



PARKING DESIGN AND DEVELOPMENT STANDARDS

Thurrock Council
February 2022

Appendix 2

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1. INTRODUCTION AND CONTEXT

The Parking Design and Development Standards document is based on an understanding of key transport trends such as car, cycle and lorry ownership, usage and anticipated growth and supports the principles and policies set out in the Parking Policy and Strategy document.

THURROCK PARKING POLICY AND STRATEGY

The **Parking Design and Development Standards** should be read in conjunction with the overarching **Parking Policy and Strategy** and the **Parking Enforcement Strategy** which are components of the suite of documents.

- The **Parking Policy and Strategy** document sets out a review of existing national legislation and policies; consideration of proposals for an update of local parking policies, the current parking situation, managing future demand, next steps and (in Appendix A) a proposed parking strategy action plan;
- The **Parking Design and Development Standards** sets out the parking design standards and the parking development standards that are applicable throughout the Borough; and
- The **Parking Enforcement Strategy** sets out the strategies for enforcing parking policies within the borough.



2. CURRENT SITUATION

As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping, and lighting of parking. This should be user friendly, and not interfere with the public highway or access adjacent to the parking area and retain the possibility for future repurposing. Further advice can be sought from the British Parking Association (www.britishparking.co.uk).

VEHICLES - PARKING BAY SIZE

When designing new parking spaces the preferred bay size detailed in Table 1 should be used. The minimum bay size may only be used in exceptional circumstances as determined by the Council.

Table 1: Minimum Vehicle Parking Bay Dimensions

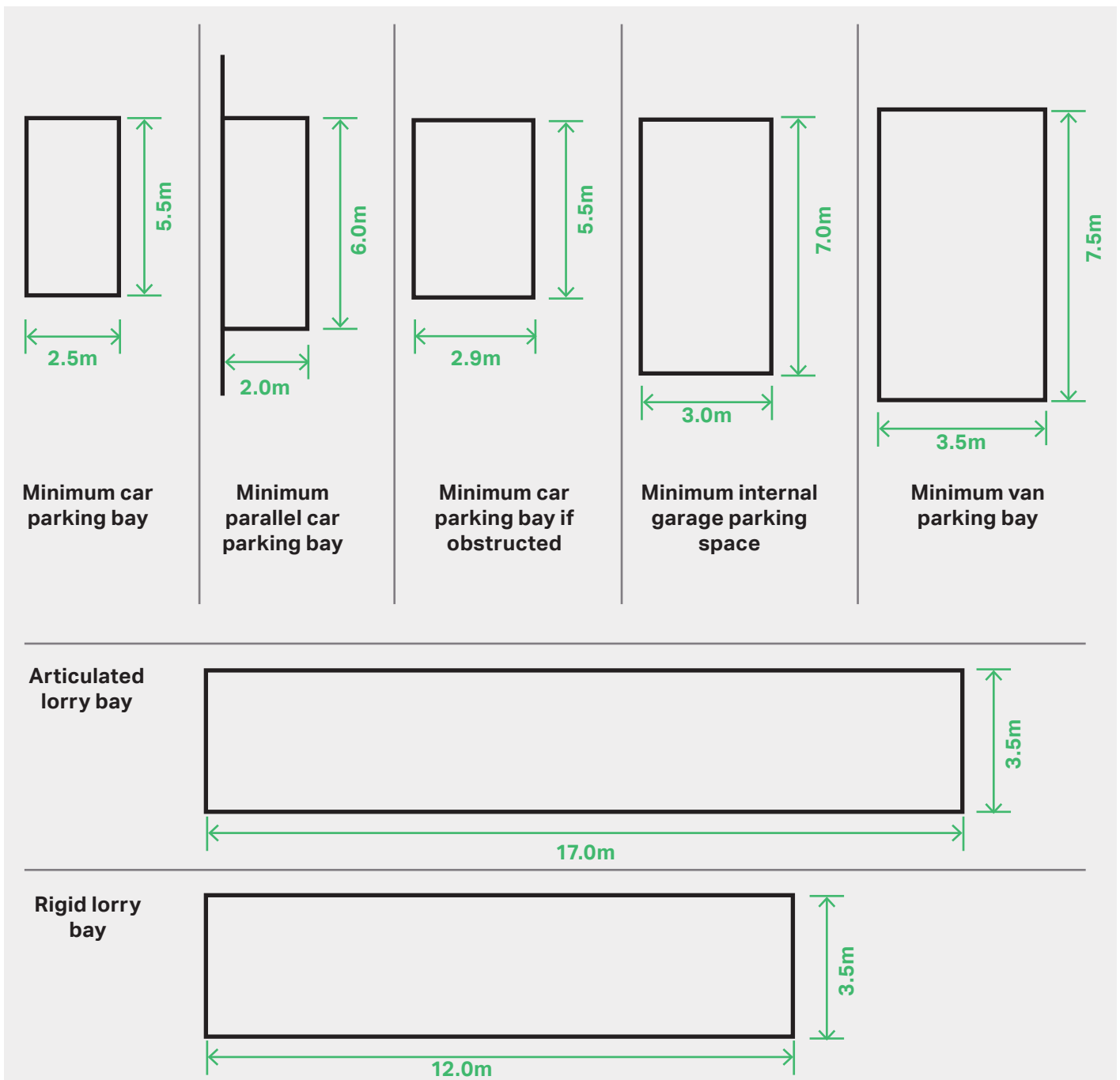
| Vehicle Type | Parking Bay Dimensions |
|---|------------------------|
| Off-street bay size for cars | 5.5m x 2.5m |
| Parallel parking bay for cars | 6.0m x 2.0m |
| Bay size for cars (only use in exceptional circumstances, such as extra space needed due to obstructions) | 5.5m x 2.9m |
| Minimum internal garage parking space for cars | 7.0m x 3.0m |
| Minimum bay size for vans (to allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7.3m, Fort Transit, up to 6.4m) | 7.5m x 3.5m |
| Articulated lorry bay | 17.0m x 3.5m |
| Rigid lorry bay | 12.0m x 3.5m |

