RiverOak Strategic Partners

Revised Car Parking Management Strategy

TR020002/D9/CPMS

Examination Document

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RiverOak Strategic Partners Limited

Manston Airport DCO

TA Appendix N – Car Park Management Strategy

Wood Environment & Infrastructure Solutions UK Limited – March 2019

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Document revisions

No.	Details	Date
1	First Draft	Feb 2018
2	Final Draft	March 2018
3	Revised Final Draft	March 2019
4	Post Transport Hearing Update	June 2019

Contents

1. Introduction

1.1.1 RiverOak Strategic Partners Limited (hereafter referred to as 'RiverOak') is seeking to secure the future of Manston Airport (the 'Proposed Development') as a valuable regional and national asset by re-developing the site as a freight airport. The proposals will provide much needed additional air freight capacity to the United Kingdom and serve to relieve pressure from other, already heavily congested, London and South East airports.

1.1.2 Under the *Planning Act 2008*[1] (the '2008 Act') the re-development of Manston Airport as a freight airport is considered a Nationally Significant Infrastructure Project (NSIP). RiverOak is making an application under the 2008 Act for a permission known as a 'Development Consent Order' (DCO) to Reopen and operate Manston Airport. The application will be submitted to the Planning Inspectorate which will examine it and make a recommendation to the Secretary of State for Transport, who will then make a decision on whether the Proposed Development is granted consent.

1.1.3 This Car Park Management Strategy (CPMS) is one of a suite of reports which have been produced in support of the DCO application. This is appended to the TA as appendix N.

1.1.4 This version of the report has been updated to take into account comments received by Kent County Council (KCC) on the version of this report submitted with the DCO Transport Assessment (TA) in July 2018.

1.2 Overview

1.2.1 The site is located approximately 4km to the west of Ramsgate and 5km south of Margate in the district of Thanet, East Kent and covers an area of approximately 303.2ha.

1.2.2 The site has provided a variety of operational airport-related services since 1916. Until 1998 it was operated by the Royal Air Force (RAF) as RAF Manston, and for a period in the 1950s was also a base for the United States Air Force (USAF).

1.2.3 From 1998 it was operated as a private commercial airport, known as Kent International Airport. The airport offered a range of services including scheduled passenger flights, charter flights, air freight and cargo, a flight training school, flight crew training and aircraft testing. In recent years it was operating as a specialist air freight and cargo hub servicing a range of operators. Although the airport was closed in May 2014, much of the airport infrastructure remains.

1.2.4 The Proposed Development shall consist of the following principal components, as shown in **Figure 1.1** (shown in in Volume 4 of the Environmental Statement (ES)):

- Runways and taxiways suitable for the take-off and landing of a broad range of cargo aircraft;
- New aircraft stands;
- An area for cargo freight operations able to handle at least 10,000 movements per year and associated infrastructure, including;
  - a new Air Traffic Control (ATC) tower;

[1] The Planning Act 2008, [online]. Available at: https://www.legislation.gov.uk/ukpga/2008/29/contents [Accessed: 27/03/2019].

- a rescue and fire station;
- a fuel farm; and

- Facilities for other airport-related development, including:
  - a passenger terminal and associated facilities;
  - an aircraft teardown and recycling facility;
  - a flight training school;
  - a base for at least one passenger carrier;
  - a fixed base operation for executive travel; and
  - business facilities for airport related organisations.

1.2.5 This CPMS summarises the assumptions and methodology used to understand the car parking requirements required at the Proposed Development in Year 20 of operation. This has been derived from flight data received from RiverOak, given the capacity and flights/day for different carriers. Data collected from similar airports has been used to inform the calculations undertaken and this is set out later in this report.

1.3 Structure of the Car Park Management Strategy

1.3.1 The remainder of this CPMS is set out as follows:

- **Chapter 2: Passenger Car Parking**, sets out assumptions related for car parking for passengers;
- **Chapter 3: Staff Car Parking (Excluding Northern Grass Area)**, sets out the assumptions related for car parking for staff;
- **Chapter 4: Northern Grass Area Car Parking**, sets out the assumptions for car parking for the Northern Grass Area and Cargo Facility; and
- **Chapter 5: Car Park Strategy Summary**, summarises the car parking proposals.

2. Passenger Car Parking

2.1.1 This chapter of the CPMS sets out the assumptions that have been used to understand the car parking spaces identified to support the proposals at Manston Airport for passengers. To understand this, the demand for passengers was required.

2.2 Demand

2.2.1 The parking requirement has been designed to meet the forecast Year 20 demand of 1,407,753 passengers passing through the terminal every year. It is anticipated by RiverOak that these will be as follows, broken down per carrier:

- KLM – 75,412 Passengers/1,456 flights per year;
- Blue Air – 40,286 passengers/178 flights per year;
- Charter flights (unknown carrier) – 23,980 passengers/237 flights per year;
- Connection flight to sea/river cruise (unknown carrier) – 30,481 passengers/154 flights per year; and
- Ryanair – 1,237,294 passengers/7,724 flights per year.

