

# Non-Residential Parking Requirements

Commercial developments are expected to be located within comprehensively masterplanned mixed-use neighbourhoods and sites across Ebbsfleet, which provides an opportunity to consider parking provision at a neighbourhood level, and to potentially share parking provision across multiple users and uses.

The shared use of parking areas is highly desirable if it can be demonstrated there is no conflict either spatially or time-wise in regards to the parking demand. Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, or the development is considered ancillary to other activities (i.e. food and drink within a retail area).

**The total commercial parking provision for a development should therefore not be predicated on the aggregation of individual uses within a development, but should;**

- 1) Consider the existing public parking provision available within the neighbourhood / wider village, and ascertain if there is any 'spare' capacity available within that existing provision when considered against the proposed scheme's uses / user requirements;
- 2) Consider the opportunity for shared parking across two or more uses included within the proposed development;
- 3) Consider the opportunity for the use of 'interim' parking areas that provide parking for short-medium term demand, but could be re-purposed as public realm or development land as parking demand reduces in the longer term.

## Non residential cycle parking

With respect to commercial cycle parking, reference has been made to the local parking standards. A circa 20% increase in the local cycle parking standards has been assumed appropriate to support the planned modal shift integrated within the area-wide transport model.

Cycle parking standards are included in the following tables. It is proposed that these standards are adopted until (and if) empirical evidence becomes available that demonstrates a need for any adjustment.

Cycle parking for the mobility impaired should be provided at the same ratio as vehicular parking for the mobility impaired as defined in the tables.

## Class C : Hotels



Use class	Standards
Hotels	1 space per 167m <sup>2</sup> for staff 1 space per 833m <sup>2</sup> for customers



Use class	Standards
Hotels	1 motorcycle space for every 20 car parking spaces provided, plus 1 additional motorcycle space.



C1 hotels	Standards
Hotels	1 space per 2.4 staff 1 space per bedroom

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Adequate facilities should be provided for the drop off and pick up, including a short waiting period, for example for taxis.
3. For developments exceeding 20 bedrooms, suitable provision should be made for coaches, which should be agreed at pre-application stage through discussion with the planning officer.
4. Modern hotels often offer a variety of amenities and facilities such as conference facilities, restaurants and gyms. Where such facilities are open to the public, adequate parking should be allocated according to the individual use class and potential for non-resident use.

## Class E : Commercial, Business and Services



Use class	Standards
E(a) Display or retail sale of goods, other than hot food.	1 space per 167m <sup>2</sup>
E(b) Sale of food and drink consumption (mostly) on the premises.	1 space per 167m <sup>2</sup> for staff 1 space per 83m <sup>2</sup> for customers
E(c) Provision of financial services, professional services (other than health or medical services), or other appropriate services in a commercial, business or service locality.	Bespoke cycle parking provision to be calculated based on the condition, brief and location of the project.
E(d) Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasias	
E(e) Medical centres, surgeries (including veterinary surgeries)	
E(f) Day care centres	
E(g) Uses which can be carried out in a residential area without detriment to its amenity: o E(g)(i) Offices to carry out any operational or administrative functions, o E(g)(ii) Research and development of products or processes o E(g)(iii) Industrial processes	1 space per 167m <sup>2</sup> for staff 1 space per 833m <sup>2</sup> for customers



Use class	Standards
E Class Uses	1 motorcycle space for every 20 car parking spaces provided, plus 1 additional motorcycle space.



E (a) and (b)	Standards
E(a) Display or retail sale of goods, other than hot food.	1 space per 30m <sup>2</sup>
E(b) Sale of food and drink consumption (mostly) on the premises	1 space per 2.4 staff 1 space per 7m <sup>2</sup> for customers

1. Car parking provision includes spaces for staff
2. 1 space per 500m<sup>2</sup> required for Goods Vehicles
3. There should be adequate provision for the parking and manoeuvring of vehicles, including service vehicles, in loading areas and off the highway.