Bays designed smaller than minimum bay size and an occupant might be unable to get in or out of an average sized family car parked in the bay with cars parked adjacent and consequently bay sizes smaller than the minimum stated above will not be considered a usable parking space.

New driveway or off-street parking at private residences a vehicle must be able to park without overhanging the footway.



Figure 1: Minimum Parking Bay Dimensions



BLUE BADGE PARKING BAY DIMENSIONS

Parking spaces for people with a blue badge should be designed so that drivers and passengers, either of whom may have a mobility impairment, can get in and out of the car easily and safely. Bays should be longer and wider than a standard car parking bay. This ensures easy access from the side and the rear for those with wheelchairs and protects people with mobility impairments from moving traffic when they cannot get in or out of their car on the footway side of a bay on the highway.

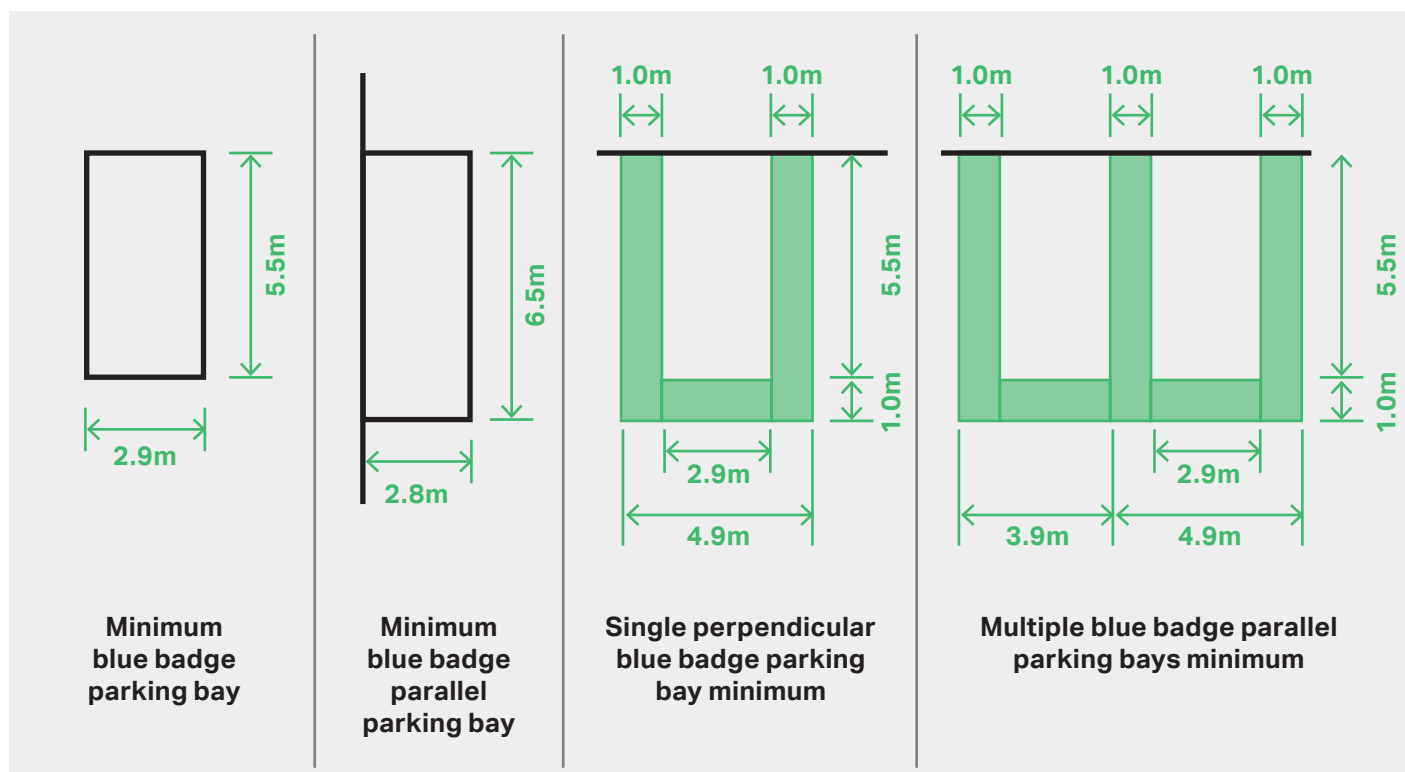
There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance advocates. The dimensions given in this document are over and above that in any national guidance and is supported by disability groups. Off-street blue badge parking bays should be at least 5.5m long by 2.9m wide with additional space as follows:

- Where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1.0m and an extra 1.0m wide (minimum) safety zone to the (roadway) side to enable the driver or passenger to alight on the side where traffic might be passing; or
- Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using 1.0m "side" area to serve the space either side. A buffer of at least 1.0 should be provided between the parking space and the roadway (without reducing the width of the roadway) to allow safe access to the boot of the vehicle.

Table 2: Minimum Blue Badge Parking Bay Dimensions

| Vehicle Type | Parking Bay Dimensions |
