

APPENDIX 8

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APPENDIX 8

Car Parking Standards

Introduction

- A8.1 Chapter 9, Transport and Parking, has illustrated that the increasing levels of car ownership and resulting high traffic densities are now having a significant impact on the environment of Southend. Such a situation makes it essential that wherever possible vehicles are parked clear of the public highway. The Borough Council will therefore seek to ensure that all forms of development achieve the car parking standards detailed in this appendix in accordance with Policy T11 (page 155) and Essex Structure Plan First Alteration Policy T8.
- A8.2 The majority of the standards are those contained in the document "Standards for Car Parking in Essex" which was prepared by the Essex Planning Officers Association and published by the Essex County Council in consultation with other Essex Local Authorities. These standards were adopted by the Borough Council in July 1987 subject to minor amendments related to recent legislative changes and to certain local variations, particularly with regard to those for flat conversions and development proposals in Southend town centre.
- A8.3 For ease of reference, Schedule 1 provides a list of various land uses with the applicable standard, whilst Schedule 2 details the actual standards.

APPLICATION OF THE STANDARDS

Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning General Development Order 1988

- A8.4 Certain developments involving the change of use of a premises do not, by virtue of the Town and Country Planning (Use Classes) Order 1987 and the Town and Country Planning General Development Order 1988, require planning permission. As a number of these changes of use are likely to result in greater traffic generation and the consequent increased need for car parking, the Borough Council will normally pursue one of the following courses of action in the application of car parking standards, namely:-
- (i) apply a standard of car parking appropriate to the use permitted by the Orders which will give rise to the highest level of car parking; or,
 - (ii) restrict the planning permission granted to a specific use or uses by means of a Legal Agreement and/or planning condition, thereby obviating the flexibility allowed by the Order and enabling a standard related to the specific use to be satisfactorily applied; or,
 - (iii) ensuring, by means of a Legal Agreement, that adequate land is safeguarded within the site for extra car parking, which will be required to be provided if a subsequent change of use resulting in a greater provision of car parking takes place (e.g. a change of use from industry to offices).

Dual Use Provision

- A8.5 Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for both or all uses should be simultaneously applied in

proportion to the extent of the land uses. Thus, where a development incorporates warehousing and offices, each use should be assessed separately according to the appropriate standard and the aggregated number of parking spaces should then be provided. However, where dual use of parking areas can be achieved without conflict (i.e. where uses are clearly separated in terms of time of day or day of the week) this will be accepted, provided that the provision is sufficient to meet the more demanding standard applicable. This may result in a reduction in the number of parking spaces which a developer will need to provide.

Service Vehicle Requirements

- A8.6 The type and amount of provision of parking facilities for service requirements tends to be dependant on the particular land use and site involved. Thus in the standards set out in this appendix, no distinction is made between operational and non-operational car parking, but provision of space for the loading and unloading of service vehicles is separated from car parking. Where mention is made of the need for provision of service vehicles, this need should be assumed to exist in all developments visited by service vehicles.
- A8.7 Similarly, no standard dimensions are provided for parking and turning spaces for service vehicles. It is considered that commercial enterprises should analyse their own service requirements in terms of the size, numbers and types of commercial vehicles visiting their premises. However, it will be for the applicant to demonstrate adequately to the Borough Council that any development proposal includes sufficient service vehicle provision to meet normal requirements (see also Appendix 5, page 209).

Calculation of Parking Requirements

- A8.8 Most of the standards are related to floorspace area. Thus, where the standard is for example one car parking space for every 4m² of floorspace or part thereof, and a development has a relevant floorspace of 17m², a total of 5 parking spaces will be required.
- A8.9 The floorspace area is calculated according to gross floor area, as measured between the external faces of external walls of the premises. Gross floor area is utilised in order to ensure that should the internal arrangements of the building be amended to utilise storage, common parts or similar areas for operational requirements, the parking provision will still be adequate to meet the increase in traffic generated by the altered premises.

DESIGN AND LAYOUT

General Considerations

- A8.10 In the formulation of car parking standards, a standardised car parking space of dimensions 5 metres (16 feet) x 2.5 metres (8 feet) has been assumed. It has also been assumed that the spaces have been laid out in such a way as to make the most efficient use of the area which is required to be provided. It should be noted that where parking spaces are at 90 degrees to the access driveway and face one another across the access way, the access way should be a minimum of 6 metres (19.5 feet) width in order to permit vehicles to enter and leave the parking spaces with a minimum of manoeuvring.

Access for the Disabled

- A8.11 To meet the needs of physically disabled people, 4% of the spaces within each car park of 25 spaces or more should be allocated for the exclusive use of disabled persons. These spaces should be a minimum width of 3.2 metres (10.5 feet) and ideally at least 3.5 metres (11.5 feet).

Where less than 25 car parking spaces are to be provided, at least one space of 3.5 metres width for the priority use of disabled persons should be provided. Parking bays for vehicles should be located, wherever possible, adjacent to accessible entrances and should be wider than standard bays to accommodate wheelchair transfer. Developers attention is also drawn to advice contained in 'Roads and Traffic in Urban Areas' published by the Institute of Highways and Transportation with the Department of Transport, 'Access for Disabled People : Design Guidance Notes for Developers' published by the Access Committee for England, Department of the Environment Development Control Policy Note 16 - 'Access for the Disabled', HMSO, and the Draft Disability Circular 1/91 published by the Transport and Research Laboratory.

Environmental Considerations

- A8.12 Developments within or abutting Conservation Areas, or affecting Listed Buildings or Buildings of Local Interest (see Appendix 1) will require sensitive design if the character and appearance of such areas and buildings are to be retained. In certain circumstances, a design which accommodates the motor vehicle may be incompatible with this objective and the Borough Council may give consideration to a relaxation of off-street parking requirements in order to achieve the best visual result. Such a relaxation of standards will, however, only normally be permitted where highway safety and the overall character of the area is not impaired. Similar considerations may apply where the setting of a Listed Building or a Scheduled Ancient Monument is affected (see also Appendix 2, relating to conservation design standards).
- A8.13 Car parking areas are rarely attractive visually and should always be located in such positions as to minimise their impact on the townscape and street scene. Landscaping of parking areas, access roads and service areas will be of particular importance and should form an integral part of the development scheme (see also Appendix 4, relating to design and layout in housing areas, page 193). In certain circumstances the Borough Council may consider it desirable that additional land should be provided in order that car parking areas may be suitably screened and landscaped, and accordingly will negotiate with the applicant for such provision in appropriate cases.

Tandem and Double Stack Parking Systems

- A8.14 A number of commercial development proposals have sought to meet the Council's adopted parking standards by incorporating 'locked-in' car parking spaces. These take the form of tandem spaces, where access to one space is restricted by a second vehicle parking in front, or double-stack parking systems which can involve restricted access to spaces one above the other. Both of these methods depend for their successful operation upon permanent on-site management.
- A8.15 Experience from other Local Authorities has shown, however, that 'locked-in' spaces are not always popular with employees, and as a consequence this type of parking can lead to increased kerb-side parking in nearby roads or the use of public car parks. In situations close to housing areas this can result in an undesirable impact on residential amenities and within shopping centres it could significantly reduce the number of public spaces available to short-stay visitors and shoppers. With double-stack systems there are additional considerations of the visual impact of the structure on the street scene, its satisfactory maintenance, opportunities for vandalism, public safety and the supervision required where a number of tenants are involved. These systems, moreover, provide no flexibility for accommodating future changes of tenant, working hours or employees' parking requirements.

