



Swale Borough Council

Parking Standards

May 2020

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Introduction

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1 Introduction

Background

1. This Supplementary Planning Document (SPD) provides guidance on parking standards within the Borough of Swale, with the aim of establishing a more appropriate and effective response to parking issues relating to new development across the Borough. The SPD is a material planning consideration in the determination of planning applications by Swale Borough Council (SBC) and should be considered in conjunction with the adopted Local Plan (with particular reference to Policy DM 7).
2. This guidance considers parking for all vehicle types and seeks to balance the need to provide an appropriate parking provision, ensure the safe operation of the public highway and encourage travel by sustainable modes where practical. It also considers the design of the public realm, aiming to complement good parking practice with good master planning and urban design.
3. Within the past decade, national parking policy has sought to end 'unrealistic' restrictions on an individual's right to own and park cars, with the National Planning Policy Framework (NPPF) Paragraph 105 acknowledging that where local parking standards are to be set for residential and non-residential developments, consideration should be given to:-
 - The accessibility of a development;
 - The type and mix of new developments;
 - The availability of, and options for, public transport; and
 - Local car ownership levels.
4. This shift acknowledges that restricting parking at origin does not necessarily discourage car ownership.



Image of Swale Borough (DHA Planning GIS)

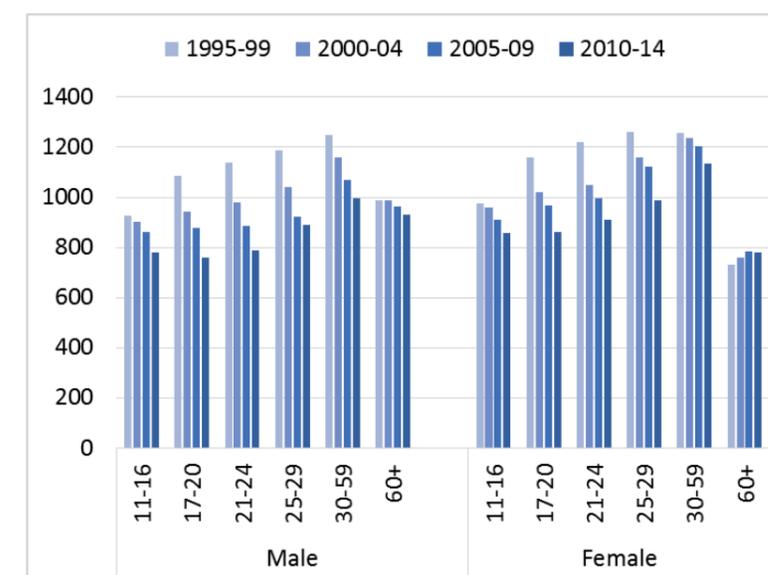
5. It is important to understand that there is no single solution to parking. A mix of well designed, considered and innovative solutions can and should be applied within sites. New developments should seek to combine the need for suitable parking with good urban design practice, to provide practical and attractive parking solutions, with clear designs towards place making.
6. This guidance aligns with the current approach to residential parking, as detailed in the NPPF. The residential parking standards require a 'minimum' amount of car parking at origin, unless the development is deemed highly accessible by sustainable modes. For non-residential uses, advisory standards are provided and the actual parking provision should take account of the form and location of the development and the need to encourage the use of non-car travel.