|--|------------------------|
| Minimum bay size | 5.5m x 2.9m |
| Parallel parking bay minimum size | 6.5m x 2.8m |
| Single perpendicular parking bay minimum | 6.5m x 4.9m |
| <p>The minimum additional 1m buffer between parking space and roadway, without reducing width of road, is to allow safe access to boot space.</p> | |
| Multiple adjacent perpendicular parking bays minimum | 6.5m x 3.9m |
| <p><i>Assumes 1m buffer between cars is shared by both sides.</i></p> <p><i>The minimum additional 1m buffer between parking space and roadway, without reducing width of road, is to allow safe access to boot space.</i></p> | |

Source: Thurrock Council

Figure 2: Minimum Blue Badge Parking Bay Dimensions

Bays should be marked with lines and the International Symbol for Access with the safety zone / aisle between the bays marked with hatchings.

Dropped kerbs must be provided where necessary and pedestrian routes to and from car parks for people with disabilities must be free from steps, bollards, and steep slopes. Further guidance can be sought from "Guidance on the Use of Tactile Paving Surfaces" DETR.

Further guidance can be obtained from the DfT's Traffic Advisory Leaflet 05/95 (although it should be noted that this information is somewhat out of date), the DfT's Inclusive Mobility document and the BSI BS8300:2009.

POWERED TWO-WHEELER (P2W) PARKING DESIGN

P2W parking should be clearly signposted from the highway and signed in situ, indicating that it is reserved for P2Ws only. Sites should have dropped kerb access, anchor points, quality, level, solid surfacing, be located away from drain gratings, manhole covers, studs, cats-eyes, cobbles and gravel to ensure keys and loose items are not lost. They should also be protected from the elements as well as having good lighting. They should be located in a place where they are naturally surveyed and in view, with CCTV cover in addition.