- A8.16 For all these reasons the Borough Council does not regard either tandem or double-stack parking systems as appropriate ways of meeting its adopted standards and will normally wish to resist such proposals. In those exceptional circumstances where a special case can be made to support this type of parking, a significant proportion of the parking provision will be required to be laid out in a conventional manner, in order to meet the needs of visitors and to provide an element of flexibility in its operation. In addition, the Borough Council will consider the need to limit any permission granted to prohibit certain changes of use (which would otherwise be permitted by virtue of the Use Classes Order or the General Development Order) and to impose a condition to prevent the removal of a tandem or double-stack arrangement, where this would result in adopted standards not being satisfactorily met.

Standards Relating to Flat Conversions and Non-Self-Contained Residential Accommodation

- A8.17 The Borough Council has for a number of years implemented its own car parking standards for flat conversions and non-self-contained residential accommodation. These standards were revised in the light of the findings of an extensive car parking survey conducted in late 1986 of an area of the Borough experiencing substantial pressure for the conversion of single family dwellinghouses into self-contained flats. This established that flat conversions can, on a cumulative basis, lead to an increase in car ownership and may result in excessive levels of on-street parking where few or no off-street facilities exist. In the interests of traffic safety, therefore, and to preserve the character and visual amenities of established housing areas in the town, the Borough Council adopted more stringent standards in early 1987. Following increasing on-street parking problems, these were further revised in 1989. These standards still recognise, however, that car ownership levels resulting from residential conversions, and particularly from houses in multiple occupation, tend to be generally lower than those found in purpose built flat schemes.

Commutation Agreements and Standards Applicable to Development Proposals in Southend Town Centre

- A8.18 Within Southend town centre the Borough Council has operated reduced car parking standards for a number of years. These principally relate to office developments and aim to reinforce the current policy objective of giving priority to short-term parking for visitors to the centre and to reflect the availability of public parking and public transport. The town centre standards apply to the Central Business District, as depicted more precisely on the Proposals Map (Town Centre Inset).
- A8.19 Due to the high land values to be found in the town centre and the need for convenient access to parking areas, it is not always possible or desirable for all forms of office and commercial development to provide separate private car parks. Accordingly, in appropriate cases, the Borough Council will seek to enter into an agreement with a developer for the payment of a commuted sum towards the provision of car parking spaces elsewhere in the town centre, to be provided and managed by the Council. Such agreements will not normally be entered into in respect of applications for sites outside the Central Business District, or for proposals with a parking requirement of less than five spaces. The Borough Council will normally seek to discourage anything other than minimum operational parking in any development in the Central Business District and seek to commute all other parking requirements.

- A8.20 Separate standards apply to sheltered housing and new-build residential schemes in recognition that visitors can utilise public car park facilities. The Borough Council may also give consideration to a reduction of other standards in order to achieve a satisfactory development scheme or the above objectives, provided that highway safety would not be adversely affected, in accordance with the advice contained in Planning Policy Guidance Note 13 (PPG 13 - Highway Considerations in Development Control, November 1988). In particular, an allowance in small redevelopment proposals for the replacement of existing floorspace may be made where car parking standards are not currently met, and relaxation will be considered where changes of use are involved.

Standards Applicable to Development Proposals in the Central Seafront and Visitor Accommodation Areas

- A8.21 One of the main strategies of the Plan is to promote the expansion and improvement of tourism and leisure facilities in the town, particularly within the Central Seafront and Visitor Accommodation Areas. During peak periods existing seafront parking provision is often inadequate and side roads are used. Also, many of the existing leisure uses do not provide off-street parking spaces for visitors. In order to promote the modernisation of these uses the application of the standards to development proposals in the Central Seafront Area will normally be applied with a degree of flexibility in accordance with Policy L10 (see Chapter 6, page 110).
- A8.22 Similar problems occur in the Visitor Accommodation Areas where the tight-knit nature of existing development makes it difficult for conversion proposals involving hotels or guest houses to achieve adopted parking standards in full. The Borough Council will therefore, also relax parking standards where proposals for hotels and guest houses in the Visitor Accommodation Areas of the town involve converting existing premises. (see Policies L6 and L10, Chapter 6, pages 107 and 110). These relaxations will only normally be permitted where highway safety will not be impaired.

SCHEDULE 1 - Developments to Which the Car Parking Standards Apply

- A8.23 In view of the fact that a variety of alternative names can exist for a single land use or development, an alphabetical list of developments is set out below with a key to the applicable standard. The list is not exhaustive and where an appropriate alternative name and, therefore, applicable standard is not evident, the Borough Council should be consulted.

Note: Standard number in brackets refers to those as contained in the document 'Standards for Car Parking in Essex' as published by the Essex County Council.

Development or Land Use	Car Parking Standard		Page Number
	Borough Reference	County Reference	
Art Gallery	CPS19	(D2)	240
Badminton Club	CPS30	(D6)	244
Bank	CPS11	(B5)	236
Bar	CPS24	(B13)	242
Betting Shop	CPS12	(B6)	237
Betting Office	CPS12	(B6)	237
Bingo Hall	CPS20	(D3)	240
Boarding House	CPS21	(B12)	241
Bowling Green/Bowls Club	CPS28	(D4)	243
Bowls Centre (indoor)	CPS29	(D5)	243
Building Society Premises	CPS11	(B5)	236
Bungalow	CPS1,2,5	(A1,A2,A3)	230 to 232
Cafe	CPS25,26,27	(B14,B15,B16)	242 and 243
Caravan Site (residential or permanent)	CPS22	(D8)	241
Cash & Carry Warehouse	CPS9	(B3)	235
Chalet (holiday)	CPS22	(D8)	241
Chapel	CPS32	(C1)	244
Children's Home	CPS6	(A4)	233
Chiropodist's Surgery	CPS34	(C3)	245
Church	CPS32	(C1)	244
Church Hall	CPS18	(D1)	240
Cinema	CPS20	(D3)	240
Clinic	CPS34	(C3)	245
Club	CPS18,24	(D1,B13)	240 and 242
College	CPS42	(E1)	247
Community Centre	CPS18	(D1)	240
Community Hall	CPS18	(D1)	240
Community Home	CPS6	(A4)	233
Concert Hall	CPS20	(D3)	240
Convalescent Home	CPS6	(A4)	233
Cricket Ground	CPS28	(D4)	243
Dance Hall	CPS20	(D3)	240
Day Care Centre for the Mentally Handicapped	CPS37	(C6)	246
Day Care Centre for the Physically Handicapped	CPS35	(C5)	245
Day Care Centre for the Elderly	CPS36	(C5)	246
Day Nursery	CPS38	(E2)	246
Dentist's Surgery	CPS34	(C3)	245
Discotheque	CPS20	(D3)	240
Distribution Depot	CPS8	(B2)	234