2.2.2 To understand how the total passenger numbers per carrier (paragraph 2.2.1) could lead to a daily flight schedule, it has been assumed that flights will be undertaken 365 days per year, resulting in 3,857 passenger movements per day. Of these movements, a 50/50 split has been applied to arrivals and departures (1,928 arrivals and 1,928 departures). It has also been assumed that no passengers would transfer from one aircraft to another internal to the airport. The daily departures demand used in the calculation is therefore 1,928 passengers, spread across:

- 2 KLM flights to Amsterdam;
- 0.32 Blue Air (LCC);
- 0.24 Charter flight;
- 0.21 cruise flight; and
- 10 Ryanair flights.

2.2.3 Arrivals passengers are not required in the calculations for short and long stay parking but will have an impact on express and taxi space requirements.

Passenger profiles

2.2.4 Data has been obtained from the Civil Aviation Authority (CAA) Passenger Survey Report 2016[2] for the length of stay by user type. This is for departing passengers only, therefore it has been assumed that the pattern will be consistent for arrivals too.

2.2.5 Based on this, the passengers on each flight have been split into four categories:

- Business long stay (BL);

[2] Civil Aviation Authority (2016). Passenger Survey Report 2016, [online]. Available at: https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Consumer-research/Departing-passenger-survey/Survey-reports/ [Accessed: 27/03/2019].

- Business short stay (BS);
- Leisure long stay (LL); and
- Leisure short stay (LS).

2.2.6 The results for a selection of the surveyed airports are given in the **Table 2.1**.

Table 2.1 User Profile – CAA Survey 2016

User Profile	Luton (LTN)	Liverpool (LPL)	E Midlands (EMA)	Stansted (STN)	Heathrow (LHR)
Business Short Stay	3%	3%	2%	4%	7%
Business Long Stay	9%	5%	4%	10%	20%
Leisure Short Stay	1%	2%	1%	2%	1%
Leisure Long Stay	87%	90%	93%	84%	73%
	100%	100%	100%	100%	100%

2.2.7 The Proposed Development expects to operate a mixture of budget airlines and charter flights. Different passenger splits have therefore been assumed depending on the carrier. For budget airlines, the passenger mix has been assumed to be consistent with London Luton Airport. For the KLM flights, splits obtained for London Heathrow Airport have been used. For the purpose of the calculations, a short trip has been assumed to be less than 24-hours and a longer trip more than 24-hours.

Length of stay

2.2.8 The CAA Passenger Survey Report 2016[2] data gives an average length of stay for each user type. This data has been used to inform the splits between long stay and short stay passengers and used to calculate the duration that each long stay passenger will occupy one parking space.

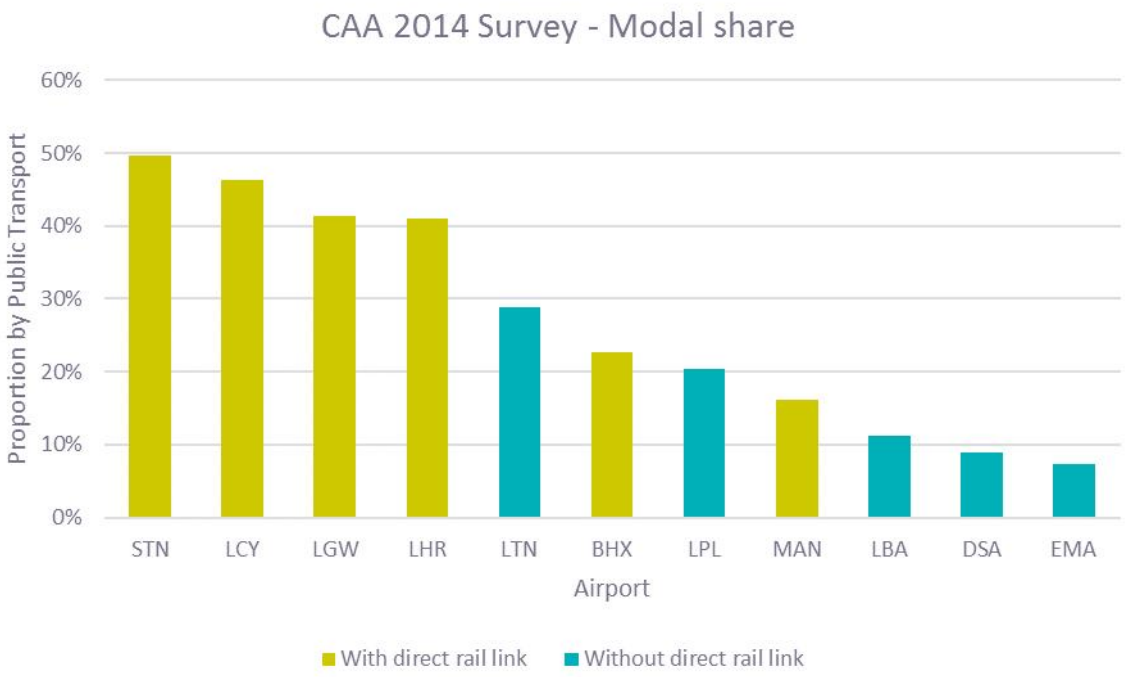
2.2.9 The average length of stay for business passengers is assumed to be 1.9 days. For leisure passengers, the average length of stay is assumed to be 4.5 days. Short stay passengers are assumed to have a trip length of 1 day.

