.06	Below District Average
Maldon East	1.16	
Burnham-on-Crouch South	1.23	
Heybridge West	1.43	
Maldon South	1.49	
Burnham-on-Crouch North	1.49	
Southminster	1.56	District average
Maldon West	1.57	
Tollesbury	1.62	
Heybridge East	1.63	
Tolleshunt D'Arcy	1.78	Above District average
Althorne	1.83	
Great Totham	1.85	
Tillingham	1.86	
Mayland	1.86	
Wickham Bishops & Woodham	1.96	
Purleigh	2.07	

3.9.4 It is considered that journey destinations have the greatest influence upon the mode of transport used, which should not be confused with the desire for residential car ownership (and parking spaces at the point of residence). Due to the number of cars available to households in the 2011 Census, the increase in car ownership year on year since then [34] , and the reliance of residents on private cars to access employment, education and everyday services, the expectation is that all new dwellings will have at least one allocated car parking space each.

3.9.5 In exceptional circumstances, provision below the standards may be allowed, if justified by robust evidence (for example, in town centres, in areas within easy walking distance of regular public transport). In these circumstances, reduced parking provision is to be accompanied by other demand management measures, such as the provision of high quality cycling facilities and proactive travel plans.

3.10 Maldon Town Centre ARU student project

3.10.1 In the autumn / winter 2017/18, in partnership with ARU, the District Council, hosted two groups of ARU MSc students who undertook projects into car parking in the town. The brief was to assess the impact of parking on the urban environment in the environs of Maldon Town Centre and to suggest solutions. The first project focussed on the town centre and the surrounding residential areas. The second project focussed on The Causeway, the main commercial and employment area in

[34] DfT table VEH0101, https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#table-veh0105

Maldon / Heybridge. Site surveys and data research were used to identify parking related issues in the study area. This research was combined with reviews of best practice to identify potential options that could relieve the car parking issues identified. The project groups put forward a wide range of options, from site specific works, to improving existing public transport and cycling facilities, to car park expansion and management options. The main findings are listed below.

Maldon town centre and surrounding residential areas[35] .

Town centre car parks

- There are currently sufficient town centre car parking facilities for visitors (16% spare capacity when surveyed)
- Cost of town centre car parking is perceived as too expensive; resulting in on-street parking within residential areas
- There are inconsistencies in the design of the town centre car parks
- Maintenance issues identified; car park signposting needs improving

On street parking

- On-street parking in residential areas is one of the main issues identified
- Residents are highly car dependent
- Residential roads are narrow due to the age of the town
- The majority of Maldon was built during an era of low car ownership; there is a lack of on-plot residential parking
- Levels of on-street parking in residential areas are exacerbated by town centre workers / visitors parking in residential areas
- The level of on-street parking affects highway safety and has an adverse visual impact on the public realm

Connectivity

- Bus services are limited and infrequent
- Highest average public transport time in Essex
- Historic road network limits the potential for introducing cycle lanes
- Cycle parking facilities are difficult to find and require better signposting
- Causeway, Town Centre and Promenade Park are not well connected

Causeway area[36]

- There is reasonable local bus connectivity on the Causeway.However, onward routes are limited, irregular or indirect, meaning visitors from afar are likely to prefer to do so by car
- The bus stops on the Causeway are generally quite primitive and this is likely to contribute to a negative perception of using public transport

[35] Anderson, M., Gordon, V., Nalule, H., Wooler, H.,(2018), Maldon – The role parking plays in shaping sense of place within the Town Centre & Hinterland areas. (unpublished)

[36] Chamberlain, N., Goodman, D., and Preston, X., (2018), Maldon Causeway Parking Study (unpublished)

- The principal access onto the Causeway from the town centre has a significant gradient when reduces its accessibility for pedestrians
- The pavements along the Causeway are generally very narrow reducing their usability for mobility scooters and pushchairs. Choke points are common which exaggerate this narrowness even further
- There are very few pedestrian crossings available in the Causeway and the majority that do exist are traffic islands without vehicle stopping mechanisms
- There majority of roads along the Causeway are not cyclist friendly and lack designated cycle paths, meaning cyclists have to compete with vehicle drivers including a high number of HGVs
- There is a lack of safe and secure cycle parking facilities within the Causeway area which may contribute to visitor behaviour in preference of car usage
- On weekdays, there is a high level of car park usage with private car parks approaching or at capacity
- Some private car parks are inefficiently used, with areas of hard-standing dedicated to industrial storage
- High levels of car park usage contribute to on-street and illegal parking. At weekends, there is an abundance of surplus car parking available on private land. However, this is not made available to general public
- The very limited provision of electric vehicle charging points creates a considerable barrier for those wishing to access the Causeway in an electric vehicle
- High levels of on-street parking and parking on vacant land detracts from the overall quality of the public realm
- A high concentration of street-side car parks, motor sales and servicing business along the northern parts of the Causeway contribute to a cluttered and poor quality street scene
- Heavy goods vehicles have a tendency to mount the kerb and obstruct the free-flow of the road and pavements, detracting from the visual enjoyment of the area

3.10.2 This research, in combination with other elements of the evidence base has helped to inform the contents of the SPD in the following ways:

- Minimum residential car parking standards
- Encouragement for electric charge point retro-fitting
- New standard for electric charge point provision
- Revision of car parking bay sizes where charging points are provided
- Improvements to cycle parking facilities
- Encouragement of shared-use of car parks
- On-site car parking provision sufficient to avoid on-street parking
- Provision for commercial deliveries within sites, to avoid loading / unloading on the highway

3.11 Ultra-low emission vehicles

3.11.1 The Department for Transport uses the term 'ultra-low emission vehicles' (ULEV) to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles, and includes all vehicles with fully electric power and cars and vans with tail-pipe emissions below 75g/km of CO2. In 2017 the Government announced a ban on the sale of fossil fuel vehicles from 2040 onwards. It is appropriate, therefore, that the infrastructure is put in place now in new development to cater for the future demand from alternative fuel vehicles, in particular electric vehicle charging points.

3.11.2 At the end of 2011 there were only 2,315 ULEVs (all vehicles) registered in the UK. By December 2017 this had grown to 129,094 vehicles. The UK is now one of the market leaders in the take up Electric Vehicles; in Europe only Norway has more electric vehicles (2017)[37]. Registration of new ULEVs have grown from 1,330 ULEVs in 2010; to over 53,000 registered by 2017[38]. It is predicted that there will be one million electric cars in the UK by the end of 2022, accounting for around 10% of all new registrations. Forecasts suggest that by 2025 25% of new cars will be electric, growing to 60% in 2030[39].

3.11.3 Although the number of ULEVs registered in the District is still low (c. 100 vehicles in 2018)[40] with the Government's decision to phase out the manufacturing of new petrol / diesel cars, improved technology, tax / financial incentives for owning ULEVs, and changing public attitudes, it is expected that the number of ULEVs in the District will grow significantly in the future.

3.11.4 There are currently three speeds available for electric vehicle charging – trickle (3kw), fast (7kw) and rapid (40kw+). Battery prices have fallen significantly in recent years and the recent introduction of larger 40kw batteries in more affordable family cars has reduced the practicality of trickle charging, since charging times can easily exceed 12 hours. Therefore trickle charging is not recommended for use. Innovation and technology will continue to develop and battery sizes will get increasingly larger to meet the demand for longer range electric vehicles. The price of charging units has also fallen, increasing the financial viability of fast 7kw chargers, in residential and retail developments. A number of new styles of charging unit eg wall mounted, have increased the ease with which they can be integrated into new housing developments. This suggests that it may be more viable and practical for residents to own an electric charging vehicle in the future.

3.11.5 Therefore, this SPD includes standards for the provision of fast charging points in new developments, particular at the workplace and locations that attract short term visits.

Further information

- Office for Low Emission Vehicles website – includes information on ULEVs, grant schemes and charging point installation, https://www.gov.uk/government/organisations/office-for-low-emission-vehicles
- UK Power Networks, 2018, Electric Vehicles and the Grid, https://www.ukpowernetworks.co.uk/internet/en/have-your-say/documents/EV%20Presentation_2018.03.13_V0.1

[37] UK Power Networks, 2018, Electric Vehicles and the Grid, https://www.ukpowernetworks.co.uk/internet/en/have-your-say/documents/EV%20Presentation_2018.03.13_V0.1

[38] DfT, Table VEH0170, Ultra-low emission vehicles (ULEV) registered for the first time, United Kingdom, quarterly from 2010 Q1, whole year data. Includes: Plug-in-Grant Eligible Cars, Plug-in-Non Grant Eligible Cars, Non Plug-in Cars, Quadricycles, Motor cycles & tricycles, Plug-in Grant Eligible Vans, Plug-in Non Grant Eligible Vans, Non Plug-in Vans, Heavy goods, Buses and coaches, and other vehicles. www.gov.uk/government/collections/vehicles-statistics

[39] Chargepoint, 2018, UK on course for 60% of new cars to be electric by 2030

[40] DfT, Table VEH0131, Plug-in cars, vans and quadricycles licensed at the end of quarter, UK, by local authority of registered keeper from 2011 Q4, www.gov.uk/government/collections/vehicles-statistics

3.12 Powered two-wheeled vehicles

3.12.1 Encouraging the use of powered two-wheeled vehicles (PTW)(motorcycles, scooters and mopeds) is a contentious issue, both from highway safety and public amenity viewpoints. 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.

3.12.2 Department for Transport statistics show that the ratio between motorcycle and car ownership is approximately 1:25 [41]. The DfT statistical release Vehicle Licensing Statistics: Annual 2017[42] shows that in the last 20 years, the numbers of motorbikes / powered two wheelers has grown from 0.8m to 1.2m (equivalent to an increase of 20,000 vehicles pa nationally). This equates to 3.2% of all licensed vehicles in Great Britain (as at end of 2017 there were 37.7m vehicles in total).
In 2017, 3.7% of all new vehicles registered were motorbikes. Therefore, providing motorbike parking at the ratio of one space to every 25 car parking spaces (4%) (which is in addition to the car parking provision) is appropriate.

3.12.3 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. 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.

3.13 Size of vehicles

3.13.1 Cars are getting larger, and drivers can find it increasingly difficult to park in older style parking bays. This increase in car dimensions can be demonstrated by looking at the Top 5 most popular models of car in 2017. For example, at 1,519,996 cars, the Fiesta is the most common licensed car in the UK. Over the 40 years since it was first introduced, it has increased in size by almost 41cm lengthwise and by 16cm in width.