Development or Land Use	Car Parking Standard		Page Number
	Borough Reference	County Reference	
Discount Warehouse	CPS13	(B7)	238
Do-It-Yourself (DIY)			
Retail Warehouse	CPS13	(B7)	238
Doctor's Surgery	CPS34	(C3)	245
Elderly Person's Day Centre	CPS36	(C5)	246
Elderly Person's Home	CPS6	(A4)	233
Elderly Person's Sheltered Housing	CPS5	(A3)	232
Electrical Retail Warehouse	CPS13	(B7)	238
Estate Agent	CPS11	(B5)	236
Factory	CPS7	(B1)	234
Family Centre	CPS40	(C7)	247
Filling Station	CPS15	(B9)	239
Financial Trust Office	CPS11	(B5)	236
Flat Conversion	CPS3,5	-	231 and 232
Flat - Purpose Built	CPS1,5	(A1,A3)	230 and 232
Football Pitch	CPS28	(D4)	243
Furniture Retail Warehouse	CPS13	(B7)	238
Garage	CPS16	(B10)	239
Garden Centre	CPS14	(B8)	238
Golf Course	CPS28	(D4)	243
Golf Driving Range	CPS28	(D4)	243
Guest House	CPS21	(B12)	241
Gymnasium	CPS29	(D5)	243
Hall	CPS18	(D1)	240
Health Centre (medical)	CPS34	(C3)	245
Health & Fitness Centre (Sport)	CPS29	(D5)	243
High Technology Industry	CPS10	(B5)	236
Hockey Pitch	CPS28	(D4)	243
Hospital - general and specialised	CPS33	(C2)	245
Hospital - small scale residential care	CPS6	(A4)	233
Hostel - long term residential	CPS4	-	232
- for visitor accommodation	CPS21	-	241
Hotel	CPS21	(B12)	241
Hot Food Take-Away	CPS12	(B6)	237
House	CPS1,2	(A1,A2)	230 and 231
House in Multiple Occupation (HMO)	CPS4	-	232
Hypermarket	CPS12	(B6)	237
Ice Rink	CPS29	(D5)	243

Development or Land Use	Car Parking Standard		Page Number
	Borough Reference	County Reference	
Industry	CPS7	(B1)	234
Inn	CPS24	(B13)	242
Juvenile Justice Centre	CPS41	(C8)	247
Launderette	CPS12	(B6)	237
Laundry	CPS7	(B1)	234
Leisure Centre	CPS29	(D5)	243
Library	CPS39	(E3)	246
Licensed Club	CPS24	(B13)	242
Maisonette - Conversion	CPS3,5	-	231 and 232
Maisonette - Purpose Built	CPS1,5	(A1)	230 and 232
Marina	CPS23	(D9)	241
Mentally Handicapped Persons' Day Centre	CPS37	(C6)	246
Mentally Handicapped Persons' Home	CPS6	(A4)	233
Mission Hall	CPS32	(C1)	244
Mobile Home	CPS22	(D8)	241
Mosque	CPS32	(C1)	244
Motel	CPS21	(B12)	241
Museum	CPS19	(D2)	240
Non-Self-Contained Accommodation	CPS4	-	232
Nursery School	CPS38	(E2)	246
Nursing Home	CPS6	(A4)	233
Office	CPS11	(B5)	236
Old Persons' Day Centre	CPS36	(C5)	246
Old Persons' Sheltered Housing	CPS5	(A3)	232
Old Persons' Home	CPS6	(A4)	233
Open Storage	CPS8	(B2)	234
Parish Hall	CPS18	(D1)	240
Petrol Filling Station	CPS15	(B9)	239
Physically Handicapped Persons' Day Centre	CPS35	(C4)	245
Physically Handicapped Persons' Home	CPS6	(A4)	233
Playing Field	CPS28	(D4)	243
Pool	CPS31	(D7)	244
Post Office	CPS12	(B6)	237
Public Hall	CPS18	(D1)	240
Public House	CPS24	(B13)	242
Purpose Built Flat	CPS1,5	(A1,A3)	230 and 232

Development or Land Use	Car Parking Standard		Page Number
	Borough Reference	County Reference	
Residential Caravan	CPS22	(D8)	241
Residential Development	CPS1 to 6	(A1,A2, A3)	230 to 233
Restaurant	CPS25	(B14)	242
Retail Store	CPS12	(B6)	237
Retail Warehouse	CPS13	(B7)	238
Roadside Restaurant	CPS26	(B15)	242
Roller Skating Rink	CPS29	(D5)	243
Rugby Pitch	CPS28	(D4)	243
Sanatorium	CPS6	(A4)	233
Sauna	CPS29	(D5)	243
School	CPS42	(E1)	247
Science Park	CPS10	(B4)	236
Self Catering Accommodation	CPS21	(B12)	241
Service Garage	CPS16	(B10)	239
Service Station	CPS15	(B9)	239
Sheltered Housing	CPS5	(A3)	232
Shop	CPS12	(B6)	237
Showroom (general)	CPS12	(B6)	237
Showroom (motor vehicles)	CPS17	(B11)	239
Snooker Centre	CPS29	(D5)	243
Social Club	CPS18,24	(D1,B13)	240 and 242
Sports Centre	CPS29	(D5)	243
Sports Field	CPS28	(D4)	243
Sports Hall	CPS29	(D5)	243
Squash Club	CPS30	(D6)	244
Storage	CPS8	(B2)	234
Supermarket	CPS12	(B6)	237
Superstore	CPS12	(B6)	237
Surgery	CPS34	(C3)	245
Swimming Bath/Pool	CPS31	(D7)	244
Synagogue	CPS32	(C1)	244
Tabernacle	CPS32	(C1)	244
Take-away Food Outlet	CPS12	(B6)	237
Temple	CPS32	(C1)	244
Tennis Court (Indoor)	CPS29	(D5)	243
Tennis Court	CPS28	(D4)	243
Theatre	CPS20	(D3)	240
Transport Cafe	CPS27	(B16)	243
Travel Agent	CPS12	(B6)	237
Veterinary Surgery/Clinic	CPS34	(C3)	245
Village Hall	CPS18	(D1)	240
Warehouse	CPS8,9	(B2,B3)	234 and 235
Warehouse Park (Retail)	CPS13	(B7)	238
Wholesaler	CPS8,9	(B2,B3)	234 and 235

Development or Land Use	Car Parking Standard		Page Number
	Borough Reference	County Reference	
Wine Bar	CPS24	(B13)	242
Worship Place	CPS32	(C1)	244
Working Men's Club	CPS24	(B13)	242
Yacht Basin	CPS22	(D9)	241
Yacht Harbour	CPS22	(D9)	241

SCHEDULE 2 - The Car Parking Standards

A8.24 (These standards are of general application throughout the Borough except where a specific standard for Southend town centre is stated).

SECTION A - HOUSING

DWELLINGHOUSE (three bedrooms or less)

This standard applies to houses, bungalows and purpose built flats and maisonettes built for the private sector, housing associations or local authorities and includes non-sheltered accommodation for the elderly. These standards will normally apply equally to low cost housing/affordable housing schemes (see Policy H2, Chapter 3, page 47).