P2W parking can be vulnerable personal security locations, particularly long stay parking. Ideally there should only be access for P2W's, not vehicles, which can be created by using a causeway or pinch point. The parking area should be in a wide-open location, not in an isolated, secluded place. For long stay parking, such as workplaces, lockers to allow storage of clothing and equipment including crash helmet and changing facilities should be provided.

Motorcycle parking bays are generally not marked out for individual bikes, allowing flexible and efficient use of limited space by bikes of different sizes. Consideration should also be given to height clearance, with many bikes measuring upwards of 1.5m not including the rider.

Provision should be made in which to secure P2W's. There are two basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

- **Ground Level** – An anchor-point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.
- **Raised** – A horizontal bar is provided at a height of approximately 400-600 mm and requires the user to use their own lock. The continuous rail allows for efficient use by bikes of varying style and size, is well understood by users and is compatible with most types of shackling devices. Raised horizontal hatchings are the preferred method of security chains. Horizontal bars should be welded and not screwed into place.

Further information can be obtained from the DfT's Traffic Advisory Leaflet 2/02 and from Motorcycle Industry Groups.



CYCLE PARKING DESIGN

Providing well-located, safe, and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car.

All cycle parking must:

- Be secured and covered;
- Be conveniently located adjacent to entrances to buildings;
- Enjoy good natural observation with shelter sides that allow visibility;
- Be easily accessible from roads and / or cycle routes;
- Be well lit; and
- Be located so it does not obstruct pedestrian and cycle routes.

Long stay cycle parking, for example for employees, should be located conveniently for the cycle user in a secured, covered area, to reduce the chance of theft or tampering. Facilities such as showers, changing rooms and lockers should be present.

Short term cycle parking, for example, for shoppers or visitors should be secure and ideally covered and situated as close to the main entrance as possible. The location should be highly visible to people, thus reducing the chance of theft or tampering.

Normally Sheffield stands should be provided. Stands that grip only the front wheel do not provide adequate support or security. When placed 1m apart and 0.5m from the wall, Sheffield stands can accommodate two cycles. Where more than two stands are required, a 'toast rack' facility may need to be provided.

If cycles are to be stored in a garage, adequate space for a car and cycle should be provided.

Where children are likely to attend (schools, leisure facilities etc.) an extra horizontal bar at 650mm above ground level or a reduced sized stand to support the smaller frame of a child's cycle should be considered. At schools and nurseries consideration should also be given to ensuring scooter parking is provided as this is a popular choice for younger children.

Parking for children's scooters and e-scooters may also be required at other developments, depending on their use.



PEDESTRIAN FACILITIES IN NEW DEVELOPMENTS

The needs of pedestrians should be taken into account when designing the layout of parking for all modes within new developments. This includes both those who have parked and those accessing the development on foot.

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

Within the car park, provision should be made so that pedestrians can walk throughout it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles.

A tactile distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, footway areas and tactile paving at all dropped kerbs should achieve this.

FURTHER CONSIDERATIONS

Overall parking control measures and costs will be reviewed and amended on a regular basis to address forthcoming issues such as inconsiderate parking, maximum number of cars per household, and to initiate new incentives for low emission vehicles, vehicle types and eligibility.

The Council will also work towards implementing a policy where minor requests for parking controls or waiting restrictions are processed collectively on a regular basis to ensure a holistic and joined-up approach is taken when introducing new controls.

3. PARKING DEVELOPMENT STANDARDS

Whilst this document has grouped parking standards into Planning Use Classes, there will inevitably be some developments that will not fall into any of the categories. In such cases, parking provision will be considered on the development's own merit. However, the onus will fall on the developer to demonstrate the requirements for and calculation of parking provision through a Transport Assessment (TA) or Transport Statement (TS).

CALCULATION OF PARKING REQUIREMENTS

For trip destinations, parking requirement is calculated on Gross Floor Area (GFA), or the number of visits (where the final employee / visitor number can be estimated). As a rule, business and commercial use vehicle parking requirements are calculated by GFA, whilst leisure uses are based on the estimated number of vehicle visits. For trip origins, the type of the dwelling is taken into account (by definition of either house dwellings or flat dwellings) and the level of accessibility to the site (by definition of walking distances to public transport links and main urban town centres). Spaces being allocated on a per dwelling basis.