Model share

2.2.10 Data is available from the CAA Passenger Survey Report 2014[3] detailing the split between public and private transport at the airports surveyed. **Figure 2.1** shows the public transport split at a selection of UK airports. Airports where there is not a direct rail service to the airport are highlighted.

[3] Civil Aviation Authority (2014). Passenger Survey Report 2014, [online]. Available at: https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Consumer-research/Departing-passenger-survey/Survey-reports/ [Accessed: 27/03/2019].

Figure 2.1 CAA 2014 Survey – Modal Share



**from the Liverpool John Lennon airport surface access plan*

2.2.11 As the Proposed Development will not have a direct rail link, a lower than average number of people are expected to use public transport. As such Leeds-Bradford (LB) airport has therefore been used as a proxy, which gives the following modal shares, set out in **Table 2.2**, which are disaggregated by business and leisure travel. It was considered that using an airport with similar accessibility characteristics would provide a robust assessment of parking requirements for passengers.

Table 2.2 Modal Share Assumptions

	Business	Leisure
Car (drop-off)	27%	40%
Car (off-site)	3%	10%
Car (on-site)	29%	20%
Taxi-minicab	34%	23%
Train	-	-
Bus	6%	7%
Other	1%	

Drop off

2.2.12 A provision of spaces should be set aside as short stay, drop-off spaces (<15 mins). The number required would be dependent on the scheduled flights and should cater for approximately 40% of passengers, given the observed data from LB. Where data is available, the number of drop-off spaces range from 186 at LB to 287 at Southampton Airport. Both of these airports experience greater passenger movements than is expected at Manston Airport. It is recommended that 150 spaces are initially allocated as drop-off spaces. At a 40% drop-off mode share, this would be sufficient to cater for the demand for up to 2 Ryanair flights.

Long stay passenger car parking space calculations

2.2.13 The number of parking spaces required for passengers has been calculated using the formula:

(LOSB * CB * Y¬B) + (LOSL * CL * Y¬L)

Where:

LOSB = Average Length of stay (business)

CB = Car modal share (business)

YB = daily demand (business)

LOSL = Average Length of stay (leisure)

CL = Car modal share (leisure)

YL = daily demand (leisure)

2.2.14 Based on the assumptions outlined above, the number of on-site parking spaces required at Manston Airport has been calculated as 1,665 spaces – at a ratio of approximately 1 space per 845 passengers per annum, or 1,406, 925 passengers. This is similar to the level of provision given at other UK airports, as indicated in **Figure 2.2**. Manston Airport car park provision is marked in (Dark Grey dot). Other operational airports included are Cardiff, Doncaster-Sheffield, Southampton, Exeter and Southend.

Figure 2.2 Passengers per Year vs Total Parking Space – UK Airports Comparison

Total Manston Airport parking calculations – passengers

2.2.15 The following car parking has been calculated as required based on the above for the Proposed Development;

- 150 Short Stay "drop off" parking spaces;
- 1,665 longer term parking spaces; and
- 1,815 total parking spaces.

2.3 Masterplan Passenger Parking Allowances

2.3.1 The masterplan provided as part of this DCO application sets out the initial car parking layouts for the Proposed Development. These layouts are anticipated to change as the development of the site comes forward. However, it is beneficial to set out what this provision is.

2.3.2 At the passenger terminal, 1,815 spaces have been provided as set out in paragraph 2.2.15, however the recovered ground from the contractors' compounds is also shown as "overflow parking" which can be used only after the works are complete in Phase 4 of the construction programme. This gives an estimated maximum capacity for passengers of **2,966 spaces**. Some flexibility is required on the numbers set out in the calculations, hence the need for overflow parking to take into account the following:

- Final flight schedules and operators are unknown;
- Car park will experience seasonal peaks across the calendar year;
- Estimated mode share targets might not be fully realised for some time; and
- Nature of flights (short/long) are not known at this stage.

2.3.3 An element of the overflow car parking is also anticipated to accommodate some hire car facilities and electric car charging points (larger spaces required).

2.3.4 Car parking provision for the passenger terminal set out in the masterplan is set out in **Figure 1.1** of Volume 4 of the ES.

2.4 Blue Badge and Electric Vehicle Spaces

2.4.1 Provision will be made for Blue Badge and Electric Vehicle parking.

Blue Badge/Disabled Parking

2.4.2 The quantum of Blue Badge car parking will be based on a review of provision and take-up at other comparable airports, and the KCC *Supplementary Planning Guidance SPG 4 Kent Vehicle Parking Standards,* July 2006, and the British Parking Association (BPA) recommendations of six spaces plus 3% of total car parking for car parks over 1,000 spaces.

2.4.3 The design and location of the spaces will be based on the following principles:

- Parking bays for the mobility impaired will be conveniently located and clearly signed. They will be located as close as possible to the main entrance.

- Access between the car parking spaces and the entrance to buildings will be where possible as flat as possible.
- Parking bays will be 4.8m long (plus a 1.2m safety zone at the rear) × 3.6m wide to accommodate transfer from the car to a wheelchair, noting that space can be saved by combining spaces in pairs of 4.8m × 2.4m with a common transfer zone of 1.2m.
- The management of the disabled park bay will be monitored by the car park management company employed once services start from the development.