TABLE 5: INCREASES IN CAR DIMENSIONS (mm) FOR THE TOP 5 MOST POPULAR MODELS OF CAR

MAKE	Ford	Ford	Vauxhall	Volkswagen	Vauxhall	
MODEL [43]	Fiesta	Focus	Corsa	Golf	Astra	
YEAR MODEL INTRODUCED	1977	1998	1983	1981	1984	
LENGTH [44]	3632	41152	3817	3987	3987	
WIDTH WITHOUT DOOR MIRRORS	1574	1700	1532	1676	1676	
YEAR (CURRENT MODEL)	2017	2015	2014	1027	2016	
LENGTH	4040	4360	4021	4258	4370	
WIDTH WITH DOOR MIRRORS	1735	1823	1736	1790	1809	
INCREASE LENGTH	408 (11.2%)	208 (5%)	399 (11%)	271 (6.8%)	383 (9.6%)	AV. 334 mm
INCREASE WIDTH	161 (10.2%)	123 (10.2%)	204 (13.3%)	114 (6.8%)	133 (7.9%)	AV.147 mm

[41] DfT Table VEH0101, Licensed vehicles at the end of the quarter by body type, Great Britain from 1994 Q1; also United Kingdom from 2014 Q3 www.gov.uk/government/collections/vehicles-statistics

[42] Vehicle Licensing Statistics Annual 2017, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/699229/vehicle-licensing-statistics-2017.pdf)

[43] DfT - Table VEH0128 - Licensed Cars by make and generic model name in most popular order, Great Britain, annually: 1994 to 2007, quarterly from 2008 Q3; United Kingdom from 2014 Q4 www.gov.uk/government/collections/vehicles-statistics

[44] Vehicle size data from: www.automobiledimension.com, www.carfolio.com; www.cars-data.com

3.13.2 In 2017 there were over 31 million cars licensed in the UK (DfT) [45]. The Top 30 most popular models make up 37% of cars licensed 46. These range in size from the Fiat 500 to the Range Rover. TABLE 7 shows the average length and width of the top 10/20/30 most popular models of car. Interestingly, the average size of the Top 10 most popular ULEVs are significantly larger than the average size of the Top 30 most popular vehicle models.

TABLE 6: AVERAGE LENGTH AND WIDTH OF THE TOP 10/20/30 MOST POPULAR VEHICLE MODELS AND THE TOP 10 MOST POPULAR ULEVS

2017 Q3 [47]	TOTAL NO. CARS	AVERAGE LENGTH (mm) [48]	AVERAGE WIDTH (WITHOUT WING MIRRORS)(mm)
Top 10 models	8,879,869	4272	1771
Top 20 models	12,717,331	4322	1782
Top 30 models	13,982,329	4326	1782
Top 10 ULEV models	37,476	4627	1850

3.13.3. Due to the increase in car sizes, the preferred parking bay size has been increased in this SPD, to 2.9m x 5.5m to align with that in the EPOA Essex Vehicle Parking Standards (2009) and the Essex Design Guide (2018).

3.14 Garage usage

3.14.1 In 2014 the RAC found that over 60% of motorists do not use their garage for storing their car, and estimate that half the garages in Britain are not used for their intended purpose [49]. In older residential developments, this may be due to inadequate internal garage dimensions, or awkward siting on the plot, resulting in difficulty in manoeuvring into and out of the garage. In some cases, this has led householders to parking at right angles across the garage doors, in order to fit an additional vehicle onto the driveway. Modern development styles, however, have meant that garages are now larger, and access is now more direct and straightforward. However, on newer developments, there are significant numbers of cars parked on driveways, or on the roadway in front of the house instead of in the garage. This may indicate that other factors are influencing parking behaviour, such as the type of vehicles owned, garage dimensions or door widths limiting the size of vehicles that can be accommodated, distance to the dwelling's front door, garages being used for alternative uses, or personal driver preference.

3.14.2 Therefore, for garages to count towards the car parking provision on new developments, garages must meet the minimum internal dimensions in this SPD. Developers will need to demonstrate that garage internal dimensions and door widths can accommodate a range of vehicle types.

[45] DfT Table Table VEH0101Licensed vehicles at the end of the quarter by body type, Great Britain from 1994 Q1; also United Kingdom from 2014 Q3 www.gov.uk/government/collections/vehicles-statistics

[46] DfT Table Table VEH0128 www.gov.uk/government/collections/vehicles-statistics

[47] DfT Table VEH0128 & DfT Table VEH0170 Top 10 models of Ultra-low emission vehicles (ULEV)[1] registered for the first time, United Kingdom, 2016 Q3 to 2017 Q3 www.gov.uk/government/collections/vehicles-statistics

[48] Vehicle size data from: www.automobiledimension.com

[49] https://www.dailymail.co.uk/news/article-2641973/End-road-garage-Half-Britains-motorists-use-theirs-store-household-clutter-average-holding-1-650-stuff.html
https://www.rac.co.uk/drive/news/motoring-news/garages-no-longer-home-to-cars/

3.15 Visitor parking

3.15.1 On housing developments, visitor spaces provide options for residents to accommodate visitors (including health & social care professionals, deliveries etc), and for sites to accommodate changes in family generation cycles. The introduction of visitor parking spaces, in addition to the main parking standard requirement, can provide sufficient numbers of unallocated parking spaces to give more flexibility to the developments over the long term, which initially, can result in some spare parking capacity.

3.15.2 Designing streets so that they can accommodate on-street visitor parking can benefit residents by reducing the likelihood of anti-social parking. Visitors' parking spaces are needed most where residents have a limited number of allocated parking spaces.

3.15.3 Therefore this SPD will include standards for the provision of visitor spaces in residential developments.

3.16 Method of travel to work

3.16.1 The 2011 Census shows that in Maldon District 77.3% of working age people travelling to work[50] did so either as a driver or passenger in a car / van. Whilst only 8.3% commuted by train, and 1.7% did so by bus. More people travelled to work by bicycle (2%) than by bus. This highlights residents' reliance on cars / vans for accessing employment and the importance pf providing adequate car / cycle parking at the work place.

TABLE 7 METHOD OF TRAVEL TO WORK MALDON DISTRICT (2011 CENSUS)

METHOD OF TRAVEL TO WORK	DAILY NUMBER
All categories: Method of travel to work	45,406
Work mainly at or from home	2,230
Underground, metro, light rail, tram	66
Train	2,339
Bus, minibus or coach	474
Taxi	79
Motorcycle, scooter or moped	194
Driving a car or van	20,406
Passenger in a car or van	1,299
Bicycle	558
On foot	2,453
Other method of travel to work	194
Not in employment	15,114

3.16.2 In a rural district, where there is limited access to public transport, there is a tension between the ambition to encourage more people to use public transport to access employment, and the reality that most people use a car to get to and from work.

3.16.3 Creating functional developments that have sufficient staff and visitor car parking and cycle parking to ensure that there is not an impact on the local road network, through on-street parking, needs to be balanced with promoting good design and using land efficiently. Employment density has been found to be more closely aligned to the type of activity undertaken within the property rather than its location or building type.[51]

[50] Ie. Not working from home or not in employment

[51] Homes & Communities Agency, 2015, Employment Density Guide 3rd ed. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_density_guide_3rd_edition.pdf

Therefore, the Homes and Communities Agency Employment Density Guide (2015) has been used to sense-check the proposed levels of staff car and cycle parking in this SPD.

3.16.4 In light of the above, and the change in emphasis in the NPPF away from maximum parking standards, this SPD contains recommended parking standards for non-residential development. Car parking provision should be complemented by other demand management measures, such as the provision of high quality cycling facilities and proactive travel plans to encourage more use of sustainable transport.



4 Maldon Parking Standards

4.1 When does this guidance apply?

4.1.1 The parking standards will apply to all developments for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential gross external floorspace.

4.1.2 If a planning application for extension, alterations or change of use (residential and non-residential) will result in an increase in the car parking demand from the development, then the impact of the development on parking will be a material consideration, and additional parking spaces may be sought to ensure that a suitable level of parking provision is made. It is not expected that new development will rectify existing parking deficiencies, unless it is the developer's intention to do so.

4.1.3 Where mixed use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements where it can be demonstrated that the relevant standards are met.

4.1.4 Proposals for larger schemes will be assessed against the criteria and thresholds set out for travel plans and transport assessments.

4.1.5 A summary of the vehicle parking standards is available at Appendix 2.

4.2 Transport assessments and travel plans

4.2.1 A transport assessment is a comprehensive and systematic process that sets out the transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. A transport statement (TS): a simplified version of a transport assessment (TA) for a development proposal that does not require submission of a full TA.

4.2.2 A travel plan is an integrated package of actions and measures aimed at reducing the role of single occupancy car journeys to and from a development. This could be through the introduction of sustainable travel information, incentives and travel demand management measures (for example, flexible working and working from home). The developer would be expected to fund the monitoring and development of the travel plan over time.

4.2.3 Where possible, a company or site travel plan should be integrated with other travel plans to create economies of scale and achieve greater benefits through more significant measures.

4.2.4 A transport assessment / statement must be submitted with all planning applications exceeding the thresholds set out in TABLE 8.

TABLE 8:
ECC TRANSPORT ASSESSMENT (TA) / TRANSPORT STATEMENT (TS) GUIDELINE THRESHOLDS: [52]

USE	THRESHOLD FOR TRANSPORT STATEMENT	THRESHOLD FOR TRANSPORT ASSESSMENT
A1 Food retail	250 – 800m^2	>800m^2
A1 Non-food retail	800 – 1500m^2	>1500m^2
A2 financial and professional services	1000 – 2500m^2	>2,500m^2
A3 restaurants and cafes	300 – 2500m^2	>2,500m^2
A4 drinking establishments	300 – 600m^2	>600m^2
A5 hot food takeaway	250 – 500m^2	>500m^2
B1 business	1500 – 2500m^2	>2,500m^2
B2 general industry	2500 – 4000m^2	>4,000m^2
B8 storage and distribution	3000 – 5000m^2	>5,000m^2
C1 Hotels	75 – 100 bedrooms	>100 bedrooms
C2 residential – hospital, nursing homes	30 – 50 beds	>50 beds
C2 residential – education	50 – 150 students	>150 students
C2 residential – institution hostel	250 – 400 residents	>400 residents
C3 Residential	25 – 50 units	>50 units
D1 non-residential institutions	500 – 1000m^2	>1000m^2
Primary and secondary education	School TS where an increase in staff / pupil numbers is proposed	Any new school
Higher and further education	0 – 50 pcus	>50 pcus
Others	Discuss with Local Highways Authority	

pcus = passenger car units

Further information:

- Essex County Council Sustainable Travel Plans https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Pages/Sustainable-Travel.aspx
- ECC Development Management Policies 2011 https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Development_Management_Policies.pdf
- Essex County Council's Sustainable Modes of Travel Strategy 2017 https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Sustainable_Modes_of_Travel_Strategy.pdf
- MHCLG, Travel Plans, Transport Assessments and Statements https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

[52] ECC Development Management Policies 2011 https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Development_Management_Policies.pdf

4.3 Parking bay sizes

4.3.1 The preferred size of a car parking bay is 2.9m x 5.5m. This provides sufficient space to accommodate most modern cars and provides sufficient room for door opening and pedestrian access to the side. Where parking space(s) are provided in front of a garage, an additional 0.5 is required to allow the opening of a garage door. Smaller bays will not be considered a usable parking space.

4.3.2 A parking space capable of use by disabled people must be at least 3.6m wide, or adjacent to an area on the same level, such as a lowered footway, containing at least a 1.2.m-wide space for getting in and out of vehicles.