Where GFA is used to determine parking standards and the calculation results in a fraction of a space, the number should be rounded up to the nearest whole number. For example, the standard may be 1 car parking space for every 4 sqm of GFA, and a development has a GFA of 17 sqm, a calculation of 17 divided by 4 gives 4.25 spaces, rounded up to the nearest whole number gives a total requirement of 5 spaces.

For the avoidance of doubt, where developments are smaller than the relevant threshold in the use class table, the rounding up principal will still apply. For example, a shop E(a) of 200sqm will require one cycle space for staff and one cycle space for customers, despite being less than 400sqm GFA.

Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be applied in proportion to the extent of the respective use. For example, where a development incorporates B2 and B8 use, each use should be assessed separately according to the appropriate standard, and the aggregated number of resulting parking spaces reflecting the maximum number of spaces that should be provided. Any future change of use that requires planning permission may require a change in parking requirements in accordance with the standard.

With all end destination use classes (i.e. non-dwelling) being maximum standards, the blue badge holder parking should be included within the appropriate vehicle parking standard.

For main urban areas a reduction to the vehicle parking standard will be considered, particularly for residential development and depend on the level of accessibility.

Often, especially in urban areas, parking provision can be shared with other uses. For example, many leisure activities in urban areas can rely on existing public parking as leisure peak times are often different to retail peak times.

Shared use of parking areas is highly desirable, provided this works without conflict and that car parking provision is within the standards that requires the most number of car spaces applicable. Conflict should not occur so long as the shared use developments operate at different 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). Shared use may result in a reduction of the number of parking spaces which a developer is required to provide. For example, a mixed-use development of shops, requiring 100 spaces for daytime use and leisure requiring 100 spaces for daytime use and leisure requiring 120 spaces for evening use, needs only 120 spaces in total.



PLANNING OBLIGATIONS

Origin sites – In exceptional circumstances there may be opportunities to accept a commuted sum in-lieu of the full residential vehicle parking standard in sustainable locations.

Destination sites – In exceptional circumstances it may be appropriate for the Local Authority to accept a commuted sum in lieu of on-site vehicle parking spaces.

TRANSPORT ASSESSMENTS

Developers will be required to submit a Transport Assessment (TA) to support any large-scale development proposal, particularly where the development will have a significant impact on demand for travel. The TA will detail proposed parking provision and justification for the proposed level of provision. The Council's requirements for Transport Assessments, Transport Statements (TS), Travel Plans and Safer Routes to School assessments are set out in Policy PMD10 of the Local Development Framework – Core Strategy and Policy Management of Development (Adopted Dec 2011).

In preparing a TA or TS Developers will be required to submit evidence of existing parking demand in the local area of the development proposal. The methodology of these surveys should follow the Lambeth Parking Survey Methodology, unless otherwise agreed with the Council.

TRAVEL PLANS

Travel Plans, through measures such as car clubs, car sharing, and discounted public transport, home working, personalised travel planning etc., are ways to encourage people to use their cars less.

The requirement for a Travel Plan is as follows:

- A developer may be required to develop and implement a Travel Plan. The requirement should be discussed with Thurrock Council, with Paragraph 36 of the NPPF stating that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan;
- For all educational establishments a Travel Plan must be provided;
- A Transport Information and Marketing Scheme will be requested for a residential development of 10 dwellings or more;
- Travel Plans will be no less than 5 years in length, but will be determined by the Council based on the nature and scope of the development; and
- Planning Practice Guidance on Travel Plans, Transport Assessments and Statements provides advice on when TAs and TSs are required, and what they should contain.

Measures can be included that are designed to offer people a wider range of travel choices and reduce the number and impact of single occupancy car journeys. A Travel Plan can benefit both employees and employer, by improved facilities, a healthier workforce and positive publicity by reducing their carbon footprint.

Vehicle, powered two-wheeler or cycle parking provision should not be considered in isolation from Travel Plans. The level and design of parking and the Travel Plan measures should complement each other.

Annual monitoring of a Travel Plan gives an opportunity to review parking provision for all sustainable modes e.g. cycle, powered two wheelers and car share spaces, and may result in the requirement for provision to be increased. All travel plans incur an annual monitoring fee for the duration of the plan.