Electric Vehicle Parking

2.4.4 The last few years has seen rapid growth in electric vehicles (EV) in the UK with new registrations of plug-in cars increasing from 3,500 in 2013 to more than 214,000 by the end of May 2019, with an average of 5,000 per month during 2018.

2.4.5 An electric car can take anything from half an hour to up to 12 hours to charge. This all depends on how big the battery is as the type of charging point and its speed of charging. The majority of charging takes place at home and is done overnight, but there is a need for supplementary charging during the daytime, such as at workplaces, town centres, train stations and at service stations.

2.4.6 Electric car charging infrastructure is still an evolving technology, but many train stations and airports have already started to provide spaces.

- Birmingham Airport - EV charging points that are suitable for many types of EV are located within the Premium Set Down car park and are available to use with the parking charge discounted to £2 for the first hour (charging takes about 20 minutes). Thereafter normal charges apply. The Airport also offers an Airparks Drop & Go with electric vehicle charge for those needing to park for longer
- Luton Airport has 10 charging point spaces in its multi-storey car park which is free to use but normal parking charges apply (£8 for up to 30 minutes to £49 for 5 – 9 hours). It also offers an Airparks Drop & Go with electric vehicle charge for those needing to park for longer.
- Bristol Airport - two car electric charging points are situated in the Short Stay & Pick Up car park.

2.4.7 Allocation of EV spaces will be in short stay parking areas and will be available for the public and also for a valet parking 'drop and go' package, whereby an EV is dropped off, and it is charged before being parked in a long stay parking space.

2.4.8 At this stage it is proposed that 10% of the short stay spaces have "active provision" -in the form of a rapid charging point enabling an EV to be charged in less than one hour. It is anticipated that more of the car park will be provided with "passive provision", whereby the car park is built with the relevant ducting and cables installed in the ground below the surface so that should there be a need for further spaces, these can be provided with the minimum of disruption. This will be defined during detailed design.

2.4.9 The principles for the design will be as follows.

- Where possible the least amount of infrastructure to serve the maximum number of vehicles will be provided. At a minimum, a charging point should serve two vehicles, but where four spaces meet in two rows of two one post can serve four cars.
- Charging points will be located in locations where they are prominent.

- Sufficient space will be given in spaces to allow for differing cars with differing car charging point locations to be able to efficiently use the charging point. Cable lengths will be long to allow for numerous vehicle types to use the facilities.
- The area of charging points will be designed to avoid main pedestrian routes as to avoid the trip hazards these cables can present and relevant waning signage will be installed at all spaces.
- All signage will include the DfT approved signage for EV charging points, car park signage will be installed to direct users to these spaces.
- EV charging spaces will be surfaced with a green surface to make these spaces more visible.

3. Airport Staff Car Parking (Excluding Northern Grass Area)

3.1 Staff Car Parking

3.1.1 To understand the requirements for staff car parking, proposed staffing levels have been provided by RiverOak. resulting in the following:

- Number of employees by role;
- Shift patterns for each role; and
- Proportion of staff required to fulfil each shift.

3.1.2 This data is set out in the Transport Assessment (TA) and is consistent with the data used to inform the calculation of the traffic generation for staff at Manston Airport. Table 3.1 sets out staff and shift patterns for each specific job at the terminal and freight facilities in Year 20.

Table 3.1 Staff Number and Shift Patterns

Job	Shift Pattern	Staff (Year 20)
Passenger Terminal	Airport operations 6am – 11pm	211
Freight Facility (Airside)	24 hour (weighted)	586
ATS (ATC)	24 hour	25
RFFS	24 hour	57
Operations	24 hour – weighted to normal office hours	38
Maintenance	Daylight focused but some overnight staff	49
MT (Motor Transport)	Airport Operations 6am – 11pm	49
Site and Freight Security	24 hour	57
Administration	Office hours 9am-6pm	15
None Airside Freight	24 hour (weighted)	167
Total		1,254

3.1.3 All jobs excluding freight related jobs, ATC, Security and Airfield Operations would use the main car park that is proposed to the east of the site near the terminal. The freight, ATC, Security and Airfield Operations would use the car parks off the cargo access.

3.1.4 Using the data presented in **Table 3.1**, the number of staff on site for each hour of the day has been determined by means of trip generation analysis. A modal split has been applied to the proposed Year 20 staff numbers; these have been further split down into arrivals and departures by shift time. An additional hour before and after the start and end of each shift has been included as this is when staff would arrive and depart the relevant elements of the site. It should also be noted

that with shift patterns across 24 hours, a number of staff will be off-site on any one particular day. These calculations have been set out in the TA.

3.1.5 **Figure 3.1** sets out the shift patterns and spread across the 24-hour period for terminal staff, which has been used as the basis for a parking accumulation exercise to understand the potential parking requirements.