1 Introduction

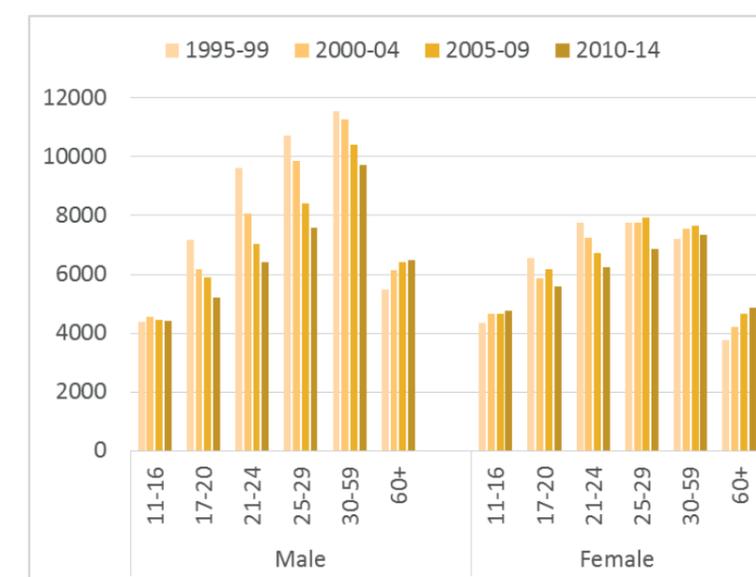
Trends in Car Usage

7. The 'Young People's Travel: What's Changed and Why?'¹ report commissioned by the Department for Transport (2018) analyses the changes in young people's travel behaviour since the 1990s. The report identifies a sustained decline in car use amongst young people aged 17-29 during this period. This is evidenced by:-
 - A reduction in the percentage of young people with a driving licence from 48% of 17-20 year olds and 75% of 21-29 year olds in 1992 / 1994 to 29% of 17-20 year olds and 63% of 21-29 year olds in 2014.
 - The total number of trips per person made by young men and women falling by 28% and 24% respectively over this period.
8. This has implications for parking policy, since young people are more likely to live in town centre locations where access to public transport and everyday facilities are within a walkable distance. Hence, it is important to consider the location of a new development in defining its parking provision.
9. Shifts in driving patterns are also taking place amongst the older generation. 'All Change? The Future of Travel Demand and the Implications for Policy and Planning' was published in May 2018². This report cited data from the National Travel Survey which indicates that the miles driven per capita by the over-65s increased by 12% over the decade to 2014. It also observed that the 'baby boomers' now entering retirement age have higher car ownership levels than previous generations, indicating that the elderly are now active for longer with associated increases in travel.

10. Not only have changes in travel trends been observed by age group, but changes in how people work have also emerged. A shift towards home working in the future will have impacts for vehicle parking and the spread of parking between different land uses.
11. Consideration must also be given to further trends in travel behaviour that are likely to arise in the future. 'Mobility as a Service' is an increasingly prevalent concept, which uses technology to provide instant access to travel for all users. Often, the concept results in an element of sharing, whereby users are grouped together to most efficiently utilise vehicle capacity and to reduce the number of trips made. Much of the growth in this sector has stemmed from city locations; however, as the popularity of these services increases, 'Mobility as a Service' technology will grow outwards from the cities, providing access for more users in smaller towns and rural areas such as Swale.
12. The uptake of Ultra Low Emission Vehicles (ULEV) has also been increasing year on year. Globally, the Electric Vehicle (EV) stock has risen from 14,260 in 2010 to over 3 million in 2017. In 2017, the UK was ranked fourth in the world by market share of EVs and seventh in the world by volume, with 47,250 EVs sold. With the Government's target to end the sale of all new conventional petrol and diesel cars and vans by 2040, it is anticipated that EVs in the UK will reach between 2.7 and 10.6 million by 2030, highlighting the importance of this technology in new developments³.



Trips per Person per Year by Age Group in England 1995-99 to 2010-14 (source: study's analysis of NTS data)



Distance Travelled per Person per Year by Age Group in England 1995-99 to 2010-14 (source: study's analysis of NTS data)

¹ Chatterjee, K., Goodwin, P., Schwanen, T., Clark, B., Jain, J., Melia, S., Middleton, J., Plyushteva, A., Ricci, M., Santos, G. and Stokes, G. (2018). Young People's Travel - What's Changed and Why? Review and Analysis. Report to Department for Transport. UWE Bristol, UK <https://www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why>

² Marsden, G. et al. (2018) All Change? The future of travel demand and the implications for policy and planning, First Report of the Commission on Travel Demand, ISBN: 978-1-899650-83-5

³ House of Commons Business, Energy and Industrial Strategy Committee (16th October 2018). Electric Vehicles: Driving the Transition, Fourteenth Report of Session 2017-19. [Online]. (URL <https://publications.parliament.uk/pa/cm201719/cmselect/cmbeis/383/383.pdf>)

1 Introduction

Policy Context

13. National planning policies are set out in the NPPF and the supporting Planning Practice Guidance (PPG).
14. At the very core of the NPPF is the aim to achieve sustainable development, with the following objectives outlined:-
 - *"an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
 - *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
 - *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy"*
15. This illustrates the importance of assessing development proposals in a holistic manner, giving consideration to each branch of sustainable development.
16. This SPD has been prepared in accordance with the policy context set out in Paragraph 110 of the NPPF, which states that:-

"Applications for development should:

 - a. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
17. The PPG states that: *"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."* The PPG also requires local planning authorities to *"seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."*
18. At local level, Policy DM7, which relates to Vehicle Parking, states that:-

When prepared, the Swale Vehicle Parking SPD will provide guidelines for:

 1. *Car parking standards for residential development, which will:*
 - a. *take into account the type, size and mix of dwellings and the need for visitor parking; and*
 - b. *provide design advice to ensure efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it.*
 2. *Vehicle parking for non-residential uses, which will take into account:*
 - a. *the accessibility of the development and availability of public transport;*
 - b. *the type, mix and use of the development proposed;*
 - c. *the need to maintain an adequate level of car parking within town centres to ensure that viability of the centres is not compromised; and*
 - d. *that development proposals do not exacerbate on street car parking to an unacceptable degree.*
 3. *Cycle parking facilities on new developments, of an appropriate design and in a convenient, safe, secure and sheltered location."*

1 Introduction

Car Ownership

19. The existing levels of car ownership in an area are a useful factor to consider in determining the level of parking to be provided in a new residential development. The national Census collects data on car and van availability at Ward level. The 2011 Census results for the wards in Swale Borough are shown in Table 1.
20. It is apparent that there is a considerable variation in car ownership across the Borough. Lower levels of car ownership are found in the central parts of the urban areas of Faversham (Abbey, Davington Priory and St. Ann's wards), Sheerness (Sheerness East and Sheerness West wards) and Sittingbourne (Chalkwell, Murston and Roman wards). These locations are characterised by a greater proportion of flatted accommodation and on-street parking restrictions in town centres, with a greater mix of house types at the edge of town centres.
21. Unsurprisingly, the highest levels of car ownership are found in the most rural parts of the Borough where the choice of travel modes and accessibility to local services by means other than the private car is reduced.

Table 1: Census 2011 Car Ownership Data for the Swale Borough

2011 Ward	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	3 or more cars or vans in household	4 or more cars or vans in household	Car ownership
E05005056 : Abbey	797	1285	539	93	35	1.01
E05005057 : Borden	81	364	392	105	46	1.67
E05005058 : Boughton and Courtenay	229	870	850	226	113	1.62
E05005059 : Chalkwell	594	1075	472	100	26	1.07
E05005060 : Davington Priory	316	472	243	52	13	1.06
E05005061 : East Downs	76	378	463	145	61	1.77
E05005062 : Grove	385	1255	958	211	66	1.41
E05005063 : Hartlip, Newington and Upchurch	257	858	866	212	129	1.61
E05005064 : Iwade and Lower Halstow	114	585	731	143	57	1.66
E05005065 : Kemsley	369	1297	986	198	59	1.41
E05005066 : Leysdown and Warden	244	629	350	81	32	1.27
E05005067 : Milton Regis	492	861	471	123	29	1.16
E05005068 : Minster Cliffs	454	1224	1064	289	123	1.49
E05005069 : Murston	668	1121	554	96	30	1.07
E05005070 : Queenborough and Halfway	666	1419	795	201	58	1.22
E05005071 : Roman	673	929	440	106	23	1.02
E05005074 : Sheerness East	1031	983	337	77	13	0.79
E05005075 : Sheerness West	1071	1031	366	82	17	0.81
E05005076 : Sheppey Central	543	1572	1192	307	112	1.43
E05005072 : St Ann's	496	1074	590	82	28	1.15
E05005073 : St Michaels	511	1079	686	179	61	1.28
E05005077 : Teynham and Lynsted	350	917	675	212	81	1.44
E05005078 : Watling	397	1050	630	121	32	1.26
E05005079 : West Downs	74	357	425	129	72	1.78
E05005080 : Woodstock	296	860	669	166	60	1.43
SWALE TOTAL	11184	23545	15744	3736	1376	1.29

1 Introduction

Car Ownership

22. The Census also provides information on vehicle ownership by type and tenure of dwelling. The data for Swale is shown in Table 2 below.
23. It is evident that car ownership varies significantly by the type and tenure of a property as well as the number of habitable rooms and bedrooms available.
24. This evidence has informed the approach to the parking standards for residential uses in the Borough.

Sustainability

25. As detailed above, sustainable development is the key theme of the NPPF, within which environmental considerations are prevalent. In 2019, an environment and climate change emergency was declared by the UK Parliament. In order to tackle this, the Government is targeting that the UK be carbon neutral by 2050.
26. SBC also declared a climate and ecological emergency in 2019, of which the key relevant features are:-
 - pursue the Swale Strategic Air Quality Action Plan;
 - spatial and transport planning to make fewer journeys necessary;
 - improved public transport;
 - encouraging active transport;
 - developing the infrastructure for EVs; and
 - making space for nature.
27. The features relevant to car parking primarily aim to encourage active and public travel therefore the pedestrian and cycling environment must be safe and attractive to all users.