4. LAND USE AND PARKING STANDARDS

| Land Use | Parking Standards | |
|---|---------------------------|--|
| <p>B2 General Industrial A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> <p>If a site office is included in the development then a E(g) parking standard should be applied for that area</p> | Car | 1 space per 50 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| <p>B8 Storage or Distribution A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot.</p> <p>HGV parking provision should be based on operational requirements.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> <p>Developments over 30,000 sqm must make provision for overnight parking and driver facilities.</p> <p>It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the E (a) standard for the floor space that has public access. If a site office is included in the development then a E(g) parking standard should be applied for that area.</p> | Car | B8 – 1 space per 150 sqm B8 with retail element – 1 space per 150 sqm + 1 space per 20 sqm retail area for customer parking |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors |
| | Blue Badge Holders | 200 vehicle spaces or less= 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| <p>C1 Hotels A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>The modern day hotel is seldom used solely as a hotel and often offers multi-functional amenities such as conference facilities, restaurants, and gyms. These multi-functional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.</p> | Car | 1 space per bedroom |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 staff plus 1 space per 10 bedrooms |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>C2 Residential Institutions – Residential care home</p> | Car | 1 space per full time equivalent staff + 1 visitor space per 3 beds |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 staff |
| | Blue Badge Holders | Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces) |
| <p>C2 Residential Institutions – Hospital With regard to hospital parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour services (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided according.</p> | Car | To be considered on a case by case basis |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff Visitors to be considered on a case by case basis |
| | Blue Badge Holders | Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| C2 Residential Institutions – Treatment Centres (e.g. ISTC with overnight facilities) | Car | To be considered on a case by case basis |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff Visitors to be considered on a case by case basis |
| | Blue Badge Holders | Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces) |
| C2 Residential Institutions – Residential Education Establishments – Primary / Secondary | Car | 1 space per full time equivalent staff |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 staff + 1 space per 3 students |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces) |
| C2 Residential Institutions – Residential Education Establishments – Further / Higher | Car | 1 space per full time equivalent + 1 space per 5 students |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 staff + 1 space per 3 students |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| <p>C2A Secure Residential Institution Class 2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis.</p> <p>Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.</p> | Car | 1 space per full time equivalent staff, Visitor – individual merit |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 full time equivalent staff, Visitor – individual merit |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 spaces (over 100 car spaces) |
| <p>C3 Dwelling – Flats: High accessibility High Accessibility is defined as within 500m walking distance of a rail station (with existing or new safe walking provision); or 500m walking distance of a designated Town Centre (with existing or new safe walking provision); and within an established Controlled Parking Zone with hours of operation that covers evening and weekend controls.</p> <p>Adequate pick-up and drop-off facilities to be provided for the purposes of deliveries, located on-street where appropriate for flat developments.</p> | Car | 0 – 1.0 spaces per dwelling |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| <p>C3 Dwelling – Flats: Medium accessibility Medium Accessibility is defined as within 1km walking distance of a rail station; or 1km walking distance of a designated Town Centre (with existing or new safe walking provision); or within 300metres of a bus stop that provides 1 or more services to a rail station or designated town centre that is subject to a minimum service of 30mins or less during defined peak periods and services on Saturday and Sunday.</p> <p>Adequate pick-up and drop-off facilities to be provided for the purposes of deliveries, located on-street where appropriate for flat developments.</p> | Car | 1 - 1.5 spaces per dwelling |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| <p>C3 Dwelling – Flats: Low accessibility Includes those areas outside medium and high accessibility areas.</p> <p>Adequate pick-up and drop-off facilities to be provided for the purposes of deliveries, located on-street where appropriate for flat developments.</p> | Car | 1 - 2 spaces per dwelling 1 for a 2 bed unit and 2 for a 3 bed unit |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| C3 Dwelling – Houses: High accessibility High Accessibility is defined as within 500m walking distance of a rail station (with existing or new safe walking provision); or 500m walking distance of a designated Town Centre (with existing or new safe walking provision); and within an established Controlled Parking Zone with hours of operation that covers evening and weekend controls. | Car | 0 - 1.5 spaces per dwelling |
| | Electric | One charging point per house with garage or driveway |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| C3 Dwelling – Houses*: Medium accessibility Medium Accessibility is defined as within 1km walking distance of a rail station; or 1km walking distance of a designated Town Centre (with existing or new safe walking provision); or within 300metres of a bus stop that provides 1 or more services to a rail station or designated town centre that is subject to a minimum service of 30mins or less during defined peak periods and services on Saturday and Sunday. *For houses with one bedroom the standards for flats will apply. For houses with 4 or more bedrooms, an additional parking space will be permitted. | Car | 1.5 – 2.0 spaces per dwelling |