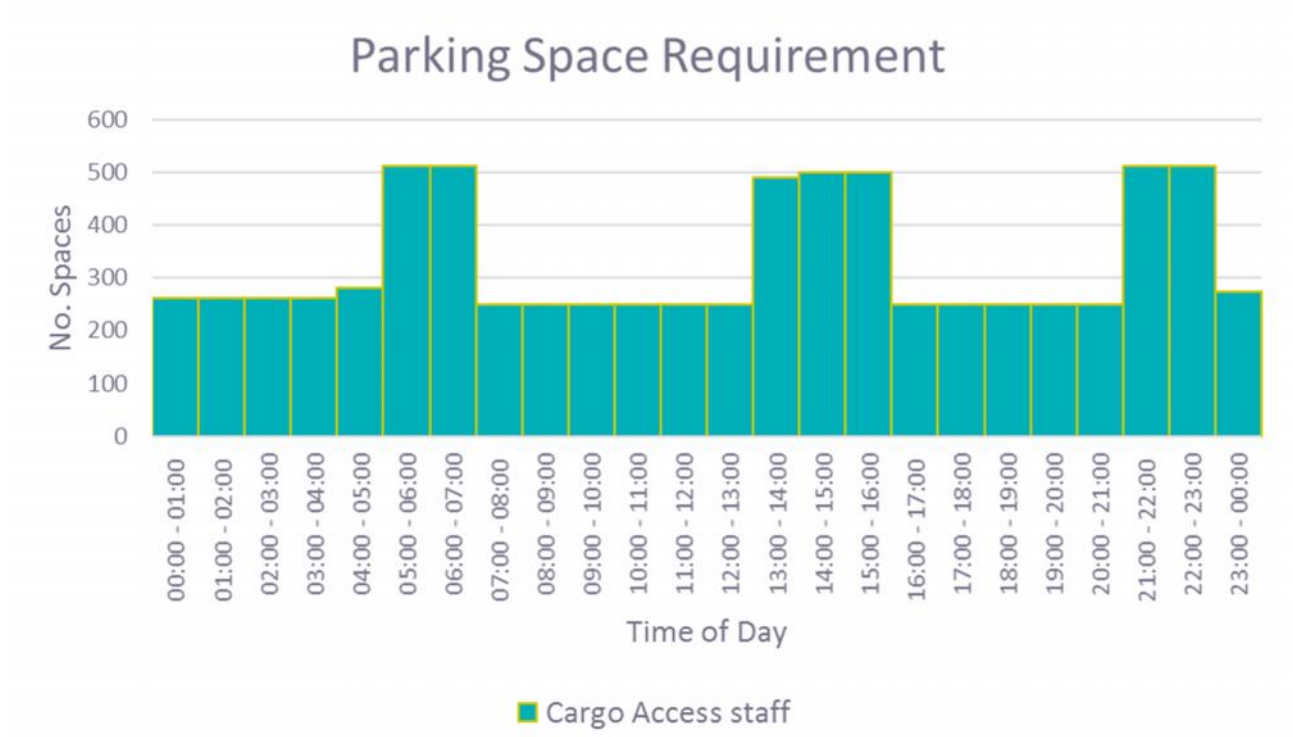
3.1.6 **Figure 3.2** sets out the shift patterns and spread across the 24-hour period for cargo access staff which has been used as the basis for a parking accumulation exercise to understand the potential parking requirements.

3.1.7 The parking accumulation assessment for staff, using the main access based on the assumptions set out above, indicates the need for the number of parking spaces required for the demand peak hour (14:00-15:00) is **254 spaces**. An additional 10% of spaces have been added for contingency, resulting in the provision of **279 spaces**.

3.1.8 The parking accumulation assessment for staff, using the cargo access based on the assumptions set out above, indicated the need for the number of parking spaces required for the demand peak hours (05:00-06:00) and (06:00-07:00) is **512 spaces**. An additional 10% of spaces have been added for contingency resulting in the provision of **563 spaces**.

Figure 3.1 Parking accumulation – All staff using the passenger terminal access

Figure 3.2 Parking accumulation – All staff using the cargo access



3.2 Masterplan Staff Parking Allowance

3.2.1 The masterplan sets out staff car parking for the passenger terminal, associated airport operations and on-site and off-site cargo facility. The provision is as calculated in **Section 3.1**. Car parking provision for the airport staff set out in the site masterplan is set out in **Figure 1.1** of Volume 4 of the Environmental Statement (ES).

3.3 Staff Car Park Management

3.3.1 To manage staff car parking, consideration will be given to a permit system which could include a parking charge. The intention of this would be to encourage sustainable travel, such as car sharing, use of bus and rail and cycling. The permit system would need to take account of staff home locations, shift patterns and access to sustainable travel options, as well as the potential implications of restrictive parking, such as overspill parking onto the local road network. This is considered to be unlikely due to the site location and the nature of the roads in the vicinity of the Proposed Development.

3.3.2 An assessment has been undertaken of the availability of parking on the local highways network around Manston Airport for roads where parking could take place. This is included as **Figure 3.3**. This indicates a significant section of the local highways network is not available for parking (Red) and sections (orange) that are roads where it would be unsuitable to park on the side of the road for table Spitfire Way 2 lane carriageways with little to no verge.

3.3.3 It should also be noted that parking restrictions will likely extend beyond that currently with the widening of Spitfire Way to Columbus Avenue and new access junctions. These will require new parking restrictions to allow a safe and convenient access to the airport and cargo facilities.