4.3.3 Where a parking space includes a EV charging point within the parking bay, the length of the bay needs to be increased by 0.2m, to ensure that the length of the bay will be suitable for a range of vehicle sizes and types.

TABLE 9: PARKING BAY SIZES

TYPE OF PARKING BAY	DIMENSIONS (WIDTH / LENGTH)
Parking bay	2.9m x 5.5m
Parking bay that has an EV charging point located within the footprint of the bay	2.9m x 5.7m
Parking bay in front of a garage to allow the opening of a garage door	2.9m x 6m
Parallel parking bay – on a highway where there is a footway	2m x 6m
Parallel parking bay – on a highway where there is no footway	2.5m x 6m
A parking bay for people with disabilities (note: parking bay and transfer area must be on the same level).	3.6m x 6m
Extended car parking space for people with disabilities using converted commercial vehicles	4.8m x 8m
Parking bay for:	
Vans	3.5m x 8m
Rigid lorries	4m x 12m
Articulated lorries	5m x 18m

4.4 Residential parking standards

4.4.1 The adopted Maldon District Design Guide (SPD 2017) provides detailed guidance on the design and layout of parking spaces. The design and layout of parking spaces in developments are expected to follow the design principles set out in the Maldon District Design Guide. Where the development proposal is within an area covered by a Strategic Masterplan Framework, then that Framework and the associated Design Codes will take precedence over the Maldon District Design Guide.

4.4.2. With the exception of small residential developments, visitor parking will normally need to be incorporated within a planning proposal. Generally, unallocated visitor parking should be provided in a clearly separate group to avoid the potential for residents ‘adopting’ spaces near to their properties. Where a significant proportion of the total parking stock for an area is unallocated; or in locations such as town centres with good accessibility by non-car modes and where on street parking is controlled, lower levels of provision are set out in the standards.

4.4.3 For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.

TABLE 10 RESIDENTIAL PARKING STANDARDS

	NUMBER OF CAR PARKING SPACES (MINIMUM)
One bedroom dwelling	1
Two bedroom dwelling	
Three bedroom dwelling	2
Four+ bedroom dwelling	3
Independent living / retirement living (comprising self-contained dwellings)	Individual assessment / justification
Development with communal car parking allocated to each dwelling unit	1 visitor space per 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 remains genuinely communal	1 visitor space per 4 dwellings, including
1 disabled parking bay near the entrance to the building	
Housing developments >10 units	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
New build dwellings in town centres	Minimum of 1 car parking space per dwelling.
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 remains genuinely communal	No requirement to provide visitor spaces

4.5 Garages and car ports



4.5.1 For garages to be effective at providing, and being used as, parking spaces, they will need to be of sufficient size to accommodate a modern car and to allow room for storage, particularly for cycles. Therefore, the minimum internal size of a garage, when contributing towards parking provision is 3m x 7m. In addition, developers will need to demonstrate that garage door widths can accommodate a range of vehicle sizes.

4.5.2 Facilities should be provided for charging electric cars, mobility vehicles and other similar vehicles (where appropriate) and mains power and lighting provided.

4.5.3 Carports are less likely to be used for storage and therefore can fully count towards parking provision without including a storage allowance. This will allow room for a modern car to be parked and still allow room for access down the side of the vehicle.

TABLE 11 GARAGE / CARPORT SIZE STANDARDS

TYPE OF GARAGE / CARPORT	INTERNAL DIMENSIONS (WIDTH / LENGTH)
1 car garage	3m x 7m
2 car double garage	6m x 7m
2 car tandem garage	3m x 13m
Car port for 1 car	3m x 6m

4.6 Non residential parking standards

4.6.1 Where non-residential development is located as follows, the expectation will be that there is sufficient parking provision for staff and visitors within the site, to ensure that the operation of the development does not negatively impact on the surrounding road network or result in on-street parking:

- Outside a town centre where there is available public car parking
- Is not within 960m (12 minutes) walk of a train station
- Is not within 640m (8 minutes) walk of a bus stop with a regular bus service

4.6.2 More or less parking than these standards may be justifiable and acceptable where other material considerations are taken into account, such as the need to maintain an active ground floor frontage, conservation area, the availability of alternative parking facilities, other viable modes of transport, design issues including the physical constraints of a site, the development's operational requirements, proposed Travel Plan measures and target consumers.

4.6.3 For non-residential development proposed with reduced parking provision, and where there are no suitable on-street restrictions, the applicant may be asked to undertake a parking beat survey, as part of any planning submission to support their proposal. Such surveys identify on-street and off-street parking trends, which can be used to determine lengths of stay, capacity, and usage of available parking spaces. They can also be used to measure the use of parking permits and pay and display parking bays, as well as measuring parking demand and stress in controlled and uncontrolled areas. The outputs of such surveys help demonstrate the local level of on-street parking and how development proposals' impact can be assessed accordingly.

4.6.4 For mixed use schemes, it will be necessary to calculate the amount of parking required for each element of the scheme. For example, for live-work units, the residential car parking will be as per the residential car parking standards; the employee / customer parking will be based on the car parking requirement for B1c developments.

TABLE 12: EXAMPLE OF THE VEHICLE PARKING REQUIREMENTS FOR A MIXED USE DEVELOPMENT (NOT IN A TOWN OR LOCAL CENTRE):

USE	QUANTITY/SIZE	STANDARD	NO OF SPACES
Residential	25 2-bed flats	2 spaces per flat, plus 1 visitor space for every 4 flats	56
Retail A1	200 sqm	1 space per 20 sqm	10
Restaurant A3	200 sqm	1 space per 5 sqm	40
Offices B1(a)	300 sqm	1 space per 20 sqm	15
		TOTAL	121

4.6.5 Where there is a mixed use development which operates at different times of the day then a trade-off between the parking requirements may be made to enable a more efficient use of space eg shops open during the day and a theatre that is open during the evenings. This judgement will be made on a case by case basis subject to the offer of goods proposed and the on-going management arrangements.

4.6.6 The number of parking spaces for any given development is related to gross floor area (gfa), unless otherwise stated. Thus, for a development that has a gross floor space of 450m2 and where the car-parking standard is 1 space per 20m^2 gfa, the calculation gives a nominal provision of 22.5 spaces (450/20). This figure would be rounded up for car parking to the nearest whole number, to give a provision of 23 spaces.

4.6.7 Where different uses are proposed as part of the same development (eg a pharmacy within a medical centre development) the car parking requirement for each element will be assessed separately (ie pharmacy assessed as an A1 use; Medical Centre assessed as a D1 use) with the results added together to reach the overall parking requirement for the development.

TABLE 13 NON-RESIDENTIAL CAR PARKING STANDARDS

USE CLASS	TYPE	DESCRIPTION	CAR PARKING (MIN)
A1	Shops	Units below 500m² within the town and district centres	Not required to provide parking
A1	Shops	Food and convenience retail	1 space per 14m²
A1	Shops	All other retail developments located outside town centres NOTE: retail parking to be provided as shared use where appropriate	1 space per 20m²
A2	Financial & Professional Services	Outside of town centre locations - financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies	1 space per 20m²
A3	Food & drink	Within town / district centre locations	Not required to provide parking
A3	Food & drink	Outside of town / district centre locations – restaurants, snack bars and cafes, for sale & consumption on the premises	1 space per 5m²
A3	Food & drink	Roadside restaurants (incl drive-through outlets)	1 space per 5m²
A3	Food & drink	Transport cafes	1 lorry space per 2m²
A4	Drinking establishments	Within town / district centre locations – Public houses, wine bars and other drinking establishments, but not nightclubs	Not required to provide parking
A4	Drinking establishments	Outside of town centre locations – public houses, wine bars and other drinking establishments, but not nightclubs houses,	1 space per 5m²
A5	Hot food takeaways	Within town / district centre locations – for sale & consumption of hot food off the premises	Not required to provide parking

USE CLASS	TYPE	DESCRIPTION	CAR PARKING (MIN)
A5	Hot food takeaways	Outside of town / district centre locations – for sale & consumption of hot food off the premises	1 space per 20m²
B1a	Business	Offices	1 space per 20m²
B1b	Business	Research & development	1 space per 50m²
B1c	Business	Light industry appropriate in a residential area Development restricted by planning condition to a use within Class B1 (c)	1 space per 50m²
B2	General industry	General Industry	1 space per 50m²
B2	General industry	Office floorspace exceeding 200m² or 20% of the floorspace of the building	As per B1a
B8	Storage & distribution	Warehouse storage, open air storage	1 space per 150m²
B8	Storage & distribution	Warehouse distribution	1 car space per 100m2
B8	Storage & distribution	Office floorspace exceeding 200m² or 20% of the floorspace of the building	As per B1a
C1	Hotels	Hotel with resident only restaurant facilities	1 staff space per 5 bedrooms; 1 space per bedroom
C1	Hotels	Hotel with non-resident restaurant (outside town centres)	1 staff space per 5 bedrooms; 1 space per bedroom or 1 space per 5m² of restaurant space whichever is the greater
C2	Residential Institutions	Residential care / nursing home	1 space per residential staff; 1 space per 2 other staff; 1 space per 3 bed spaces / dwelling units
C2	Residential institutions	Hospitals	Individual assessment / justification
C2	Residential institutions	Residential education establishments	1 space per residential staff; 1 space per 2 other staff (any parking for students with vehicles should be provided within this figure), or individual assessment / justification
D1	Non-residential institutions	Medical centre	1 space per full-time staff; 2 spaces per consulting room; or individual assessment / justification
D1	Non-residential institutions	Day care centres	1 space per full time staff; 1 space per 4 persons attending
D1	Non-residential institutions	Creches / nurseries	1 space per full-time staff

USE CLASS	TYPE	DESCRIPTION	CAR PARKING (MIN)
D1	Non-residential institutions	Schools (primary & secondary education)	1 space per Full Time Equivalent (FTE) teaching staff; 2 spaces per 3 FTE non-teaching staff, or individual assessment / justification
D1	Non-residential institutions	Schools (further & higher education)	1 space per daytime teaching staff; 1 space per 15 students; or individual assessment / justification
D1	Non-residential institutions	Libraries / art galleries / museums / public halls / places of worship	Within town centres - no parking requirement; Outside town centres 1 space per 25m²
D2	Assembly & Leisure	Cinemas, concert halls, bingo halls, dance halls	Within town centres: No parking requirement. Outside town centres: 1 staff parking space per 200m², 1 space per 5 licensed persons / seats
D2	Assembly & leisure	Other sport & recreational uses included in Use Class D2	A maximum of 1 space per 22m² of gross floor space or individual
Sui generis		Caravan park / camping site	1 space per pitch, 1 space per residential staff, 1 space per 2 other staff
Sui generis		Marina	1 space per 2 mooring berths; 1 space per 2 staff
Sui generis		Conference facilities & theatres	Within town centres: No parking requirement. Outside of town centre: 1 space per 2 staff;1 per 5 licensed persons / seats, or individual assessment / justification
Sui generis		Stadia	Individual assessment / justification
Sui generis		Cash & carry and other retail warehouses, and garden centres	1 space per 20m²
Sui generis		Petrol filling station	1 space per 14m² retail space
Sui generis		Motor service centre / vehicle repair / exhaust & tyre centres	1 space per staff, 3 customer spaces per service / repair bay
Sui generis		Motor vehicles showroom / sales	1 space per 45m² display area
Sui generis		Taxi or vehicle hire	1 space per staff member permanently deployed at registered base site; 1 space per 5 registered vehicles

USE CLASS	TYPE	DESCRIPTION	CAR PARKING (MIN)
Sui generis		Recycling centre	1 space per staff; waiting facilities for users of the site
Sui generis		Transport interchange	On merit, in relation to location and level of service
Sui generis and all other uses not mentioned above			Individual assessment / justification

4.7 On-street parking

4.7.1 Car parking can dominate. Work with the ARU highlighted that in parts of Maldon on-street parking had a significant and dominant visual impact on the environment and visitor experience. It can lead to congestion and road accidents, although it also acts to a traffic calming measure.