In schemes with communal parking some relaxation of the overall standard may be justified to allow for sharing of space, although provision should not be less than 150%. This relaxation will normally only be made where the development consists of one and two bedroom units and the parking spaces are available for general use (i.e. not reserved for the exclusive use of the occupiers of individual properties or their visitors). NOTE: Having regard to design and layout and highway considerations, this relaxation may not be appropriate in small development schemes.

For dwellings with four or more bedrooms reference should be made to Standard CPS2 below, whilst for conversions to self-contained flats and non-self-contained residential accommodation Standards CPS3 and CPS4 apply respectively.

Where new dwellings contain accommodation such that additional bedrooms can be created without extensions (e.g. where a study could be converted to a bedroom), car parking should be provided at the appropriate higher standard.

STANDARD CPS1

1. General Application

(a) TWO PARKING SPACES PER DWELLING;

OR

(b) ONE GARAGE OR GARAGE SPACE PER DWELLING AND, IN ADDITION, ONE CAR PARKING SPACE PER DWELLING.

2. Southend Town Centre
 - (a) ONE PARKING SPACE PER DWELLING;
 - OR
 - (b) ONE GARAGE OR GARAGE SPACE PER DWELLING.
-

DWELLINGHOUSE (four bedrooms or more)

This standard applies to all those types of dwelling listed above but which have 4 or more bedrooms.

STANDARD CPS2

1. General Application
 - (a) THREE CAR PARKING SPACES PER DWELLING;
 - OR
 - (b) ONE GARAGE OR GARAGE SPACE PER DWELLING AND, IN ADDITION, TWO CAR PARKING SPACES PER DWELLING.
 2. Southend Town Centre
 - (a) TWO PARKING SPACES PER DWELLING;
 - OR
 - (b) ONE GARAGE OR GARAGE SPACE PER DWELLING, AND, IN ADDITION, ONE CAR PARKING SPACE PER DWELLING.
-

FLAT CONVERSIONS

For the conversion of properties into self-contained flat units, the following standard will apply:

STANDARD CPS3

- (a) ONE PARKING SPACE PER DWELLING UNIT;
 - OR
 - (b) ONE GARAGE OR GARAGE SPACE PER DWELLING UNIT.
-

NON-SELF-CONTAINED RESIDENTIAL ACCOMMODATION

This standard applies to residential premises comprising non-self-contained accommodation including houses in multiple occupation and those hostel uses which do not fall within the scope of Policy L6 (Chapter 6, page 107) and the criteria detailed in Appendix 5 (paragraph A5.8, page 207). (For hostels providing visitor accommodation see standard CPS21, page 241).

As car ownership levels in multiple occupancy establishments tend to be generally lower than those found in self-contained accommodation, the following standard will apply:-

STANDARD CPS4

ONE PARKING SPACE FOR EVERY FOUR UNITS OR PART THEREOF, AND, IN ADDITION, WHERE APPROPRIATE,

(a) ONE PARKING SPACE FOR THE OWNER OCCUPIER;

OR

(b) ONE GARAGE OR GARAGE SPACE FOR THE OWNER OCCUPIER.

SHELTERED HOUSING FOR ELDERLY PERSONS

Housing for the elderly comprising independent self-contained dwelling units but enjoying the services of a resident warden and/or staff available at all times in case of emergency. Car ownership by the residents of such housing tends to be generally lower than for the occupants of family housing. This is reflected in the standard which is lower than CPS1 above. However, in order to ensure that this standard remains adequate for the use, the Borough Council will seek the establishment of a Legal Agreement with the applicant restricting occupancy to persons aged 60 years and over. Where such an agreement is not achieved, the Borough Council will apply standard CPS1, CPS2 and CPS3 as appropriate in accordance with Policy H8 (Chapter 3, page 55).

This standard may be relaxed in the case of local authority schemes where there is control over occupancy.

STANDARD CPS5

1 .General Application

ONE CAR PARKING SPACE FOR THE RESIDENT WARDEN AND, IN ADDITION, ONE SPACE FOR VISITORS TO THE WARDEN;

AND,

FOR STAFF, RESIDENTS AND VISITORS, ONE CAR PARKING SPACE FOR EVERY TWO DWELLING UNITS.

2 Southend Town Centre

ONE CAR PARKING SPACE FOR THE RESIDENT WARDEN AND, IN ADDITION, ONE SPACE FOR VISITORS TO THE WARDEN;

AND,

FOR STAFF, RESIDENTS AND VISITORS, ONE CAR PARKING SPACE FOR EVERY THREE DWELLING UNITS.

COMMUNITY HOMES

Homes for children, physically and mentally handicapped adults and children, and elderly persons.

This standard relates to homes for elderly persons where catering and other services are communal and excludes sheltered housing schemes (see CPS5 above).

Homes for the physically handicapped may differ in that the residents may possess their own transport, either 'Invacars' or suitable modified production cars. This may be reflected by a higher parking requirement than that of other communal homes.

STANDARD CPS6

FOR EACH UNIT OF RESIDENT STAFF ACCOMMODATION, TWO CAR PARKING SPACES, ONE OF THE SPACES BEING PROVIDED FOR VISITOR PARKING;

AND

FOR VISITORS, NON-RESIDENT STAFF, ETC., ONE CAR PARKING SPACE FOR EVERY FOUR BEDSPACES.*

NOTE: ADDITIONAL PARKING REQUIREMENTS AND DESIGN.

In the above residential parking standards (CPS1 to CPS6) additional parking spaces will be required by the Borough Council in the following circumstances:-

- (a) where a new property is to be constructed on part of the curtilage of an existing dwelling, provision must also be made for the parking of vehicles for the existing property in accordance with the above standards.
- (b) where a dwelling unit is sub-divided or extended, which results in additional housing units or bedspaces, a commensurate increase in parking facilities in accordance with the above standards will normally be required (such additional provision includes the sub-division of existing flats within a single property).

In the interests of traffic safety and to ensure that the residential amenities of an area are not adversely affected by excessive on-street parking, the Borough Council may, in approving a housing scheme, impose suitable conditions in the planning consent prohibiting the conversion of garages to residential accommodation and/or development on parking spaces/hardstandings (see also Appendix 4, paragraph A4.19, page 192).

* See Appendix 9 - 'Definition of Terms Used'

In the layout and design of parking spaces regard should also be had to Appendix 4.

SECTION B - BUSINESS

INDUSTRY

All forms of industrial premises. All industrial uses classified as light industry, general industry or within the special industrial classes in the Town and Country Planning (Use Classes) Order.

Applications for small industrial estates with communal parking and servicing will be considered on their merits.

Where uses are proposed which result in open storage of materials, equipment or vehicles awaiting attention, space should be provided for this purpose which is separate from and additional to the car parking provision. This is particularly important where activities such as car repairers locate on small industrial estates.

For tandem and double stack parking systems see paragraph A8.14 (page 223).

STANDARD CPS7

A MINIMUM PROVISION OF TWO CAR PARKING SPACES PER UNIT AND, IN ADDITION,

ONE SPACE FOR EVERY 50m² GROSS FLOORSPACE, EXCEPT THAT, WHERE THE OFFICE FLOORSPACE EXCEEDS 200m² OR 20% OF THE TOTAL FLOORSPACE OF THE DEVELOPMENT, PROVISION SHALL BE ONE SPACE FOR EVERY 30m² GROSS OFFICE FLOORSPACE AND ONE SPACE FOR EVERY 60m² OF THE REMAINING FLOORSPACE.