3.3.4 This results in only small amounts of (green) roads where there are parking opportunities in Manston Village and off Columbus Avenue, but these are very limited and some distance from entry and exits to the site. It is considered therefore that the availability of the highways network to be used for fly parking is very limited.

3.3.5 As part of the Travel Plan, airport related parking on the local road network, "fly parking", will be monitored by the Travel Plan Co-ordinator on a regular basis, and discussion with KCC will take place regards this issue. If this is found to be an ongoing concern, then KCC and the Applicant will discuss and potentially establish Controlled Parking Zones (CPZs)[4] on the local road network around the site.

3.3.6 As with the short stay car parking at the passenger terminal it is proposed that each of the staff car parks proposed on the Proposed Development will include:

- EV parking spaces based on the same principals set out in Section 2.4 above.
- Blue Badge parking spaces in accordance with KCC standards.

3.4 HGV Parking at the Cargo Terminal

3.4.1 In addition to the car parking at the cargo terminal there is also a requirement for Heavy Goods Vehicles (HGV) parking. This requirement has also been displayed on the masterplan. The levels of HGV parking have been designed to support the proposed future activities at the cargo facility.

[4] A CPZ is an area where all on street parking is controlled. When you enter a zone there are entry signs to tell you restrictions apply there. Parking is only allowed in parking bays and yellow line restrictions apply everywhere else.

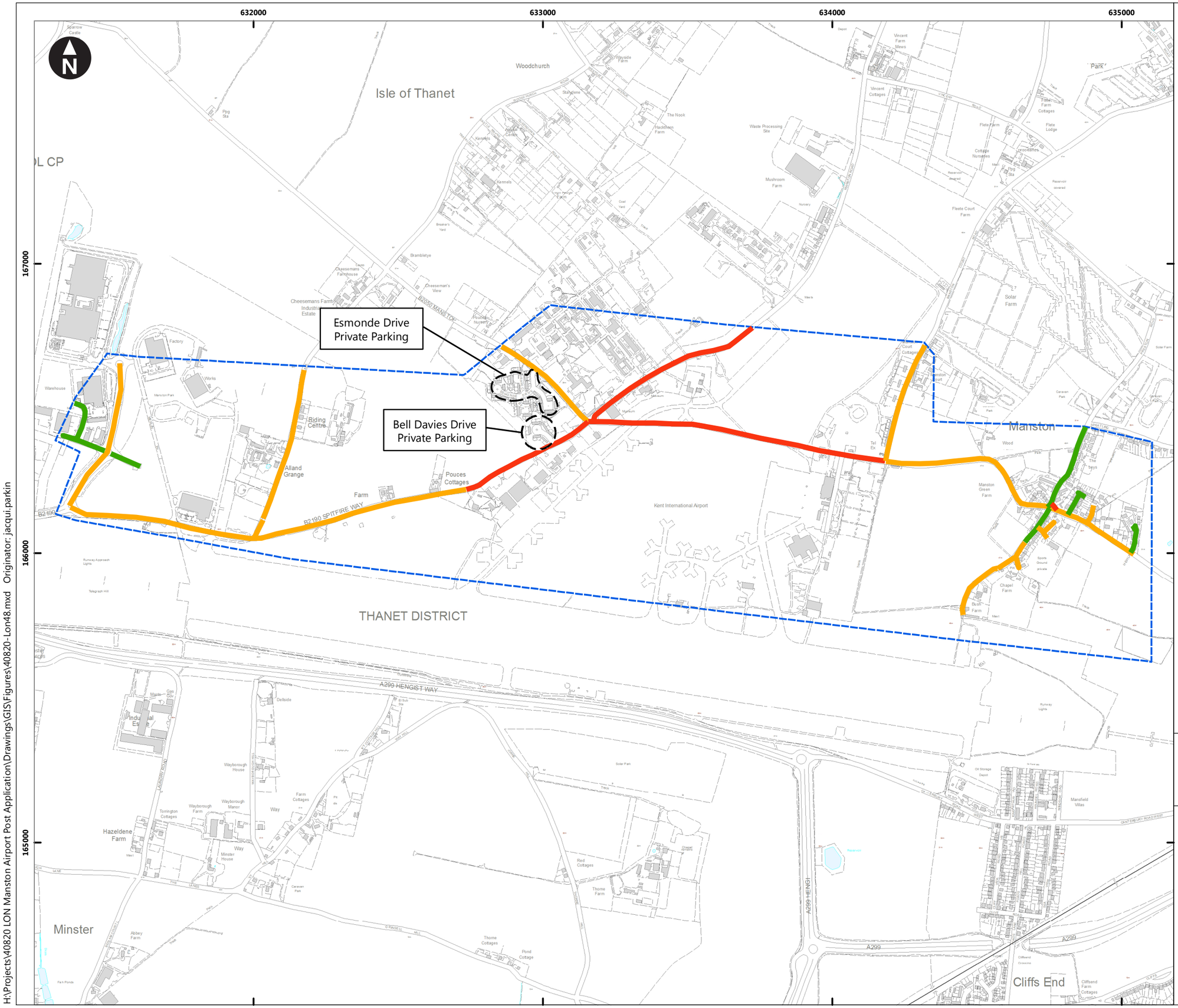


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Figure 3.3
On-street parking assessment area - local highway network

June 2019

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4. Northern Grass Area Car Parking

4.1.1 In 2011, National Parking Standards, set out previously in Planning Policy Guidance 13[5] (PPG13_, and then subsequently adapted into local plans across England were abolished. The National Planning Policy Framework[6] sets out the following:

"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 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.."