| | Electric | One charging point per house with garage or driveway |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| C3 Dwelling – Houses: Low accessibility Includes those areas outside medium and high accessibility areas. | Car | Min 2.0 spaces per dwelling |
| | Electric | One charging point per house with garage or driveway |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| C3 Dwelling - Visitors and unallocated | Car | 0.5 spaces per dwelling in addition to the above unallocated and designed on-street where appropriate |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 secure and covered space per dwelling, located in a communal area |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity whichever is greater 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car parking spaces (for 1st 100 car spaces) then 1 space per 30 car spaces |
| C3 Dwelling - Retirement development (e.g. warden assisted independent living accommodation) | Car | 1 space per dwelling |
| | Electric | One charging point per dwelling space |
| | Cycle | 1 space per 8 units for visitors* |
| | Blue Badge Holders | N/A parking is in curtilage of dwelling, otherwise as visitor and unallocated |
| | Motorcycle | 2 spaces + 1 space per 2 dwellings for mobility scooters |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| C4 Houses in multiple occupation | Car | Min. 2.0 spaces per house |
| | Electric | Min. 2.0 charging points per house |
| | Cycle | 1 secure and covered space per dwelling (can be included in a garage space) |
| | Blue Badge Holders | N/A if parking is provided within the curtilage, otherwise as visitor and unallocated |
| | Motorcycle | N/A |
| E(a) Display of retail sale of goods, other than hot food Parking standards for large, stand-alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the Council. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. | Car | 1 space per 20 sqm 1 space per 14 sqm for food stores |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 400 sqm for staff 1 space per 400 sqm for customers |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity |
| | Motorcycle | 7.0m x 3.0m |
| E(b) Sale of food and drink for consumption (mostly) on the premises A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway | Car | 1 space per 5 sqm (excluding Freight Transport Cafes) 1 lorry space per 2sqm (Freight Transport Cafes) |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 100 sqm for staff plus 1 space per 100 sqm for customers 1 space per 100 sqm for staff plus 1 space per 200 sqm for customers |
| | Blue Badge Holders | 200 vehicle bays or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle bays = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| E(c) Provision of: E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services), or E(c)(iii) Other appropriate services in a commercial, business or service locality A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot. | Car | 1 space per 20 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 100 sqm for staff plus 1 space per 200 sqm for customers |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle bays = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|--|
| <p>E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 10 sqm of public area |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 10 spaces plus 1 space per 10 vehicle spaces |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces |
| <p>E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per full time equivalent staff + 3 per consulting room |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus 1 space per consulting room |
| | Blue Badge Holders | Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>E(f) Creche, day nursery or day centre (not including a residential use) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per full time equivalent staff + drop off / pick up facilities |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus 1 space per 10 child places |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| <p>E(g) Uses which can be carried out in a residential area without detriment to its amenity:</p> <p>(i) Offices to carry out any operational or administrative functions, (ii) Research and development of products or processes (iii) Industrial processes</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.</p> | Car | 1 space per 30 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 100 sqm for staff plus 1 space per 200 sqm for visitors |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater |
| | | Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>F1 Learning and non-residential institutions - (a) Provision of education</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 15 students for staff + 1 space per 15 students for student parking (further / higher education) |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 staff plus 1 space per 3 students |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>F1 Learning and non-residential institutions - (b) Display of works of art (otherwise than for sale or hire)</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 25 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| <p>F1 Learning and non-residential institutions - (c) Museums</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 25 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>F1 Learning and non-residential institutions - (d) Public libraries or public reading rooms</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 10 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>F1 Learning and non-residential institutions - (e) Public halls or exhibition halls</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 25 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|--|
| F1 Learning and non-residential institutions - (f) Public worship or religious instruction (or in connection with such use) | Car | 1 space per 10 sqm |
| <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| F1 Learning and non-residential institutions - (g) Law courts | Car | 1 space per 25 sqm |
| <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking (individual merits) |
| | Blue Badge Holders | 1 space or 5% of total capacity, whichever is greater |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards |
|--|--|