In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

WAREHOUSING

All enterprises providing storage and distribution as a service, but excluding 'cash and carry' warehouses (see CPS9). This category of development includes open storage of, for example, timber, containers or motor vehicles.

NB. This standard shall apply only to 'bona fide' warehouse proposals. Where any possibility exists of future conversions of premises to industrial use, standards applicable to industry will apply.

STANDARD CPS8

- (i) For development of gross floorspace less than 5,500m²: A MINIMUM PROVISION OF THREE PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 280m² GROSS FLOORSPACE.

For development of gross floorspace greater than 5,500m²: EACH APPLICATION TO BE DEALT WITH ON ITS MERITS. Intending applicants are advised to consult the Borough Council before the formal submission of a planning application.

- (ii) WHERE PREMISES ARE PROPOSED FOR THE USE OF A SPECIFIED CLIENT, THE APPLICATION WILL BE DEALT WITH ON ITS MERITS IN RELATION TO THE NEEDS OF THE INTENDING OCCUPIER.

In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

It is desirable to segregate service vehicle turning and parking areas from staff and visitor parking.

CASH AND CARRY WHOLESALE WAREHOUSES

Wholesale warehouses where goods are delivered in bulk, but removed in smaller quantities by customers, usually retailers, who provide their own transport. Customers are often limited to holders of identity cards issued by the wholesaler. Adequate parking and turning provision for service vehicles delivering goods to the warehouse will be necessary, but the needs of vehicles removing goods are met by the parking standard for customers.

STANDARD CPS9

- (i) Developments of gross floorspace below 5,500m²
FOR STAFF: MINIMUM OF THREE CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 280m² GROSS FLOORSPACE.

FOR CUSTOMERS: A MINIMUM OF FIVE CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 100m² OF FLOORSPACE.

- (ii) Developments of gross floorspace greater than 5,500m²
PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS.

Intending developers are advised to consult the Borough Council before the submission of a planning application.

In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises.

HIGH TECHNOLOGY INDUSTRY

Office/research/laboratory/production units, primarily in the fields of electronics, micro-engineering, pharmaceuticals and biochemistry. The flexibility of floorspace utilisation within a unit is taken into account in the parking standard.

This standard is also applied to groups of high technology premises forming "science parks" or "technology parks".

STANDARD CPS10

ONE CAR PARKING SPACE FOR EVERY 35m² GROSS FLOORSPACE

Adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to and from the premises.

OFFICES

(a) General Offices

All office premises other than service offices as defined below.

(b) Service Offices

Offices providing services direct to the public, who may be expected to visit the premises. Such premises include banks, building societies, estate agents, photocopying firms, solicitors, accountants and surveyors.

NB Head offices or regional offices of banks, building societies, etc., which are not generally visited by the public but deal mainly with information received by post or telecommunications are considered to be general offices.

STANDARD CPS11

1. General Application

(a) General Offices

A MINIMUM OF TWO CAR PARKING SPACES PER UNIT, AND, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 30m² GROSS FLOORSPACE.

HOWEVER, WHERE OFFICES ARE TO BE BUILT TO THE REQUIREMENTS OF A SPECIFIC CLIENT WHOSE STAFFING AND VISITOR REQUIREMENTS ARE KNOWN, THE APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS.

(b) Service Offices

A MINIMUM OF TWO CAR PARKING SPACES PER UNIT, AND, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 25m² GROSS FLOORSPACE.

2. Southend Town Centre

(a) General Offices

A MINIMUM OF TWO CAR PARKING SPACES PER UNIT, AND, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 60m² GROSS FLOORSPACE.

HOWEVER, WHERE OFFICES ARE TO BE BUILT TO THE REQUIREMENTS OF A SPECIFIC CLIENT WHOSE STAFFING AND VISITOR REQUIREMENTS ARE KNOWN, THE APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS.

(b) Service Offices

A MINIMUM OF TWO CAR PARKING SPACES PER UNIT, AND, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 50m² GROSS FLOORSPACE.

SECTION C - RETAIL AND OTHER COMMERCIAL

RETAIL STORES AND SHOPS

All premises defined as a shop in the Town and Country Planning (Use Classes) Order. This category includes shops, supermarkets, superstores and hypermarkets. Also included are take-away food outlets.

Excluded from this category are certain types of non-food retail warehouse (see CPS13) and garden centres (see CPS14).

It is envisaged that lower levels of provision may be acceptable in the town centre, more so for non food stores. Account should be taken of the new traffic likely to be generated compared to that existing at a centre. Part (iii) of the Standard is based on out-of-centre food-based stores enjoying an average level of trading; a slightly higher ratio is likely to be justified for the largest of such schemes.

STANDARD CPS12

FOR EACH SHOP UNIT PROPOSED, A MINIMUM OF ONE CAR PARKING SPACE AND, IN ADDITION;

- (i) For units of up to 499m² gross floor space,
ONE PARKING SPACE FOR EVERY 25m² FLOORSPACE;
- (ii) For units of 500m² to 1999m² gross floorspace,
ONE PARKING SPACE FOR EVERY 20m² FLOORSPACE;
- (iii) For units of 2000m² gross floorspace and over,
ONE PARKING SPACE FOR EVERY 10m² FLOORSPACE.

In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

RETAIL WAREHOUSES

Non-food retail warehouses selling primarily bulky goods, including Do-It-Yourself (DIY), furniture, carpet and electrical retail warehouses.

DIY units generate more traffic than other categories and a correspondingly higher parking provision is required.

Where a retail warehouse also includes a garden centre, parking provision for the garden centre should be made in accordance with the appropriate standard (CPS14 below).

Retail Warehouse Parks

Where several retail warehouses are to be grouped together on one site and there is an element of sharing of parking space. The more communal parking space there is, the lower the acceptable ratio of parking space to floorspace may be.

NB. The standards provided for retail warehouse units and retail warehouse parks are based on the assumption that the Borough Council will normally oppose the subsequent change of use of such units to general or food retailing.

STANDARD CPS13

- (i) DIY Warehouses
ONE CAR PARKING SPACE FOR EVERY 15m² GROSS FLOORSPACE.
- (ii) Other Retail Warehouses
ONE CAR PARKING SPACE FOR EVERY 30m² GROSS FLOORSPACE.
- (iii) Retail Warehouse Parks
PROVISION TO BE MADE ON THE BASIS OF THE EXPECTED COMPOSITION OF THE PARK AS BETWEEN DIY UNITS AND OTHERS IN ACCORDANCE WITH (i) and (ii) ABOVE; WHERE THIS IS NOT POSSIBLE THE STANDARD WILL BE ONE SPACE FOR EVERY 22.5m² GROSS FLOORSPACE.

In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, any delivery vehicles operating from the premises (i.e. vehicles delivering goods too bulky for transport in customers' own vehicles or vehicles available for hire by customers).

GARDEN CENTRES

Premises retailing plants, gardening and horticultural materials, supplies and equipment, including garden furniture and, as an ancillary use, supplies for pet animals.

"Relevant area" is defined as the gross floorspace of any buildings plus open areas used for trading or display but excluding areas used for the production of plants and materials and closed to the public.