4.7.2 It may not be appropriate to lower parking provision simply because there is capacity for parking on the immediate road network. This approach can individually or cumulatively alter and detrimentally affect the character and visual amenity of an area and may be considered unacceptable. Particular attention should be given to developments which convert dwellings into flats as although the amount of development does not increase, the intensity of use does.

4.7.3 Where residential parking schemes exist (ie Residential Parking Permit Zones), occupants of new developments will not be eligible for permits. Therefore, new residential development on streets covered by residential parking permits will be expected to provide adequate on-plot parking provision.

4.7.4 If on-street parking is intrinsic to the character of the area, the main concern will relate to additional capacity. If sufficient, safe, or appropriate parking is not available on-plot or within the vicinity then indiscriminate parking will occur, resulting in highway safety issues or inappropriate parking on grass verges. The general presumption is that sufficient parking should be provided within the development site and reliance should not be made of on-street parking unless it has been appropriately designed in from the start (eg unallocated visitor spaces in new large residential developments).[53]

4.8 Commercial vehicle, coach and emergency vehicle access

4.8.1 Commercial vehicles are regarded as those vehicles delivering goods to or removing goods from premises, including refuse collection vehicles. It is recognised that servicing requirements may be unique to a particular site however, with increasing use of online shopping, trips by commercial vehicles are more frequently made to residential areas. Commercial traffic varies with the type of enterprise within a given use class (eg the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket).

[53] Further guidance can be found in the MDDG C10 pg 32, and in the Strategic Master Plans and Design Codes for the Garden Suburbs.

4.8.2 The developer should analyse their site's own commercial vehicles requirements and should demonstrate that the development adequately provides for commercial vehicles; such as vehicle accommodation, loading, unloading and turning, signing and road marking. For new non-residential development, provision for loading / unloading is to be made within the site, to avoid such activities occurring on the public highway.

4.8.3 Developments likely to generate coach traffic should provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers and their luggage as well as appropriate turning facilities (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration pedestrian safety).

4.8.4 When considering the parking requirements for commercial and passenger carrying vehicles, applicants / developers must demonstrate that the proposed parking / drop off and pick up points will be sufficient for the planned level of activity, that the access to the site, size and number of spaces and a space available within the curtilage is adequate for the largest vehicles that might use / visit the development. The onus will be on the developer to demonstrate that the development has the appropriate level of provision.

4.8.5 Developments that attract large numbers of people (eg schools, entertainment / recreational venues, etc) or cater for people with health needs (eg health and social care facilities, residential care homes, etc) must provide sufficient manoeuvring space, close to the main building / entrance to enable ambulance access and egress in a forward gear. Designing with emergency access in mind will reduce problems associated with deliveries, removals and refuse collection. Except for schools [54] , drop off- pick up points should be provided near the main entrance and can be in the form of shared space with other development.

4.8.6 The applicant must demonstrate, through either a Travel Assessment or appropriate supporting documentation, that access / deliveries to the site can be made safely in terms of pedestrian safety, on site and off site highway considerations and without causing undue disruption and noise.

Further information:

- Maldon District Design Guide / Planning & Waste Management Technical Document https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2
- ECC Highways Technical Manual https://www.essexdesignguide.co.uk/design-details/highways-technical-manual/

4.9 Parking for people with disabilities

4.9.1 In residential development the parking and site layout must permit access to the property for persons with mobility difficulties, using wheelchairs or mobility scooters, and for prams and cycles. Disabled spaces should usually be located as close to the entrance to the destination point as possible and dropped kerbs should be provided to enable easy access from disabled parking bays to / from the footway.

[54] ECC does not encourage the provision of drop-off/pick-up points near the main entrance or within schools grounds. See the Essex County Council Developers' Guide to Infrastructure Contributions Revised Edition 2016 - https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Developers-guide.pdf



4.9.2 Residential developments for elderly persons and other developments which are likely to be used by people with disabilities (eg independent living, residential care homes, health care facilities. [55]) may require a higher provision of disabled spaces. Sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

4.9.3 In non-residential development, parking should be designed and allocated for disabled users to meet demand and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and preferably under cover. Where development is likely to attract visitors with disabilities (eg health and social care facilities, care homes) a higher proportion of disabled parking bays may need to be provided.

TABLE 14 PARKING FOR PEOPLE WITH DISABILITIES

RESIDENTIAL DEVELOPMENT	DISABLED CAR PARKING SPACES (MINIMUM)
Individual dwelling(s) specifically designed for use by people with disabilities	1 disabled parking space per dwelling
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 remains genuinely communal	Minimum of 1 disabled parking bay near the entrance to the building At least 5% of parking spaces (rounded up)
Independent Living, retirement living, residential care homes etc	Provision above the minimum may need to be provided, based on an individual assessment of the development
NON-RESIDENTIAL	
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	
Employees and visitors to business premises	
Car park size over 200 bays	5% of car parking spaces (rounded up)
Shopping, recreation and leisure	5% of car parking spaces (rounded up)
Health & social care facilities	Provision above the minimum may need to be provided, based on an individual assessment of the development

4.10 Mobility scooters

4.10.1 In new specialist housing developments (eg independent living, care homes, retirement complexes, housing designed for people with disabilities) secure, undercover parking and electric charging points for mobility scooters should be provided in a convenient, accessible location at ground floor level. This particularly applies to flatted developments and older persons' housing where it may be difficult for occupants to charge scooters within the property itself.

[55] Department of Health, 2015, Health Technical Memorandum 07-03 NHS car-parking management: environment and sustainability 2015 edition (para 5.60) '…local planning conditions often stipulate a required number, and this averages around 4–6% of car-park capacity. However, NHS organisations should increase this figure, as it is likely that a higher percentage of disabled users will attend an NHS site compared with other sites'. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/481556/HTM0703NovemberUpdated.pdf

4.10.2 Ownership of mobility scooters is hard to predict and often underestimated, but as a minimum provide for a store to house one mobility scooter per five dwellings with a maximum of one ten-scooter store per development. Developers should consider allowing additional space in the scheme for conversion to future mobility scooter storage since ownership may exceed expectations. The provision should be adaptable, to allow for changes in needs over time.

4.10.3 When designing scooter stores, allow space at the side of every parking space for residents to dismount. To facilitate the safe movement of residents from their living quarters to the scooter store, space should be provided within the store for the storage of wheelchairs / walking aids when the scooter is in use. The store should open directly to the outside or into the main entrance, and also be accessed from inside the scheme. An external door should have all the same security provisions as the main entrance door. [56]

4.10.4 Where parking provision for residential development includes a garage that meets the minimum dimensions set out in this SPD, additional parking provision for electric scooters will not be required.

4.10.5 For other forms of developments which are likely to be used by people with disabilities (eg health and social care facilities) adequate provision for access, parking and charging of mobility vehicles in secure, weatherproof and accessible accommodation should be made. The amount of provision will be based on an individual assessment of the development proposed, target customers and likely demand.

TABLE 15 MOBILITY SCOOTER STORAGE PROVISION

TYPE OF DEVELOPMENT	MOBILITY SCOOTER STORAGE
Independent living / retirement complexes / residential care home	One mobility scooter space per five self-contained residential units or 1 / 5 residents communal establishments Maximum of one 10-scooter store per development One charging point per scooter space
Individual dwelling designed for older people / people with disabilities	Secure, adaptable space with a suitable, conveniently located charging point (eg additional internal space within the home or within a garage) to provide space for one scooter.
Other types development likely to be used by older people / people with disabilities (eg health and social care facilities)	Individual assessment / justification

4.11 Cycle parking

4.11.1 The cycle parking standards set out the minimum requirement for cycle parking that will normally be applied to new development. The cycle parking standards relate to the total cycle parking requirement, and the mix between long stay and short stay cycle parking spaces should be determined by the nature of the development.

4.11.2 However, it is recognised that some larger developments may result in the need for a very large number of cycle parking spaces, so their need will be considered on the basis of the specifics of the proposal. This should be justified in a statement submitted with the application.

[56] For further guidance please see the MDDG, page 33

4.11.3 Cycle storage is required to encourage cycle ownership and use, and to make cycling a safe and attractive alternative to using the private car. It is therefore important that there is adequate storage of the right type at home, and at the journey destination. Parking for cycles must be secure, weather proof and accessible. Long term cycle parking (ie for employees / overnight at home) should be provided by a secure structure within the curtilage of the property. Acceptable examples would include a garden shed, bespoke cycle store or a space within a garage that is not required for car parking. In all cases, the cycle store should be at ground level, easily accessible and should not require the bicycle to be carried through habitable accommodation. Storage within halls or other communal spaces will not be acceptable. The cycle store should be of a sufficient size to allow the requisite number of bicycles to be stored with both wheels on the ground, unless the cycle storage is of a two tier design, where the top tier slides out and lowers down to allow easy access for users.



4.11.4 For some types of development (eg blocks of flats, or non-residential developments), short stay or visitor cycle parking space should be provided. Short stay parking need not be to the same standard as long stay parking, but should usually still be covered. A popular option is a 'Sheffield Stand', which comprises of a metal frame (often an inverted 'U') secured to a fixed base. One Sheffield stand equates to two cycle spaces. Short stay cycle parking should be unallocated and located within the site so it can be accessed independently from residential properties.

4.11.5 Destinations (other forms of development such as places of work) should provide a mix of long stay and short stay cycle parking depending upon the likely mix of users. Cycle parking should be located in areas with good natural surveillance and should not be provided in locations where it is necessary to carry the bicycle through a building. Cycle parking facilities should be easy to find and as close to destinations / the main entrance as possible. Where appropriate, shower and changing facilities should be provided. These should be shown on the application floor plans and maintained in perpetuity.

4.11.6 On large sites, such as retail parks or developments with several buildings, it may be preferable to have small groups of cycle parking facilities spread around a development, rather than clustered at a central location which may prove less convenient for some users.