| <p>F2 Local community - (a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | <p>Car 1 space per 20 sqm 1 space per 14 sqm for food stores</p> <p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p> <p>Cycle 1 space per 400 sqm for staff 1 space per 400 sqm for customers</p> <p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity</p> <p>Motorcycle 7.0m x 3.0m</p> |
| <p>F2 Local community - (b) Halls or meeting places for the principal use of the local community</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | <p>Car 1 space per 25 sqm</p> <p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p> <p>Cycle 1 space per 4 staff plus visitor parking (individual merits)</p> <p>Blue Badge Holders 1 space or 5% of total capacity, whichever is greater</p> <p>Motorcycle 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)</p> |
| <p>F2 Local community - (c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | <p>Car 20 spaces per pitch plus 1 space per 10 spectator seats</p> <p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p> <p>Cycle 10 spaces plus 1 space per 10 vehicle spaces</p> <p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity</p> <p>Motorcycle 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p> |
| <p>F2 Local community - (d) Indoor or outdoor swimming pools or skating rinks</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | <p>Car 1 space per 10 sqm of public area</p> <p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p> <p>Cycle 10 spaces plus 1 space per 10 vehicle spaces</p> <p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity</p> <p>Motorcycle 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p> |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| Sui Generis - Bus Stops | Car | N/A |
| | Electric | N/A |
| | Cycle | 4 spaces per stop |
| | Blue Badge Holders | N/A |
| | Motorcycle | Individual Merit |
| Sui Generis – Bus Station | Car | None unless justified |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 5 spaces per bay |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Caravan Parks | Car | 1 space per pitch + 1 space per full time staff equivalent |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 5 pitches |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Car Park (inc. Park and Ride sites) | Car | Individual Merit |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 10 parking spaces |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| <p>Sui Generis – Cash & Carry / Retail Warehouse Clubs</p> | Car | 1 space per 30 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Cinemas A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 5 seats |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 10 spaces plus 1 space per 10 vehicle spaces |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces |
| <p>Sui Generis – Conference Facilities A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 5 seats (sustainable locations) |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus visitor parking on individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| <p>Sui Generis – Garden Centres A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 40 sqm (retail area covered and uncovered) |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus customer parking on individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Hostel A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per full time staff equivalent |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | Individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> | Car | 1 space per 20 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 100 sqm for staff plus 1 space per 100 sqm for customers |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| <p>Sui Generis – Marina A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 2 mooring berths |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | Individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Motor Vehicle Service Centres</p> | Car | 1 space per full time staff equivalent + 1 space per 35 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Motor Vehicle Showrooms A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 45 sqm show area |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus customer parking |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|---|---------------------------|---|
| <p>Sui Generis – Nightclubs A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p> | Car | 1 space per 50 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Petrol Filling stations</p> | Car | 1 space per 20 sqm retail space |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus customer parking |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| <p>Sui Generis – Public houses, wine bars, or drinking establishments, including drinking establishments with expanded food provision</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> | Car | 1 space per 5 sqm |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 100 sqm for staff plus 1 space per 100 sqm for customers |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| Sui Generis – Rail Stations | Car | Individual Merit |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 20 spaces per peak period service (minor stations), 40 spaces per peak period service (key stations) |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Recycling Centre / Civic Amenity Site | Car | 1 space per full time staff equivalent and drop off / waiting facilities for the users of the site |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus customer parking on individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Stadia A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot. | Car | 1 space per 15 spectators |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 10 spaces plus 10% of vehicle parking provision |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

| Land Use | Parking Standards | |
|--|---------------------------|---|
| Sui Generis – Taxi / Minicab hire | Car | 1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Theatres A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot. | Car | 1 space per 5 seats |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 20 seats |
| | Blue Badge Holders | 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |
| Sui Generis – Vehicle rental / hire | Car | 1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking |
| | Electric | 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number. |
| | Cycle | 1 space per 4 staff plus customer parking on individual merits |
| | Blue Badge Holders | 200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity |
| | Motorcycle | 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) |