E (c)	Standards
E(c) Provision of financial services, professional services (other than health or medical services), or other appropriate services in a commercial, business or service locality.	1 space per 24m <sup>2</sup>

E (d)	Standards
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 26m <sup>2</sup> 1 space per 18 seats where appropriate

E (e)	Standards
Medical centres, surgeries (including veterinary surgeries)	1 space per 2.4 staff 2.5 spaces per consulting rooms

E (f)	Standards
Day care centres	1 space per 2.4 staff 1 space per 4.8 attendees

1. There should be adequate provision to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should be made to accommodate ambulances where appropriate.
3. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from day centres.

E (g)	Standards
E(g) (i) Offices to carry out any operational or administrative functions, up to 500m <sup>2</sup>	1 space per 24m <sup>2</sup>
E(g) (ii) Offices to carry out any operational or administrative functions, between 500m to 2,500m <sup>2</sup>	1 space per 30m <sup>2</sup>
E(g)(iii) Industrial processes	1 space per 42m <sup>2</sup>

1. Adequate provision shall be made for the parking and turning of service vehicles serving offices, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.
2. 1 space per 200m<sup>2</sup> required for goods vehicles associated with high tech / research / light industrial.

## Class F : Local Community and Learning



Use Class	Standards
F1 Medical centres, surgeries (including veterinary surgeries)	1.2 spaces per 2 consulting / treatment rooms
F1 & F2 Non-residential institutions ( Libraries, art galleries, museums, public exhibition halls)	1 space per 83m <sup>2</sup> or per 42 seats



Use class	Standards
F Class Uses	1 motorcycle space for every 20 car parking spaces provided, plus 1 additional motorcycle space.



F1 Learning and non residential institutions	Standards
Libraries, art galleries, museums, public, exhibition hall	1 space per 72m <sup>2</sup>
Places of worship	1 space per 12m <sup>2</sup>
Medical centres, surgeries (including veterinary surgeries)	1 space per 2.4 staff 2.5 spaces per consulting rooms
Other non-residential institutions	1 space per 42 seats or 83m <sup>2</sup>

F2 Local Community	Standards
Indoor or outdoor swimming pools or skating rinks	1 space per 72m <sup>2</sup>

## Class : 'Sui generis'



Sui Generis	Standards
Public houses, wine bars, or drinking establishments.	1 space per 167m <sup>2</sup> for staff 1 space per 83m <sup>2</sup> for customers
Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)	
Cinemas, Concert Halls, Conference Centres and bingo halls	1 space per 250 seats
Discotheques, Dance Halls, Ballrooms	

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.



Sui Generis	Standards
Public houses, wine bars, or drinking establishments.	1 motorcycle space + 1 motorcycle space for every 20 parking spaces provided
Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)	
Cinemas, Concert Halls, Conference Centres and bingo halls	
Discotheques, Dance Halls, Ballrooms	

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.

2. Includes 'drive-in' or 'drive-through' restaurants. Drive-in or drive-through developments must also provide sufficient on-site waiting space for vehicles to stand clear of the public highway.



Sui Generis	Standards
Public houses, wine bars, or drinking establishments.	1 space per 2.4 staff 1 space per 12m <sup>2</sup> for customers
Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)	
Cinemas, Concert Halls, Conference Centres and bingo halls	1 space per 6 seats
Discotheques, Dance Halls, Ballrooms	1 space per 26m <sup>2</sup>

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision. Coach parking should be designed and managed so that it will not be used for car parking.

3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.

4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.

5. Multifunctional uses must be considered taking account of individual use class and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account combined visits.

## Mobility impaired parking

It is proposed that the above standards are adopted until (and if) empirical evidence becomes available that demonstrates a need for an adjustment.

Class E	Standards
Car parks up to 40 spaces	2 designated mobility impaired spaces, plus 1 space of sufficient size but not specifically designated.
Car parks with 40 spaces to 200 spaces	4 designated mobility impaired spaces or 5% of the total capacity, whichever is greater.
Car parks with greater than 200 spaces	6 designated mobility impaired spaces plus 2% of the total capacity
C1 and Sui generis uses	Standards
Car parks up to 40 spaces	1 designated mobility impaired space, plus 2 spaces of sufficient size but not specifically designated.
Car parks with 40 spaces to 200 spaces	3 designated mobility impaired spaces or 6% of the total capacity, whichever is greater.
Car parks with greater than 200 spaces	4 designated mobility impaired spaces plus 4% of the total capacity