4.1.2 It has, however, been standard practice to use the saved standards from PPG13 or other relevant local documents. In the case of Kent, a narrative of the development of local parking standards is set out in the following sections.

Kent County Council Parking Standards

4.1.3 Kent County Council's (KCC) Design Guidance "*Making it Happen*[7]" provides a series of technical appendices which provided advice on the design of various developments. The design guidance most appropriate for the proposed Northern Grass Area is *"Making it Happen – Highways Design Standards (Residential and Industrial)"*. This document sets out the following for industrial areas with regards to parking;

"Parking must be in accordance with our latest "Vehicle Parking Standards". Security and convenience are important factors where vehicles or trailers are likely to be left for long periods. Accordingly, each individual unit will require sufficient parking facilities and loading areas, in order to prevent vehicles and trailers being left on the highway.

Indiscriminate parking on footways and roads can lead to problems with accessibility, and cause damage and inconvenience to highways users"

4.1.4 The vehicle parking standards are set out in Kent and Medway *Supplementary Planning Guidance (SPG) 4*[8]. This highlights the parking standards that should be applied to development coming forward on the Northern Grass area.

[5] Planning Policy Guidance 13: Transport, [online]. Available at: https://webarchive.nationalarchives.gov.uk/20120919160424/http://www.communities.gov.uk/archived/publications/planningandbuilding/ppg13 [Accessed 27/03/2019].

[6] National Planning Policy Framework 2019, [online]. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2 [Accessed: 27/03/2019].

[7] Kent County Council (2007). Making it happen, [online]. Available at: https://www.kent.gov.uk/about-the-council/strategies-and-policies/regeneration-policies/kent-design-guide/making-it-happen#tab-2 [Accessed: 27/03/2019].

[8] Kent County Council (2006). Kent and Medway Structure Plan 2006 Mapping out the future, Supplementary Planning Guidance SPG 4, [online]. Available at: http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=3&ved=2ahUKEwj1gpuRkqLhAhWUUBUIHefcBXkQFjACegQIARAC&url=http%3A%2F%2Fwww.maidstone.gov.uk%2F__data%2Fassets%2Fpdf_file%2F0010%2F88984%2FKent-and-Medway-Structure-Plan-2006-SPG4-Vehicle-Parking-Standards.pdf&usg=AOvVaw3kt9uP0Y8hphJiB3-m00QI [Accessed: 27/03/2019].

B1 Parking Standards

4.1.5 The masterplan for the northern grass area sets out an indicative layout of the proposed development and the associated parking provision.

4.1.6 The current proposals are as follows;

- Total of 105,100 sqm gross floor area (GFA) of which:
  - 26% is proposed to be B1 office developments (27,272 sqm); and[7]
  - 74% is proposed to be B8 Warehousing (78,825 sqm).

4.1.7 The parking standard detailed in the emerging Thanet Local Plan and the Supplementary Planning Guidance (SPG) 4 are set out in Table 4.1. it should be noted that the figures are identical.

Table 4.1 B1 Parking Standards from Kent and Medway SPG 4and the emerging Thanet Local Plan

B1: Business	SPG 4	Thanet Local Plan
Offices up to 500m²	1 space per 20sqm	1 space per 20sqm
Offices 500m² to 2,500m²	1 space per 25sqm	1 space per 25sqm
Offices over 2,500m²	1 space per 30sqm	1 space per 30sqm
High Tech/Research/Light industrial	1 Space per 35sqm	1 Space per 35sqm

4.1.8 The masterplan has 12 plots of proposed B1 (Office) class development. The following units are proposed B1 in the Northern Grass Area;

- Unit 10 – 2,600 sqm;
- Unit 11 – 3,475 sqm;
- Unit 12 – 2,520 sqm;
- Unit 13 – 1,130 sqm;
- Unit 14 – 1,720 sqm;
- Unit 15 – 1,790 sqm;
- Unit 16 – 2,900 sqm;
- Unit 17 – 2,530 sqm;
- Unit 18 – 3,330 sqm;
- Unit 19 – 2,600 sqm;
- Unit 20 – 2,400 sqm; and
- Unit 21 – 1,090 sqm.

4.1.9 **Table 4.2** sets out the required parking provision, based on the *Supplementary Planning Guidance (SPG) 4*[8] and Thanet Local Plan parking standards.

Table 4.2 B1 parking requirements from local authority parking standards

B1 unit	*Supplementary Planning Guidance (SPG) 4*[8] parking provision
Unit 10	87
Unit 11	116
Unit 12	84
Unit 13	45
Unit 14	44
Unit 15	72
Unit 16	97
Unit 17	84
Unit 18	111
Unit 19	87
Unit 20	96
Unit 21	69
Total	990

B8 parking standards

4.1.10 The KCC standards for the B8 (Storage or distribution) classification should be used for storage and distribution development. These are classified as sites which focus on high employment density, as might be expected at the developments on the Northern Grass Area.