TABLE 16 CYCLE PARKING STANDARDS

USE CLASS	TYPE	DESCRIPTION	CYCLE PARKING (MINIMUM)
A1	Shops	Units below 500m² within the town and District centres	None required
A1	Shops	Food and convenience retail	1 / 100m² for staff; 1 / 100m² for customers
A1	Shops	All other retail developments located outside town centres	1 / 100m² for staff; 1 / 200m² for customers

USE CLASS	TYPE	DESCRIPTION	CYCLE PARKING (MINIMUM)
A2	Financial & professional services	Outside of town centre locations – financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies	1 / 100m² for staff; 1 / 200m² for customers
A3	Food & drink	Outside of town centre locations - restaurants, snack bars and cafes, for sale & consumption on the premises	1 / 4 staff; 1 / 25m² for customers
A3	Food & drink	Roadside Restaurants (incl Drive through outlets)	1 / 4 staff; 1 / 25m² for customers
A3	Food & drink	Transport cafes	1 / 4 staff; 1 / 50m² for customers
A4	Drinking establishments	Outside of town centre locations - public houses, wine bars and other drinking establishments, but not nightclubs	1 / 4 staff; 1 / 25m² for customers
A5	Hot food takeaways	Outside of town centre locations - for sale & consumption of hot food off the premises	1 / 4 staff; 1 / 25m² for customers
B1a	Business	Offices	1 / 100m² for staff; 1 / 200m² for visitors
B1b	Business	Research & development	1 / 100m² for staff; 1 / 200m² for visitors
B1c	Business	Light industry appropriate in a residential area Development restricted by planning condition to a use within Class B1 (c)	1 / 100m² for staff; 1 / 200m² for visitors
B2	General Industry	General	1 / 100m² for staff; 1 / 400m² for visitors
B2	General industry	Office floorspace exceeding 200m² or 20% of the floorspace of the building	As B1a
B8	Storage & distribution	Warehouse storage, open air storage	1 / 500m² for staff; 1 / 1000m² for visitors
B8	Storage & distribution	Warehouse distribution	1 / 500m² for staff; 1 / 1000m² for visitors
B8	Storage & distribution	Office floorspace exceeding 200m² or 20% of the floorspace of the building	As B1a
C1	Hotels	Hotel with restaurant facilities	1 / 4 staff; plus 1 / 10 beds or 1 / 25m² restaurant-entertainment area, whichever is the greater
C2	Residential institutions	Residential care / nursing home	1 / 2 staff; 1 / 6beds for visitors.
C2	Residential institutions	Hospitals	1 / 4 staff; 1 / 20 beds or individual assessment / justification

USE CLASS	TYPE	DESCRIPTION	CYCLE PARKING (MINIMUM)
C2	Residential institutions	Residential education establishments	1 / 5 staff; 1 / 3 pupils
C3	Dwelling houses	Residential	None if garages provided; 1 / dwelling (one bed); 2 / dwelling (2+ beds);+ 1 / 8 units (for visitors)
D1	Non-residential institutions	Medical centre	1 / 4 staff; 1 / consulting room
D1	Non-residential institutions	Day care centres	1 / 4 staff; 1 / 200m² for visitors
D1	Non-residential institutions	Creches / nurseries	1 / 5 staff; 1 / 30 children
D1	Non-residential institutions	Schools (primary & secondary education)	1 / 20 staff; 1 / 20 pupils (primary);1 child scooter space / 20 pupils (primary); 1 / 10 students (secondary)
D1	Non-residential institutions	Schools (further & higher education)	1 / 20 staff; 1 / 20 students or individual assessment / justification
D1	Non-residential institutions	Libraries / art galleries / museums / public halls / places of worship	Libraries 1 / 4 staff plus 3 at branch library or 10 at main library Public assembly: 1 / 10m² Places of worship: 1 / 5 seats Cultural buildings: 1 / 4 staff + 1 / 35m²
D2	Assembly & leisure	Cinemas, concert halls, bingo halls, dance halls	1 / 4 staff; 1 / 20 seats
D2	Assembly & leisure	Other sport & recreational uses included in Use Class D2	1 / 4 staff; 1 / 4 visitors or players; Or individual assessment/ justification
Sui generis		Caravan park / camping site	1 / 4 staff; 1 / 10 pitches
Sui generis		Marina	1 / 10 moorings
Sui generis		Conference facilities & theatres	1 / staff; 1 / 20 seats
Sui generis		Stadia	Individual assessment / justification
Sui generis		Cash & carry and other retail warehouses, and garden centres	1 / 100m² for staff; 1 / 200m² for customers
Sui generis		Petrol filling station	1 / 5 staff; 1 / 100m² shop floor where applicable
Sui generis		Motor service centre / vehicle repair / exhaust & tyre centres	1 / 5 staff
Sui generis		Motor vehicles showroom / sales	1 per 100m² for staff; 1 per 200m² for customers

USE CLASS	TYPE	DESCRIPTION	CYCLE PARKING (MINIMUM)
Sui generis		Taxi or vehicle hire	1 space per base site
Sui generis		Recycling centre	No provision required
Sui generis		Transport interchange	Rail stations: 10 / Morning peak service Park & Ride: 1 / 10 parking spaces or individual assessment / justification
Sui generis and all other uses not mentioned above			Individual assessment / justification

Further information

- Cycle Proofing Working Group https://www.gov.uk/government/groups/cycle-proofing-working-group#resources
- Sustrans https://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction/route-design-resources/best-practice-cycle
- Maldon District Design Guide SPD 2017 and technical documents https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2
- Essex Cycling Strategy Highways/Major Projects | November 2016 http://www.essexhighways.org/uploads/docs/ecc-cycling-strategy-novemeber-2016.pdf

4.12 Powered two-wheelers / motorcycles

4.12.1 Based on the ratio of motorcycles to cars in the UK, at least one motorcycle/ powered two wheeler (PTW) parking space will be provided for every 25 car parking spaces required in a non-residential development. Where justified, higher numbers of motorcycle parking spaces can be provided at destinations likely to attract motorcyclists. Motor cycle provision is in addition to the car parking spaces being provided.

4.12.2 Effective motor cycle parking is 'near, clear, secure and safe to use.[57] The siting and design of the motorcycle parking area should ensure that the facility is secure, for example through the use of fixed and robust features such as rails, hoops or posts which provide a simple locking-point to secure a motorcycle by chain or similar device. Long term cycle parking, for example for employees, should be undercover wherever possible.

TABLE 17 POWERED TWO WHEELER PARKING STANDARDS

TYPE OF DEVELOPMENT	POWERED TWO-WHEELER PARKING
Non-residential development	• Minimum of 1 PTW parking space, or • 1 PTW parking space per 25 car parking spaces. This is additional to the car parking provision

Further information:

- Institute of Highway Engineers, Guidelines for Motorcycling - http://www.motorcycleguidelines.org.uk/the-guidelines/6-0-motorcycle-parking/

[57] Institute of Highway Engineers, Guidelines for Motorcycling - http://www.motorcycleguidelines.org.uk/the-guidelines/6-0-motorcycle-parking/

4.13 Electric vehicles



4.13.1 EV charging is a developing technology and the Council will seek to ensure that connection points are installed in line with emerging technical requirements and open standards [58]. Connections conforming to national and / or industry standards will therefore be used. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.

4.13.2 To retro-fit EV charging points in existing dwellings, for charging Electric vehicles (EV) at home, normal household sockets are adequate to charge electric vehicles. However, a survey must be completed first to ensure the wiring is good enough to handle the high electrical draw. Alternatively, an off-street home charging point can be installed. Installation is supported by the Electric Vehicle Home Charge Scheme, which offers a grant towards installation of an approved charging point by an approved installer. These home charging points guarantee safety and can charge the car much faster than a standard UK socket. Recharging at home, at night, will be the most convenient and practical option for most drivers by using cheaper off peak tariffs.

4.13.3 For new dwellings, an external[59] fast charging point shall be provided adjacent to at least one parking space for each new dwelling. To allow for an easy upgrade to a rapid charge facility in the future, the charging points should be supplied with a suitable, independent radial circuit and external socket (with a locking and weatherproof cover) complying to the relevant national standards.

4.13.4 For communal residential parking areas, one charging point is required for every 20 spaces (5%). Where the parking spaces are allocated to individual dwellings, the charging point(s) can be provided on unallocated visitor parking spaces within the development.

4.13.5 5% of all parking spaces in non-residential developments are to have a fast charging point. Appropriate cable provision shall be in place for a further 5% to meet any future increase in demand.

4.13.6 If the charging point is outside the parking bay, the bay can be the standard length of 5.5m. Where charging points are within a parking bay, that bay shall be lengthened by 0.2m to ensure that the space can accommodate a range of vehicle sizes, without the vehicle over-hanging the parking space and potentially impeding the circulation space of the car park. Where the charging point is on a pavement, adjacent to the parking bay, the pavement must be wide enough to enable people using mobility aids, or parents with push-chairs, to safely pass without the need to step off into the roadway.

4.13.7 The charging points for non-residential developments should comply with the technical specifications listed by the Office for Low Emission Vehicles. These charging points will be installed by and paid for by the developer. There are grant schemes to assist with the development of EV infrastructure, which can reduce the cost of installing charging points. Commercial land uses, particularly those with retail units, present the possibility of charging users fees for the use of fast or rapid units, creating an income stream to offset installation or running costs.

[58] Open standards give any user permission to copy, distribute and use technology freely. An open standard is one that can be freely accessed, adopted, and improved upon. The term is often used in relation to software. A vehicle related example is Volvo's 1959 'open patent' for the three-point seat belt.

[59] External in this sense means outside the house, ie an external charging point could be within a garage.

4.13.8 In order to future proof development, and avoid the digging up of hard landscaping, the Council will encourage the provision of appropriate ducting to enable future charging points to be created in non-residential developments.

TABLE 18 ELECTRIC VEHICLE CHARGING POINTS STANDARDS

TYPE OF DEVELOPMENT	NUMBER OF CHARGING POINTS
Residential off-street parking (driveway / garage / car port)	At least 1 home charging point
Residential communal car parking	1 fast charging point for every 20 parking bays A further 5% of available spaces to be provided with power supply to provide additional fast charge sockets
Non-residential development	1 fast charging point for every 20 parking bays A further 5% of available spaces to be provided with power supply to provide additional fast charge sockets

Further information:

- Energy Saving Trust http://www.energysavingtrust.org.uk/transport-travel
- Office for Low Emission Vehicles – provides information on ULEVs, grant schemes and charging point installation, https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles
- Maldon District Design Guide SPD 2017 and technical documents https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2
- North Heybridge and South Maldon Garden Suburbs Masterplan Frameworks and Design Codes https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/4

4.14 School parking

4.14.1 Development proposals should have regard to the Essex County Council Developers' Guide to Infrastructure Contributions (2016). This outlines (at section 4.2) the preferred approach of the County Council to the layout of education and community facilities. Appendix D to that guide provides layouts for education and community facilities, highlighting the key issues of reducing school run traffic and providing safe drop-off space.

4.14.2 New schools, or those where expansion is proposed, are expected to develop, update and monitor school travel plans.

CARS

4.14.3 Measures to discourage parking should be considered first and could include car sharing, staggered school days, parking restrictions, parking permits issued on the basis of need and other measures as appropriate.