Part II of the Standard is based on the busiest out-of-centre locations with good access from the road network. Lower standards may be acceptable according to location, variety of goods sold and expected usage.

STANDARD CPS14

- (i) Centres of less than 1000m² relevant area;
ONE CAR PARKING SPACE FOR EVERY 35m² OF COVERED RELEVANT AREA PLUS ONE SPACE FOR EVERY 50m² OF UNCOVERED RELEVANT AREA;
 - (ii) Centres of 1000m² relevant area or more;
ONE CAR PARKING SPACE FOR EVERY 15m² RELEVANT AREA.
-

PETROL FILLING STATION

Premises supplying fuel, lubricants, etc. to motor vehicles, but not providing vehicle repair or overhaul facilities. These premises, by virtue of their function, contain car parking areas sufficient for customer needs, but staff requirements should also be satisfied.

STANDARD CPS15

SUFFICIENT CAR PARKING SPACE SHOULD BE PROVIDED TO MEET STAFF REQUIREMENTS. WHERE A SHOP IS INCORPORATED, EXTRA PARKING PROVISION SHOULD BE MADE CLEAR OF THE FUEL PUMPS TO ACCOMMODATE THE ADDITIONAL TRAFFIC GENERATED.

SERVICE GARAGES

Premises at which motor vehicles are repaired, overhauled or serviced in return for payment. Such premises may also include petrol filling station facilities and car sales space. Where a car sales area is included, separate parking provision should be made satisfactory to CPS17 below.

STANDARD CPS16

Where the number of employees is not known:

A MINIMUM OF FOUR CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 35m² FLOORSPACE, EXCLUDING ANY CAR SALES DISPLAY AREA.

Where the number of employees is known:

ONE CAR PARKING SPACE PER EMPLOYEE.

Adequate provision shall be made for the parking and turning of service vehicles delivering or collecting goods, parts or vehicles to or from the premises.

CAR SALES SHOWROOMS

Showrooms or open display areas for the sale of motor vehicles. The standard relates only to staff and customer parking and not to vehicles displayed for sale, nor to the needs of service vehicles.

The parking spaces should be clearly delineated from the display area and should not be used as additional display or storage area.

STANDARD CPS17

A MINIMUM OF TWO CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 45m² OF THE AREA USED FOR THE DISPLAY OR STORAGE OF VEHICLES FOR SALE.

SECTION D - LEISURE AND TOURISM**PLACES OF ASSEMBLY**

Halls used as venues for meetings and formal entertainment (i.e. where ordered seating can permit relatively large numbers of people to be accommodated). Such buildings are generally adaptable to a wide variety of uses, through a spectrum from youth clubs and playgroups to formal political meetings. Within this category of development are church halls, parish halls, public halls and community centres.

The use of such buildings is often largely outside the normal working day and, where this is the case and public car parking is in close proximity, it may be possible for this standard to be substantially relaxed at the discretion of the Borough Council.

STANDARD CPS18

ONE CAR PARKING SPACE FOR EVERY THREE MEMBERS OF STAFF NORMALLY PRESENT, AND IN ADDITION, ONE SPACE FOR EVERY 4m² OF PUBLIC FLOORSPACE (EXCLUDING ANY TOILETS, STORE-CUPBOARDS, ETC).

MISCELLANEOUS CULTURAL BUILDINGS

Craft centres, art galleries, museums and similar buildings.

STANDARD CPS19

A MINIMUM OF TWO CAR PARKING SPACES WITH, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 30m² OF PUBLIC FLOORSPACE.

PUBLIC ENTERTAINMENT BUILDINGS

Cinemas, theatres, bingo halls, concert halls, dance halls and discotheques. Many buildings in this category will be in urban centres where existing public car parks may be available and a specific car parking provision will not therefore be necessary. In the case of theatres and concert halls, additional parking provision may be required to accommodate performers and staff.

STANDARD CPS20

ONE CAR PARKING SPACE FOR EVERY 4m² OF PUBLIC ACCOMMODATION (EXCLUDING TOILETS, ETC.).

HOTELS AND MOTELS

Hotels, motels, self-catering accommodation, boarding and guest houses. This standard also applies to those hostel uses falling within the scope of Policy L6 (Chapter 6, page 107) and the criteria detailed in Appendix 5 (paragraph A5.8, page 207). (For hostels providing long-term residential accommodation see standard CPS4, page 232).

The standard is designed to meet the parking needs of both staff and guests, and adequate provision should be made for the parking and turning of service vehicles.

STANDARD CPS21

ONE CAR PARKING SPACE PER GUEST BEDROOM AND ONE CAR PARKING SPACE PER STAFF BEDROOM.

Where a restaurant open to non-residents or a room for public functions is provided, its car parking requirements should be assessed separately at the restaurant standard (Standard CPS25 on next page). However, when the surface area of the restaurant has been calculated, 1m² per guest bedroom may be subtracted therefrom before the restaurant standard is applied.

The standard will be relaxed where the proposal involves the conversion of existing premises within the Central Seafront or Visitor Accommodation Areas (see paragraphs A8.21 and A8.22, page 225).

CARAVAN SITES

Residential caravan sites and mobile home sites and permanent holiday caravan sites.

STANDARD CPS22

PROVISION SHALL BE MADE IN ACCORDANCE WITH THE CARAVAN SITE LICENCE CONDITIONS.

MARINAS

Marinas and similar recreational sailing establishments.

Where other facilities open to the public such as, for example, shops, restaurants and bars are included, additional parking requirements should be assessed at the appropriate standard (e.g. CPS25 for restaurants, CPS12 (page 237) for shops, etc.).

Dual use of parking areas, providing for the laying-up of boats during the winter months, for example, should be encouraged where the uses will not conflict or cause congestion.

STANDARD CPS23

ONE CAR PARKING SPACE FOR EVERY TWO MOORING BERTHS

Additional parking spaces for restaurants, bars, shops and similar facilities forming part of a marina but open to persons not using the berthing or mooring facilities shall be provided at the appropriate standard.

PUBLIC HOUSES AND LICENSED CLUBS

Public houses, licensed clubs and bars whose prime function is the retail sale of drinks (accompanied by food, where appropriate) for consumption on the premises. The standard is designed to satisfy customer and staff parking requirements only. The public area includes all circulation and service space, e.g. corridors, toilets, etc.

STANDARD CPS24

ONE CAR PARKING SPACE FOR EVERY 3m² OF COVERED PUBLIC FLOOR AREA

Where an outside area for drinking (e.g. a beer garden) is also provided, additional parking may be required. Where the proprietor and/or any other staff are resident, parking provision for them will be made at the normal standard for residential development (CPS1 to CPS6 as appropriate, pages 230 to 233).

RESTAURANTS

Restaurants, cafes and similar premises retailing prepared food for consumption on the premises by the general public. (Excluded are roadside restaurants and transport cafes; see CPS26 and CPS27 below.) The standard is designed to satisfy customer and staff car parking requirements only. Adequate provision should be made for the turning and parking of delivery vehicles.