4.1.11 The current proposal is for 77,774 sqm of B8 development in the northern grass area.

4.1.12 The *B8 Supplementary Planning Guidance (SPG) 4*[8] parking standards are set out in **Table 4.3**. it should be noted that for B8 the figures are identical.

Table 4.3 B8 Parking Standards from Kent and Medway (2006) and the Emerging Thanet Local Plan

B8 Storage and Distribution	*Supplementary Planning Guidance (SPG) 4*	Thanet Local Plan
Storage and Distribution	110 sqm	110 sqm
Wholesale Trade Distribution	35 sqm	35 sqm

4.1.13 The current masterplan has nine plots of B8 (Storage or distribution) class development. This includes

- Unit 1 – 20,800 sqm;
- Unit 2 – 3,560 sqm;

- Unit 3 – 5,050 sqm;
- Unit 4 – 7,380 sqm;
- Unit 5 – 8,020sqm;
- Unit 6 – 9,540 sqm;
- Unit 7 – 18,520 sqm;
- Unit 8 – 2,600 sqm; and
- Unit 9 – 2,600 sqm.

4.1.14 **Table 4.4** sets out the parking provision in the number of parking spaces required based on the Kent and Medway and Thanet Local Plan parking standards.

Table 4.2 B8 parking requirements from local authority parking standards

B8 Unit	Kent and Medway/Thanet Local Plan parking provision
Unit 1	594
Unit 2	33
Unit 3	46
Unit 4	67
Unit 5	73
Unit 6	87
Unit 7	168
Unit 8	24
Unit 9	24
Total	1,115

Impaired mobility

4.1.15 Local parking standards set out the requirements of the number of impaired mobility designated parking spaces which should be provided for a new development. These parking spaces are to be provided as part of the overall level of provision, rather than an additional requirement. **Table 4.5** sets out the impaired mobility parking standards.

Table 4.5 Impaired Mobility Parking Standards *Supplementary Planning Guidance (SPG) 4*[8] (2006)

For employees and visitors to business premises (Land use classes A2, B1, B2 and B8)	Kent and Medway ***Supplementary Planning Guidance (SPG) 4***
Car parks up to 40 spaces	2 designated spaces + 1 space of sufficient size but not specifically designated.
Car parks with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater

For employees and visitors to business premises (Land use classes A2, B1, B2 and B8)	Kent and Medway *Supplementary Planning Guidance (SPG) 4*
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity

4.1.16 The standards applied the parking requirements for the developments on the Northern Grass Area, as set out in **Table 4.2** and **Table 4.4**, would generate an impaired mobility parking requirement, as set out in **Table 4.6**.

Table 4.6 Impaired Mobility Parking Provision from Kent and Medway (2006) Guidance.

Unit	*Supplementary Planning Guidance (SPG) 4*[8] – Total Spaces	*Supplementary Planning Guidance (SPG) 4*[8] - Impaired Mobility Provision
Unit 1	594	18
Unit 2	33	2
Unit 3	46	4
Unit 4	67	4
Unit 5	73	6
Unit 6	87	4
Unit 7	168	8
Unit 8	24	2
Unit 9	24	2
Unit 10	87	4
Unit 11	116	6
Unit 12	84	4
Unit 13	45	4
Unit 14	44	4
Unit 15	72	5
Unit 16	97	4
Unit 17	84	6
Unit 18	111	4
Unit 19	87	5
Unit 20	96	4
Unit 21	69	4

4.1.17 As with the short stay car parking at the passenger terminal it is proposed that each of the staff car parks proposed on the Proposed Development will include for 10% electric charging parking spaces. The same principles set out above in section 2.4 apply.

5. Car Park Strategy Summary

5.1.1 This report has set out the initial estimates of required car parking across the site. The parking provision required is varied and incorporates the needs of staff and passengers.

5.1.2 For passengers, the following car parking has been calculated for the Proposed Development;

- 150 short stay "drop off" parking spaces;
- 1,665 longer term parking spaces; and
- 1,815 total parking spaces required.

5.1.3 A large overflow car parking area is also proposed for the passenger terminal, which would result in an estimated maximum capacity for passengers of 2,966 spaces.

5.1.4 For Staff, the following car parking provision has been calculated for the Proposed Development;

- 563 car park spaces accessed via the Cargo Access; and
- 729 car park spaces accessed via the Passenger Terminal Access.

5.1.5 The report has also set out the anticipated car parking provision that would be required in the Northern Grass Area to support the mixed B1 and B8 industrial development provided to support the airport operations.

5.1.6 The report also sets out details regarding the provision of a sufficient number of EV charging spaces and blue badge/disabled spaces providing some guiding principles for these areas.

5.1.7 To date, the arrangements for car park management, particularly of the passenger terminal, have not been established. If the Proposed Development is approved for construction and agreements made with carriers and flight schedules understood, the internal operations of these car parks will be developed and confirmed with KCC. However, the operation of the car park at the passenger terminal will be based on best practices from airports across the world based on the RiverOak's experience elsewhere.