4.14.4 A parking management plan should be prepared and submitted as an integral part of any planning application.

4.14.5 Operational requirements (broadly defined as staff and visitors) should be provided for only. Parent / student parking should not usually be provided. However, safe drop off / pick up areas could be provided, as necessary, to improve highway safety.

COACH / BUS

4.14.6. On all new or expanded school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where coach / bus provision cannot be accommodated within the site, appropriate, bus stops, bays, raised kerbs, seating and shelters on the highway shall be provided by the applicant off site.

CYCLES AND NON-MOTORISED SCOOTERS

4.14.7 Provision of cycle and non-motorised scooter parking will be a condition of any new or expanded school.

SCHOOL DROP-OFF AREAS

4.14.8. The child drop off and collection period presents a peak of traffic close to schools. If not properly planned for and managed it can cause considerable problems for parents, staff and local residents.

4.14.9 Planning applications for new schools must demonstrate how the drop off and collect periods will impact on the local area.

Further information:

- Essex County Council's Sustainable Modes of Travel Strategy 2017 https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Sustainable_Modes_of_Travel_Strategy.pdf
- School Travel Plans - https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Pages/Sustainable-Travel.aspx
- The Essex County Council Developers' Guide to Infrastructure Contributions Revised Edition 2016 - https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Developers-guide.pdf
- Maldon District Design Guide SPD 2017 and technical documents https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2
- North Heybridge and South Maldon Garden Suburbs Masterplan Frameworks and Design Codes https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/4

5. Delivering Maldon's parking standards

5.1 Viability

5.1.1 The Council's default position is that all qualifying development should comply with the LDP, and therefore this SPD, in relation to vehicle parking requirements. Adequate, good quality vehicle parking provision helps to create functional developments and supports their long term success.

5.1.2 As the vehicle parking requirements are set out in the SPD, the Council considers that the cost of providing vehicle parking, at the policy compliant level, should be factored into any land valuation prior to an offer for the land being made. This approach avoids:

- Unrealistic land value demands and the developer having to re-negotiate the land value with the landowner at a later date
- Having to negotiate a lower than policy level of affordable housing; and
- The risk of an application being refused

5.1.3 There will be circumstances where viability is a genuine concern (for example, underground parking) and needs further consideration. Therefore, a viability assessment will need to be submitted where lower levels of vehicle parking are proposed due to viability issues. For further information about viability assessment requirements see the Council's Affordable Housing and Viability SPD.

5.2 Use of planning conditions and developer contributions

5.2.1. Planning conditions will be used to ensure that the proposed parking provision is provided, that communal parking provision remains genuinely communal in perpetuity and for vehicle parking maintenance as necessary.

5.2.2 Developer contributions may be sought, for example, for the long term maintenance of communal parking areas, and cycle / powered two wheeler / ULEV provision, etc.

5.2.3 A key principle of this SPD is that car parking provision for developments should be contained within the development. Therefore, only in exceptional circumstances will developer contributions be appropriate for off-site provision via a Section 106 agreement.

5.2.4 The developer will be liable for the Council's legal costs and for drafting, negotiating and signing any S106 agreement and variation agreements.

5.3 Amendment of permissions and changes of use

5.3.1. Where a developer submits a planning application to amend an existing permission, the amended proposal must provide sufficient car parking for the amended elements without compromising the car parking provision for the overall scheme. For example, where the numbers of dwellings or their sizes has changed, then the car parking provision must be appropriate for the new sizes and numbers of dwellings. If the change in the number of dwellings leads to the need to provide additional visitor parking, this must be incorporated into the development.

5.3.2 Where a change in use is proposed, it is important to ensure that where a use with a low level of parking provision is changed for a use that will see the employment density on the site increase, then there should be sufficient car parking provided on site to avoid overspill car parking on the adjacent road network.

5.3.3. Development on existing car parks will be resisted if the proposal will negatively impact on the local road network or the long term function of the existing or proposed development.

5.3.4 The availability of car parking in town and district centres is a key element to maintaining the vitality and viability of our towns and villages. Development of town / district centre car parks will be resisted unless there is clear evidence that there are significant levels of excess car parking capacity in the area, or an equivalent replacement level of parking provision is provided either on site or elsewhere in the town / district centre. Any replacement provision must be of a similar capacity, accessibility and distance from the main shopping area as the car park being proposed for development.

5.4 Monitoring & review

5.4.1 A review of this SPD will be considered if:

- There are significant changes to local circumstances, or to the Local Development Plan's evidence base
- There is a significant change in national planning guidance
- The SPD is ineffective in delivering appropriate parking provision

Appendix 1 – Car / Van Availability by Ward 2011

TABLE 19 CAR / VAN AVAILABILITY BY WARD, 2011 CENSUS

	CARS / VANS IN HOUSEHOLD										
	0		1		2		3		4		TOTAL
WARDS	No.	%	No.	%	No.	%	No.	%	No.	%	
Essex	104,552	18.0	244,783	42.1	171,954	29.6	42,913	7.4	17,417	3.0	795,400
Maldon District	3,247	12.6	9,636	37.3	9,117	35.3	2,616	10.1	1,201	4.7	41,205
Althorne	128	7.61	599	35.61	606	36.02	209	12.42	140	8.32	3,080
Burnham-on-Crouch North	228	14.40	649	40.99	501	31.64	144	9.09	61	3.85	2,360
Burnham-on-Crouch South	399	20.60	891	46.02	503	25.98	110	5.68	33	1.70	2,380
Great Totham	91	6.09	467	31.27	649	43.46	201	13.46	85	5.69	2,759
Heybridge East	127	7.55	677	40.29	641	38.15	182	10.83	53	3.15	2,746
Heybridge West	262	15.54	666	39.52	591	35.07	125	7.41	41	2.43	2,404
Maldon East	234	25.16	400	43.01	233	25.05	50	5.37	13	1.39	1,078
Maldon North	616	28.93	948	44.52	448	21.04	85	3.99	32	1.50	2,251
Maldon South	193	12.19	648	40.96	569	35.96	126	7.96	46	2.90	2,354
Maldon West	226	14.44	559	35.71	548	35.01	165	10.54	67	4.28	2,454
Mayland	118	6.74	561	32.07	707	40.42	237	13.55	126	7.20	3,253
Purleigh	50	3.87	338	26.16	571	44.19	208	16.09	125	9.67	2,677
Southminster	216	12.7	663	38.93	591	34.70	156	9.16	77	4.52	2,658
Tillingham	69	7.78	274	30.92	364	41.08	111	12.52	68	7.67	1,647
Tollesbury	74	8.63	333	38.85	335	39.08	84	9.80	31	3.61	1,386
Tolleshunt D'Arcy	138	8.48	555	33.71	651	39.55	210	12.75	92	5.58	2,930
Wickham Bishops & Woodham	78	5.49	408	28.75	609	42.91	213	15.01	111	7.82	2,788

Appendix 2: Summary of Parking Standards

TABLE 20 SUMMARY OF VEHICLE PARKING STANDARDS

NOTE: Where different uses are proposed as part of the same development (eg a pharmacy within a medical centre development) the car parking requirement for each element will be assessed separately (ie pharmacy assessed as an A1 use; Medical Centre assessed as a D1 use) with the results added together to reach the overall parking requirement for the development.

Description	Powered two-wheeler(PTW)	Parking for people with disabilities	Electric vehicle charging points	Operational
ALL developments				In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to / from the premises and for emergency vehicles to access and exit the site in forward gear.
Car park used for: shopping, recreation and leisure	1 space per 25 car parking spaces provided; Minimum of 1 PTW parking space (this is in addition to car parking provision)	Standard provision is: 5% car parking bays	1 fast charging point for every 20 parking bays Further 5% of available spaces to be provided with power supply to provide additional fast charge sockets	
Car park used for: employees and visitors to business premises	1 space per 25 car parking spaces provided; Minimum of 1 PTW parking space (this is in addition to car parking provision)	Standard provision is: Less than 200 car parking bays: – Individual bays for each disabled employee – Plus 2 bays or 5% of total capacity, whichever is the greater; Over 200 car parking bays: 5% total capacity	1 fast charging point for every 20 parking bays Further 5% of available spaces to be provided with power supply to provide additional fast charge sockets	

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
A1	SHOPS	UNITS BELOW 500M² WITHIN THE TOWN AND DISTRICT CENTRES			
Not required to provide parking					
A1	SHOPS	FOOD AND CONVENIENCE RETAIL			
1 space per 14m²	1 / 100m² for staff; 1 / 100m² for customers	std provision	std provision		
A1	SHOPS	ALL OTHER RETAIL DEVELOPMENTS LOCATED OUTSIDE TOWN CENTRES **NOTE**: retail parking to be provided as shared use where appropriate			
1 space per 20m²	1 / 100m² for staff; 1 / 200m² for customers	std provision	std provision		
A2	FINANCIAL & PROFESSIONAL SERVICES	OUTSIDE OF TOWN CENTRE LOCATIONS - financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies			
1 space per 20m²	1 / 100m² for staff; 1 / 200m² for customers	std provision	std provision		
A3	FOOD & DRINK	WITHIN TOWN CENTRE LOCATIONS			
Not required to provide parking					
A3	FOOD & DRINK	OUTSIDE OF TOWN CENTRE LOCATIONS – restaurants, snack bars and cafes, for sale & consumption on the premises			
1 space per 5m²	1 / 4 staff; 1 / 25m² for customers	std provision	std provision		
A3	FOOD & DRINK	ROADSIDE RESTAURANTS (INCL DRIVE THROUGH OUTLETS)			
1 space per 5m²	1 / 4 staff; 1 / 25m² for customers	std provision	std provision		
A3	FOOD & DRINK	TRANSPORT CAFES			
1 lorry space per 2m²	1 / 4 staff; 1 / 50m² for customers	std provision	std provision		1. Cycle parking requirements reduced, to take into account the type of development.
A4	DRINKING ESTABLISHMENTS	WITHIN TOWN CENTRE LOCATIONS			
Not required to provide parking					
A4	DRINKING ESTABLISHMENTS	OUTSIDE OF TOWN CENTRE LOCATIONS – public houses, wine bars and other drinking establishments, but not nightclubs			
1 space per 5m²	1 / 4 staff; 1 / 25m² for customers	std provision	std provision		