Where a restaurant offers a take-away service in addition to its restaurant function, the area provided for customers to order and await service shall be regarded as dining area for the purpose of calculating parking provision. Take-away food stores with no facilities for consumption of food on the premises are considered to be shops to which parking standard CPS12 applies (page 237).

STANDARD CPS25

ONE CAR PARKING SPACE FOR EVERY 5m² OF DINING AREA

Where the proprietor and/or any other staff are resident, parking provision for them will be made at the normal standard for residential development (CPS1 to CPS6 as appropriate).

ROADSIDE RESTAURANTS

Restaurants adjacent to inter-urban classified roads and primarily providing food and refreshments for road users. Often referred to as motorists' restaurants.

Adequate provision should be made for the parking and turning of delivery vehicles.

STANDARD CPS26

ONE CAR PARKING SPACE FOR EVERY 4m² OF DINING AREA.

TRANSPORT CAFES

Cafes catering principally for the needs of the drivers of commercial vehicles. Special parking provision is necessary for these establishments since the customers' vehicles are frequently heavy goods vehicles which may require as much as four times the space required for a private car. Because of the character of the customer traffic, it is particularly important that parking spaces are suitably reinforced and metalled and it is essential that all the vehicles should be able to enter the highway in forward gear.

STANDARD CPS27

ONE LORRY SPACE OF DIMENSIONS 15m x 3m FOR EVERY 2m² OF DINING AREA. THE VEHICLE PARKING AREA MUST BE PROVIDED WITH ADEQUATE ARRANGEMENTS TO ENABLE ALL VEHICLES TO ENTER AND LEAVE THE PUBLIC HIGHWAY IN FORWARD GEAR.

ONE CAR PARKING SPACE SHALL BE PROVIDED FOR EACH MEMBER OF STAFF NOT RESIDENT ON SITE.

SECTION E - RECREATION

SPORTS GROUNDS

Sports grounds for outdoor recreation, including the playing of association football, cricket, golf (including golf driving ranges), hockey, lacrosse, rugby football, tennis, shooting and archery. Calculation of the number of players should include substitute players, referees, umpires and other persons essential to the playing of the sport concerned. Stadia to which spectators are admitted on payment will be assessed on their individual merits.

STANDARD CPS28

ONE CAR PARKING SPACE FOR EVERY TWO PEOPLE TO USE THE PLAYING AREA(S) AT ANY ONE TIME.

Where clubhouse facilities are provided, additional parking at licensed club standard (CPS24) shall be provided.

INDOOR SPORTS CENTRES AND LEISURE CENTRES

Buildings used primarily for indoor physical recreation, including: sports centres, sports halls, leisure centres, ice rinks, roller skating rinks, snooker centres, health and fitness centres, gymnasias, saunas.

"Public areas" exclude storage rooms, toilets and corridors except where corridors have a dual function as spectator galleries.

Joint Use Sports Centres

Where sports centres have a joint use function, usually in association with schools or colleges, the parking requirement may be satisfied, in whole or in part, by the parking provision already made for the school/college. This should be agreed with the Borough Council.

Specialised Sports Centres

Where a specialised sports centre is designed and built for exclusive use for a particular sport (e.g. indoor tennis centre, indoor bowls centre, equestrian centre), the parking requirements may be varied in relation to the number of people able to use the facility at any one time. See also standard CPS30 below in relation to squash and badminton clubs.

STANDARD CPS29

ONE CAR PARKING SPACE FOR EVERY 10m² OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR TWO BUSES OR COACHES TO PARK WHEN REQUIRED.

Where a licensed bar or clubroom is provided, additional parking at Standard CPS24 (page 242) should be provided.

Where a restaurant, cafeteria or snack bar is provided, additional parking at Standard CPS25 (page 242) should be provided.

SQUASH CLUBS AND BADMINTON CLUBS

This standard applies to squash and badminton clubs which are purpose built and do not have a joint use function (see CPS29 above). Where a bar is provided, additional car parking is required and should be assessed at the licensed club standard (CPS24).

STANDARD CPS30

THREE CAR PARKING SPACES FOR EACH COURT. Where a bar is provided, additional parking shall be provided in accordance with Standard CPS24.

SWIMMING BATHS

Swimming baths and swimming pools for public use or use by club members. "Public area" here includes both the surface area of the pool(s) and surrounding "dry" areas.

STANDARD CPS31

ONE CAR PARKING SPACE FOR EVERY 10m² OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR TWO BUSES OR COACHES TO PARK WHEN REQUIRED.

SECTION F - COMMUNITY SERVICES

PLACES OF WORSHIP

Buildings for public worship or religious instruction. Where seating for worshippers is not provided, it will be necessary for the applicant to indicate to the Borough Council the number of worshippers likely to be present at any one time in order that agreement on a parking requirement may be obtained.

STANDARD CPS32

ONE CAR PARKING SPACE FOR EVERY 10 SEATS OR PART THEREOF, OR ONE CAR PARKING SPACE FOR EVERY 10m² WHICHEVER IS THE GREATER. WHERE THE BUILDING IS ALSO TO BE USED FOR FUNCTIONS OTHER THAN WORSHIP, THE STANDARD APPLICABLE TO PLACES OF ASSEMBLY (CPS18) WILL BE APPLIED.

HOSPITALS

General and specialised hospitals in both the public and private sectors. Excluding convalescent homes, nursing homes and sanatoria (see CPS6, page 233). Where a hospital includes a nurses' hostel the parking requirement for the hostel will be assessed separately by agreement with the Borough Council.

Where out-patients facilities, casualty department or consulting rooms are provided, additional parking provision at Standard CPS34 should be made.

STANDARD CPS33

ONE CAR PARKING SPACE PER DOCTOR OR SURGEON AND, IN ADDITION, A MINIMUM OF TWO PARKING SPACES FOR EVERY THREE BEDS OR ROOMS, WHICHEVER IS THE GREATER, TO SERVE THE REQUIREMENTS OF OTHER STAFF AND VISITORS.

HEALTH CENTRES, SURGERIES AND CLINICS

Health centres, clinics and the surgeries of doctors, dentists, other medical specialists and veterinary surgeons in both public and private sectors. The standard assumes the operation of an appointment system. Where such a system is not in use, additional parking for patients (or persons accompanying patients) may be necessary. Where a practitioner is resident on the premises, parking for his/her household should be provided at the private residential standard (CPS1 to CPS4 as appropriate, page 230 to 232) and the parking space for the practitioner required below may be omitted.

STANDARD CPS34

ONE CAR PARKING SPACE FOR EVERY PRACTITIONER (i.e. DOCTOR, DENTIST, ETC.), ONE CAR PARKING SPACE FOR EVERY TWO MEMBERS OF OTHER STAFF PRESENT AT THE BUSIEST TIME AND TWO VISITOR CAR PARKING SPACES FOR EACH CONSULTING ROOM.

DAY CARE CENTRES FOR THE PHYSICALLY DISABLED

This standard has a higher requirement than that applicable to certain other day centres (see below), reflecting the ownership of private vehicles by physically disabled persons.

STANDARD CPS35

ONE CAR PARKING SPACE FOR EVERY TWO MEMBERS OF STAFF AND ONE SPACE FOR EVERY FOUR PERSONS ATTENDING.

The parking spaces for persons attending should be of minimum width 3.2 metres.