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
A5	HOT FOOD TAKEAWAYS	WITHIN TOWN CENTRE LOCATIONS			
	Not required to provide parking				
A5	HOT FOOD TAKEAWAYS	OUTSIDE OF TOWN CENTRE LOCATIONS – for sale & consumption of hot food off the premises			
1 space per 20m²	1 / 4 staff; 1 / 25m² for customers	std provision	std provision		
B1a	BUSINESS	OFFICES			
1 space per 20m²	1 / 100m² for staff; 1 / 200m² for visitors	std provision	std provision		1. Previous standards were 1/30m2. Para 5.5 HCA Employment Density Guide states 'typical fit-out specification has now moved towards 10 sqm/per person for a standard office they are actually built to meet the regulatory requirements of a building that is being occupied at 8 sqm/per person. The new standard recognises that office based employment densities are increasing and refect the level of public transport accessibility in the District. 2. B1 Cycle parking standards have been reduced to reflect the proportion of people cycling to work. Now aligns with A2 requirements. Under the new standard, an office of 2500m2 would need to provide 25 staff and 13 visitor cycle parking spaces.
B1b	BUSINESS	RESEARCH & DEVELOPMENT			
1 space per 50m²	1 / 100m² for staff; 1 / 200m² for visitors	std provision	std provision		1. B1 Cycle parking standards have been reduced to reflect the proportion of people cycling to work.
B1c	BUSINESS	LIGHT INDUSTRY APPROPRIATE IN A RESIDENTIAL AREA. Development restricted by planning condition to a use within Class B1 (c)			
1 space per 50m²	1 / 100m² for staff; 1 / 200m² for visitors	std provision	std provision		1. B1 Cycle parking standards have been reduced to reflect the proportion of people cycling to work. 2. Evidence must be provided to satisfy the Authority that the use will not be detrimental to the visual and general amenities of the area

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
B2	GENERAL INDUSTRY	**GENERAL**			
1 space per 50m²	1 / 100m² for staff; 1 / 400m² for visitors	std provision	std provision		1. 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. 2. Cycle parking standards have been reduced to reflect the proportion of people cycling to work.
B2	GENERAL INDUSTRY	**OFFICE FLOOR SPACE EXCEEDING 200M² OR 20% OF THE FLOOR SPACE OF THE BUILDING**			
As per B1a	As per B1a	std provision	std provision		1. Car and cycle parking aligned with standards for B1a
B8	STORAGE & DISTRIBUTION	**WAREHOUSE STORAGE, OPEN AIR STORAGE**			
1 space per 150m²	1 / 500m² for staff; 1 / 1000m² for visitors	std provision	std provision	1 lorry space per 200m²	1. Previous VPS had a higher cycle space than car parking requirement. Cycle parking standards have been reduced to reflect employment densities. 2. Warehouse storage and warehouse distribution now have separate VPS reflecting the differing employment densities of the uses.
B8	STORAGE & DISTRIBUTION	**WAREHOUSE DISTRIBUTION**			
1 car space per 100m2	1 / 500m² for staff; 1 / 1000m² for visitors	std provision	std provision	1 lorry space per 200m2	1. Cycle parking standards have been reduced to reflect employment densities. 2. Warehouse storage and warehouse distribution now have separate VPS reflecting the differing employment densities of the uses.
B8	STORAGE & DISTRIBUTION	**OFFICE FLOOR SPACE EXCEEDING 200M² OR 20% OF THE FLOOR SPACE OF THE BUILDING**			
As per B1a	As per B1a	std provision	std provision		1. Car and cycle parking aligned with standards for B1a
C1	HOTELS	**HOTEL WITH RESIDENT ONLY RESTAURANT FACILITIES**			
1 staff space per 5 bedrooms; plus 1 space per bedroom	1 / 4 staff; plus 1 / 10 beds or 1 / 25m² restaurant-entertainment area, whichever is the greater.	std provision	std provision	1 coach space per 100 bedrooms;	1. Staff spaces based on Employment Density Guide for limited service/ budget hotel.

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
C1	HOTELS	**HOTEL WITH NON-RESIDENT RESTAURANT (OUTSIDE TOWN CENTRES)**			
1 staff space per 5 bedrooms, plus 1 space per bedroom or 1 space per 5m² of restaurant space whichever is the greater	1 / 4 staff; plus 1 / 10 beds or 1 / 25m² restaurant-entertainment area, whichever is the greater.	std provision	std provision	1 coach space per 100 bedrooms;	1. Restaurant facilities in hotels in town centres can be served by public car parks
C2	RESIDENTIAL INSTITUTIONS	**RESIDENTIAL CARE / NURSING HOME**			
1 space per resident staff +1 space per 2 other staff +1 space per 3 bed spaces / dwelling units	1 / 4 staff; 1 / 20 beds.	std provision plus mobility scooter storage 1 / 5 self-contained residential units or 1 / 5 residents (communal establishment)	Individual assessment based on development proposed, will be expected to be >5% of car parking spaces provided	Provision for ambulance access and exit in a forward gear	
C2	RESIDENTIAL INSTITUTIONS	**HOSPITALS**			
individual assessment/ justification	1 / 4 staff; 1 / 20 beds or individual assessment/ justification	std provision plus mobility scooter storage to be agreed on a site by site basis	Individual assessment based on development proposed, will be expected to be >5% of car parking spaces provided	Provision for Ambulance access and exit in a forward gear	1. The number of employees and patients/ visitors in a hospital/ healthcare setting will vary depending on the type of offer that the individual facility makes. A individual assessment/ justification will be appropriate in most cases. 2. The development proposal should be accompanied by an active Travel Plan.
C2	RESIDENTIAL INSTITUTIONS	**RESIDENTIAL EDUCATION ESTABLISHMENTS**			
1 space per residential staff+ 1 space per 2 other staff (any parking for students with vehicles should be provided within this figure), or individual assessment/ justification	1 / 5 staff plus 1 / 3 pupils	std provision	std provision	Provision for Ambulance and coach access and exit in a forward gear	

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
C3	DWELLING HOUSES	**RESIDENTIAL**			
Minimum 1 parking space per dwelling; 1 space/1 bed; 2 space/2-3 bed; 3 space/4+ bed; visitor parking – 1 per 4 dwellings; 1 per 2 dwellings where car parking is allocated Off street parking - at least 1 home charging point per dwelling Communal car parking - 1 fast charging point for every 20 parking bays Further 5% of available spaces to be provided with power supply to provide additional fast charge sockets	None if garages provided; 1 / dwelling (one bed); 2 / dwelling (2+ beds); + 1 / 8 units (for visitors)	None if garages / off road parking is provided			1. Lower parking provision may be acceptable within town centre locations or the Garden Suburbs depending on access to alternative means of transport, subject to a minimum provision of 1 car parking space per dwelling.
D1	NON-RESIDENTIAL INSTITUTIONS	**MEDICAL CENTRE**			
1 space per full-time staff + 2 spaces per consulting room; or individual assessment / justication	1 / 4 staff; 1 / consulting room.	std provision plus mobility scooter storage agreed on a site by site basis	Individual assessment based on development proposed, will be expected to be >5% of car parking spaces provided	Provision for ambulance access and exit in a forward gear	
D1	NON-RESIDENTIAL INSTITUTIONS	**DAY CARE CENTRES**			
1 space per full time staff + 1 space per 4 persons attending	1 / 4 staff; 1 / 200m² for visitors.	std provision	Individual assessment based on development proposed, will be expected to be >5% of car parking spaces provided	Provision for Ambulance access and exit in a forward gear plus an area reserved for collection and delivery of clients	

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
D1	NON-RESIDENTIAL INSTITUTIONS	**CRECHES / NURSERIES**			
1 space per full-time staff	1 / 5 staff; 1 / 30 children	std provision	std provision	Provision for Ambulance access and exit in a forward gear; plus pick up / drop off point	
D1	NON-RESIDENTIAL INSTITUTIONS	**SCHOOLS (PRIMARY & SECONDARY EDUCATION)**			
1 space per full time equivalent (FTE) teaching staff; plus 2 spaces per 3 FTE non-teaching staff, or individual assessment/ justification	1 / 20 staff; 1 / 20 pupils (primary); plus 1 child scooter space / 20 pupils (primary); 1 / 10 students (secondary)	std provision	std provision	Provision for Ambulance and coach access and exit in a forward gear; plus bus pick up point	1. Developments in urban locations are expected to achieve a lower maximum provision in order to promote more sustainable ways of travelling to school.2. Transport Assessments and School Travel Plans (including Safer Journeys To School) are required for most applications for development. 3. Staff cycle parking to be located in separate non-pupil area
D1	NON-RESIDENTIAL INSTITUTIONS	**SCHOOLS (FURTHER & HIGHER EDUCATION)**			
1 space per daytime teaching staff; 1 space per 15 students; or individual assessment / justification	1 / 20 staff; 1 / 20 students or individual assessment/ justification	std provision	std provision	Provision for ambulance and coach access and exit in a forward gear ; plus bus pick up point	1. Developments in urban locations are expected to achieve a lower maximum provision in order to promote more sustainable ways of travelling to school. 2. Transport Assessments and Travel Plans are required for most applications for development. 3. Staff cycle parking to be located in separate non-pupil area.
D1	NON-RESIDENTIAL INSTITUTIONS	**LIBRARIES / ART GALLERIES / MUSEUMS / PUBLIC HALLS / PLACES OF WORSHIP**			
Within town centres - no parking requirement; Outside town centres 1 space per 25m²	Libraries 1 / 4 staff plus 3 at branch library or 10 at main library. Public assembly: 1 / 10m². Places of worship: 1 / 5 seats. Cultural blgs: 1 / 4 staff + 1 / 35m²	std provision	std provision	Provision for Ambulance access and exit in a forward gear;	1. Within a town centre location means within 960m/12 minute walk of town centre public car park

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
D2	ASSEMBLY & LEISURE	**CINEMAS, CONCERT HALLS, BINGO HALLS, DANCE HALLS**			
Within town centres: no parking requirement. Outside town centres: 1 staff parking space per 200m2 plus 1 space per 5 licensed persons/seats	Public entertainment: 1 / 4 staff; 1 / 20 seats.	std provision	std provision	Provision for Ambulance and coach access and exit in a forward gear; plus bus pick up point	1. Within a town centre location means within 960m/12 minute of town centre public car park 2. Staff parking based on Employment Density Guide for cinemas; staff parking for other uses may be increased based on the individual employment density of the development.
D2	ASSEMBLY & LEISURE	**OTHER SPORT & RECREATIONAL USES INCLUDED IN USE CLASS D2**			
A maximum of 1 space per 22m² of gross floor space or individual assessment/ justification	1 / 4 staff plus 1 / 4 visitors or players	std provision	std provision	Provision for ambulance and coach access and exit in a forward gear; plus bus pick up point	
SUI GENERIS		**CARAVAN PARK / CAMPING SITE**			
1 space per pitch + 1 space per residential staff +1 space per 2 other staff.	1 / 4 staff; 1 / 10 pitches	std provision	std provision	Provision for ambulance access and exit in a forward gear;	
SUI GENERIS		**MARINA**			
1 space per 2 mooring berths; 1 space per 2 staff	1 / 10 moorings	std provision	std provision	Provision for Ambulance access and exit in a forward gear;	1. Marinas, due to their coastal location may not be within walking distance of public transport; therefore car parking for staff has been added to the standard.
SUI GENERIS		**CONFERENCE FACILITIES & THEATRES**			
Within town centres: No parking requirement. Outside of town centre: 1 space per 2 staff; 1 per 5 licensed persons/seats, or Individual assessment / justification	1 / staff plus 1 / 20 seats	std provision	std provision	1 coach space per 100 seats; plus bus pick up point; Provision for Ambulance and coach access and exit in a forward gear	1. Within a town centre location means within 960m/12 minute walk of town centre public car park. 2. Shared-use car parking provision is encouraged.

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
SUI GENERIS		**STADIA**			
Individual assessment / justification	Individual assessment / justification	std provision	std provision	1 coach space per 100 seats plus bus pick up point; Provision for Ambulance and coach access and exit in a forward gear;	1. A Transport Assessment and Travel Plan will be required
SUI GENERIS		**CASH & CARRY AND OTHER RETAIL WAREHOUSES, AND GARDEN CENTRES**			
1 space per 20m².	1 / 100m² for staff; 1 / 200m² for customers	std provision	std provision	1 lorry space per 200m². Adequate space should be provided for the requirements of servicing / delivery vehicles	
SUI GENERIS		**PETROL FILLING STATION**			
1 space per 14m² retail space.	1 / 5 staff; 1 / 100m² shop floor where applicable	std provision	std provision		1. Petrol filling stations with retail floor space will be considered under A1 provision for car parking requirement. Each pump space counts as one space. The canopy over the petrol pumps / car wash is not counted as retail floor space.
SUI GENERIS		**MOTOR SERVICE CENTRE / VEHICLE REPAIR / EXHAUST & TYRE CENTRES**			
1 space per staff + 3 customer spaces per service / repair bay	1 / 5 staff	std provision	std provision		1. Sufficient car parking to be provided on site to avoid over spill onto nearby roads
SUI GENERIS		**MOTOR VEHICLES SHOWROOM / SALES**			
1 space per 45m² display area.	1 per 100m² for staff; 1 per 200m² for customers	std provision	std provision		1. Sufficient car parking to be provided on site to avoid over spill onto nearby roads. 2. Higher proportion of disabled parking spaces may be required for Motability scheme showroom/sales

CAR PARKING	CYCLE PARKING	PTW	PARKING FOR PEOPLE WITH DISABILITIES	OPERATIONAL	COMMENTS
SUI GENERIS		**TAXI OR VEHICLE HIRE**			
1 space per staff member permanently deployed at registered base site + one space per 5 registered vehicles.	1 space per base site	std provision	std provision		
SUI GENERIS		**RECYCLING CENTRE**			
1 space per staff + waiting facilities for users of the site.	No provision required	std provision	std provision		
SUI GENERIS		**TRANSPORT INTERCHANGE**			
On merit, in relation to location and level of service	Rail stations: 10 / Morning peak service. Park & Ride: 1 / 10 parking spaces or individual assessment/ justification	std provision	std provision		1. Potential for future increases in cycle parking provision and electric charging points should be designed into the scheme's layout from the outset.
SUI GENERIS AND ALL OTHER USES NOT MENTIONED ABOVE					
Individual assessment / justification					

Appendix 3: Maldon District Local Development Plan Policies

Key policy:

POLICY T2 ACCESSIBILITY

To create and maintain an accessible environment, development proposals should where relevant to the development involved:

1) Be located where there is physical and environmental capacity to accommodate the type and amount of traffic generated, or locations where the impact can be suitably mitigated, taking into account the cumulative impact of developments;
2) Provide safe and direct walking and cycling routes to nearby services, facilities and public transport where appropriate;
3) Improve accessibility to the countryside and the natural environment and to enhance and protect the provision of Public Rights of Way;
4) Improve accessibility to buildings, streets and public spaces, particularly for those with mobility impairments;
5) Provide sufficient parking facilities having regard to the Council's adopted parking standards;
6) Provide sufficient and safe access to service and emergency vehicles; and
7) Give appropriate consideration to encourage a people-oriented space within the development.

OTHER RELEVANT POLICIES:

Policy S5	The Maldon and Heybridge Central Area
Policy D1	Design Quality and Built Environment
Policy D2	Climate Change & Environmental Impact of New Development
Policy H4	Effective Use of Land
Policy H6	Provision for Travellers
Policy H8	Provision for Houseboats
T1	Sustainable Transport
Policy I1	Infrastructure and Services

Appendix 4 Glossary

Accessible		Accessible – When people are able to move around an area and reach places and facilities, including the elderly and disabled, those with young children and those encumbered with luggage or shopping.
Adaptability		Adaptability – The ability of a building to respond to changing social, technological, economic and market conditions.
Anglia Ruskin University	ARU	
Care home / residential care home		Use for the provision of residential accommodation and care to people in need of care. Within C2 use.
character		The appearance of any urban or rural location in terms of its landscape or the layout of streets and open space, often giving places their own distinct identity.
conservation area		A conservation area is an area of special architectural or historic interest, with a character or appearance which is considered to be desirable to preserve or enhance.
Community Infrastructure Levy	CIL	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Department for Transport	DfT	
Driver & Vehicle Licensing Agency	DVLA	
Developer contributions		Developer contributions, also known as planning obligations, can be secured via a Section 106 legal agreement or planning condition attached to a planning permission. They help mitigate any adverse impacts generated by new development on infrastructure and facilities.
Equality Impact Assessment	EqIA	An Equality Impact Assessment (EqIA) involves assessing the impact of new or revised policies, practices or services against the requirements of the public sector equality duty. The duty requires all public authorities to have due regard to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. It covers people in respect of all aspects of equality (age, disability, sex, race, religion or belief, sexual orientation, gender reassignment and pregnancy and maternity). It helps to ensure the needs of people are taken into account during the development and implementation of a new policy or service or when a change is made to a current policy or service.
Essex County Council	ECC	
Essex Planning Officers' Association	EPOA	The EPOA represents 12 local planning authorities in Essex, as well as two unitary authorities (Thurrock and Southend-on-Sea). The EPOA produce planning guidance documents and work on pan-Essex research projects to support Local Plan preparation.
Extra care housing		Self-contained accommodation designated for older people in a setting where care and support can be provided as required from an on-site care provider.
Electric vehicle	EV	

Garden Suburbs		Large scale development planned in a holistic and comprehensive way, including extensions to existing settlements based on the 'garden city' principles. They aim to improve quality of life by providing high quality design; infrastructure appropriate for the needs of the society including public transport, public services, education, health and community facilities plus provision of green spaces, open spaces and a network of routes and connections for all users
Habitats Regulations Assessment (HRA)	HRA	HRA tests the impacts of a proposal on nature conservation sites of European importance and is a requirement under EU legislation for land use plans and projects.
Independent living	IL	Self-contained accommodation designated for older people (usually aged over 55) with local connection who receive at least 6 hours of care and support each week.
Listed building		A building of special architectural or historic interest as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended. Listed buildings are listed in three grades, GII, GII* and GI depending on their age, rarity and special features. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures in its curtilage. Demolition, in whole or in part, of a listed building or any works of alteration or extension that would affect the character of the building will require Listed Building Consent.
Live-work unit		Live-Work is a property that is designed from the outset for two purposes – living and working. The building is designed to create a professional workspace that can be used comfortably and by more than one person to run a business.
Local Development Plan	LDP	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. This is described as a Development Plan Document adopted under the Planning and Compulsory Purchase Act 2004.
Mobility scooter		An electrically powered scooter designed for people with restricted mobility, typically those who are elderly or disabled. A mobility scooter has a seat over two rear wheels, a flat area for the feet, and handlebars in front to turn one or two steerable wheels. Mobility scooters are usually battery powered.
National Planning Policy Framework	NPPF	Sets out the Governments planning policies for England and how these are expected to be applied.
National Planning Practice Guidance (PPG)	NPPG/ PPG	A web-based resource provides more detailed guidance on the contents of the NPPF.
National Travel Survey	NTS	National Travel Survey (NTS) is a household survey designed to monitor long-term trends in personal travel and to inform the development of government policy. It is the primary source of data on personal travel patterns by residents of England within Great Britain. The survey collects information on how, why, when and where people travel as well as factors affecting travel.
Neighbourhood planning		Formally introduced under the Localism Act 2011, neighbourhood planning and, specifically the preparation of 'Neighbourhood Development Plans' is a community-led initiative for guiding the future development, regeneration and conservation of an area.
Office for Low Emission Vehicles	OLEV	The Office for Low Emission Vehicles (OLEV) is a governmental cross-departmental team supporting the early market for ultra-low emission vehicles (ULEV). It is part of the DfT and the Department for Business, Energy & Industrial Strategy (BEIS)

Office of Road and Rail	ORR	The Office of Rail and Road (ORR) is the independent safety and economic regulator for Britain's railways and monitor of Highways England
Older people		People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs. DfT define older drivers as those over 70 years of age
Open standards		Open standards give any user permission to copy, distribute and use technology freely. An open standard is one that can be freely accessed, adopted and improved upon.
People with disabilities		People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.
Powered two-wheeler	PTW	Includes motorcycles, scooters and mopeds
Residential home		Facility that provides private or shared en-suite rooms. All residents will receive domestic care and some degree of personal care. In C2 use.
Section 106 Agreement	S106	A legal agreement entered into by the Council and the developer or applicant and Registered Provider which outlines the details of a planning obligation(s), such as affordable housing required to make an application acceptable in planning terms.
Sheltered housing		Self-contained accommodation designated for older people (usually aged over 55) with local connection. On-site warden service.
Special Area of Conservation	SAC	Special Area of Conservation (SACS) are a selection of very important Sites of Special Scientific Interest (SSSIs) that entered in the Register of European Sites as part of the Natura 2000 network. SACs are established to protect wild birds under the Birds Directive.
Sport England		Sport England is public body, whose role is to build the foundations of a community sport system by working with national governing bodies of sport, and other funded partners, to grow the number of people doing sport; sustain participation levels; and help more talented people from all diverse backgrounds excel by identifying them early, nurturing them, and helping them move up to the elite level.
Strategic Environmental Assessment	SEA	Required under European legislation, an assessment of the environmental effects of plans and programmes to be carried out as they are being developed.
Supplementary Planning Document	SPD	Provide supplementary information to support policies in Development Plan Documents but do not form part of the Development Plan. They carry weight in planning decisions but have less weight than Development Plan Documents. They are prepared in accordance with the Town and Country Planning (Local Planning)(England) Regulations 2012.
Sustainable Development		Meets the economic, environmental and community needs of the present, without compromising the ability of future generations to meet their own needs.

Sustainable Transport		Efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
Sustrans		Is a charity that makes it easier for people to walk and cycle. It connects people and places. Its flagship project is the National Cycle Network.
Travel assessment (TA) Travel statement (TS)	TA / TS	Transport assessments and statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans). Transport assessments are thorough assessments of the transport implications of development, and transport statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts)
Travel plan		Travel plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).
Ultra low emission vehicles	ULEV	Ultra low emission vehicles (ULEVs) are usually defined as vehicles that emit less than 75g of carbon dioxide (CO2) for every kilometre travelled. They will typically include an electric powertrain.
Viability assessment		An assessment of all development costs including central and local government policy requirements, regulatory costs and the cost and availability of finance, to determine whether a scheme provides a competitive return to the developer and generates a land value sufficient to persuade the landowner to sell for the development proposed.

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Produced by

Maldon District Council
Princes Road
Maldon
Essex CM9 5DL

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