DAY CENTRES FOR THE ELDERLY

Day care centres for the elderly. Where additional services such as Meals-on-Wheels are provided from the premises, adequate additional vehicle parking provision will be required.

Where the number of persons attending a day centre is not known, parking provision should be calculated on the basis of the average number of persons expected to attend.

STANDARD CPS36

ONE CAR PARKING SPACE FOR EVERY TWO MEMBERS OF STAFF, AND IN ADDITION ONE SPACE FOR EVERY EIGHT PERSONS ATTENDING THE CENTRE.

WHERE A DAY CENTRE IS ALSO THE BASE FOR ADDITIONAL SERVICES, SUCH AS MEALS-ON-WHEELS, ADEQUATE ADDITIONAL PARKING PROVISION SHALL BE MADE.

OTHER DAY CARE CENTRES

Day centres other than those for the physically handicapped or elderly.

STANDARD CPS37

ONE CAR PARKING SPACE FOR EVERY TWO MEMBERS OF STAFF.

DAY NURSERIES

Day nurseries and nursery schools providing for the care, supervision and education of children of below school age.

STANDARD CPS38

ONE CAR PARKING SPACE FOR EVERY FULL-TIME MEMBER OF STAFF OR EQUIVALENT.

Where necessary, adequate waiting and parking spaces for visitors' or parents' cars, in certain circumstances by means of a layby, shall be provided.

LIBRARIES

The provision of libraries is a function of the Essex County Council, and taking account of this and the relative infrequency of applications for such buildings it is considered that a specific standard is not required.

STANDARD CPS39

EACH APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS.

PARKING PROVISION APPROPRIATE TO THE LOCATION AND CIRCUMSTANCES OF A PARTICULAR APPLICATION WILL BE REQUIRED.

FAMILY CENTRES

Centres established by local government and/or voluntary organisations to provide counselling and help for families experiencing difficulties in family relationships and particularly where children are considered to be "at risk". Occasionally, overnight accommodation may be provided for individual young persons "at risk". Occasional use for other social service purposes (e.g. discussion groups) may occur. Although related to the number of staff, parking is intended for use by staff and visitors.

STANDARD CPS40

ONE CAR PARKING SPACE FOR EVERY MEMBER OF FULL-TIME STAFF OR EQUIVALENT.

JUVENILE JUSTICE CENTRES

Centres established under the Criminal Justice Acts to provide counselling, educational and social activities for young persons under 16 years of age convicted of criminal offences not considered to warrant custodial sentence.

STANDARD CPS41

ONE CAR PARKING SPACE FOR EVERY TWO MEMBERS OF FULL-TIME STAFF OR EQUIVALENT.

SCHOOLS AND COLLEGES OF FURTHER EDUCATION**All Schools and Colleges**

Car parking standards for schools and colleges have been approved in principle by the Essex County Council. Every proposal for a school must indicate the manner in which parking provision at the full County Council standard can be made. Parking to the Department of Education and Science code standard must be provided before any school is opened and if any problems occur in the locality of a school as a result of the inadequacy of parking facilities at the school, consideration will be given to further provision in accordance with the approved plans.

The view of the Department of Education and Science (DES) as set out in its "Notes on the Procedures for the Approval of School Building Projects in England" (October 1973) is that the use of educational funds for the provision of parking for optional car users should be kept to a minimum and, if possible, as an alternative, the Council should contribute towards the cost of a nearby public car park.

Scales of provision for parking as set out in the DES Notes are as follows:-

1. Where parking on the surface of the site is possible, the scale of provision is one space for the head teacher, plus one for every 3 teachers or part thereof. In addition, spaces for visitors are allowed at a scale of one for every 25 teachers or part thereof. The effect for the commoner sizes of schools will be:-

	Number of Pupils	Number of Staff	Number of Spaces
Primary Schools	160	5	4
	200	6	4
	240	7	5
	280	8	5
	320	9	5
Secondary Schools	150	7	5
	300	14	7
	450	21	9
	600	28	13
	750	35	15
	900	42	17
	1,050	49	20
1,200	56	23	

2. Where parking is provided entirely on the surface of the site outside the buildings, the cost allowance, including circulation, kerbs, etc. and allowing for some levelling, is £60* per car space.
3. Proposals for covered parking will be considered on their merits as exceptional cases.
4. These scales of provision may be applied flexibly where this can be done without cost limitations. On a site where a car park can be provided for less than £60* per car space and the demand for parking exceeds the number of spaces permitted by the scale, an authority will usually be allowed to provide extra spaces within a cost limit obtained by allowing £60* for each space permitted by the scale.
5. The scales are intended to provide for parking motor cycles: 5 of these can be accommodated in one car space. The scales, however, make no allowance for bicycle storage or for the space needed for deliveries; these should be determined by local needs.
6. Authorities may provide fewer parking spaces than those shown above when a smaller number would suffice.

(*NB These notes are set out "Verbatim". This figure is now out of date.)

However, the Essex County Council has resolved that this standard will be used with a reasonable degree of flexibility in the light of the circumstances of each case.

Residential staff at schools should be provided with parking spaces at the normal residential standard.

Parking Space for Parents

There will be instances where highway conditions are such that increased parking provision for visitors' cars may need to be provided. In the planning of the siting and layout of roads serving new schools, provision for roadside parking should be considered.

STANDARD CPS42

Primary and Infant Schools

- (i) SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION,
- (ii) ONE CASUAL PARKING SPACE SHALL BE ALLOCATED FOR EACH CLASSROOM SUBJECT TO A MAXIMUM OF 10 SPACES.

Secondary Schools

- (i) SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION,
- (ii) ONE CASUAL PARKING SPACE SHALL BE ALLOCATED ON THE LAYOUT FOR EACH CLASS SUBJECT TO A MAXIMUM OF 20 SPACES.

In Primary and Secondary Schools

- (i) A SUITABLE PART OF THE HARD PLAY AREA SHALL BE ALLOCATED AND SUITABLY CONSTRUCTED SO THAT IT CAN BE USED BY CARS ON SCHOOL OPEN DAYS OR WHEN THE SCHOOL IS USED FOR FURTHER EDUCATION OR COMMUNITY PURPOSES DURING THE EVENINGS OR AT THE WEEKEND.
- (ii) WHERE NECESSARY, ADEQUATE WAITING AND PARKING SPACE FOR LOCAL EDUCATION AUTHORITY BUSES, IN CERTAIN CIRCUMSTANCES BY MEANS OF A LAYBY, SHALL BE PROVIDED.

Colleges of Further Education

SPACE SHALL NORMALLY BE ALLOCATED IN THE LAYOUT FOR A CAR PARKING SPACE FOR EACH MEMBER OF STAFF AND ONE PARKING SPACE FOR EVERY SIX UNITS OF STUDENT CAPACITY.

General

PARTICULAR CIRCUMSTANCES WHICH MAY REQUIRE THE ALTERATION OF THE STANDARDS IN ANY SPECIFIC CASE SHOULD BE TAKEN INTO ACCOUNT, AS FOR EXAMPLE THE RELATIONSHIP BETWEEN ANY SITE AND OTHER AVAILABLE PARKING FACILITIES AND THE AVAILABILITY OF PUBLIC TRANSPORT.