Table 2: Census 2011 Car Ownership by Tenure, House Type and Habitable Rooms for Swale Borough

Type	Tenure	Hab Room	Typical Beds	Car Ownership	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	3 or more cars or vans in household
House	Owner Occupied	1-3	1	1.06	23%	53%	20%	4%
		4	2	1.12	20%	52%	24%	4%
		5	3	1.36	13%	48%	31%	8%
		6	3-4	1.53	10%	43%	36%	11%
		7	4-5	1.80	5%	34%	43%	18%
		8	4-6	2.08	3%	22%	48%	27%
	Rented or Shared Ownership	1-3	1	0.59	48%	45%	6%	0%
		4	2	0.83	35%	49%	14%	2%
		5	3	0.95	31%	48%	17%	4%
		6	3-4	1.01	30%	45%	20%	5%
		7	4-5	1.26	21%	43%	28%	8%
		8	4-6	1.39	18%	40%	31%	11%
Flat	Owner Occupied	1-3	1-2	0.81	34%	52%	13%	1%
		4	2-3	0.98	26%	54%	19%	2%
		5	3-4	1.14	21%	48%	27%	4%
	Rented or Shared Ownership	1-3	1-2	0.44	61%	33%	5%	0%
		4	2-3	0.64	48%	42%	9%	1%
		5	3-4	0.72	44%	42%	12%	2%

Parking for
Residential
Uses

2

2 Parking for Residential Uses

Layout and Design

28. Parking should be an integral part of the layout of any development and be considered at an early stage in the design process. In particular, it is important that the amount, location and – critically – the form of residential parking is appropriate to the development, for the benefit of future residents.
29. Car parking should be designed so that it is well-integrated with, and does not detract from, the public realm – particularly in high density developments. The provision of parking should not dominate public spaces, as these are multi-functional areas, catering not only for vehicles but pedestrians, cyclists and in some cases wider leisure activities.
30. There is a range of options for parking provision in residential developments and no one solution will fit all scenarios; however, as wide a mix of different parking options should be utilised as possible, including:-
 - On-street in defined bays;
 - Informal squares at key nodal points and intersections;
 - Parking courts, courtyards and mews, either within the highway or the private realm;
 - Car barns;
 - On-plot:-
 - on a driveway in front of a dwelling or at the side;
 - within the fenced/walled area of the dwelling;
 - car-port;
 - garage.
31. Parking is not just a 'numbers game'. The parking provision should satisfy reasonable demand bearing in mind the location, be well-designed with usable spaces and make the best use of the land available.



Tandem driveway, Vellum Drive, Sittingbourne



Tandem car barn, Power Station Road, Halfway



Landscaped, On-street Parking, Springhead Parkway, Gravesend
(image courtesy of Google Maps)



Shared Parking Area (image courtesy of the Duchy of Cornwall)

2 Parking for Residential Uses

Layout and Design

32. This approach was confirmed by the Space to Park⁴ research, which involved the completion of surveys at a number of residential sites in Kent. Following a review of the information gathered, a number of recommendations were made:-
- *“Recommendation 1: Reducing car parking on suburban estates should not be regarded as an effective way of reducing levels of car use and ownership.*
 - *Recommendation 2: Allocated parking spaces should cater for the average parking requirement of households based on the house size. Unallocated spaces should provide for at least 20% additional spaces.*
 - *Recommendation 3: Estates should be more effectively integrated into their surroundings by creating clear, legible and safe routes to local facilities.*
 - *Recommendation 4: Design guidance for new estates should be amended to allow for wider streets to accommodate on-street parking and more permeable integrated layouts.”*
33. Parking design should seek to meet the design criteria relevant to parking within the Building for Life tool (<http://www.builtforlifehomes.org/go/building-for-life-12/car-parking>).
34. The recommended parking standards for residential uses in Swale are summarised in **Appendix A**.

35. Getting the parking layout right results in a well-functioning development and a better place to live. Common concerns where parking is not properly addressed include:-
- The streetscape is dominated by cars, detracting from the amenity of the development;
 - Allocated parking is located remotely from residential units and therefore may not be used;
 - Parking courts that are not overlooked feel unsafe;
 - Parking spaces located against a hard boundary make it difficult to get in and out of the car;
 - Garages, particularly if they are too small and/or provided as part of a tandem parking arrangement (i.e. at the end of a driveway), are often used for storage rather than for parking;
 - Driveways intended for parking are too short so that vehicles overhang the footway;
 - On-street parking is not in defined bays leading to indiscriminate street parking; and
 - Indiscriminate on-street often results in footway parking, which narrows the effective width of the footway, as well as impacting crossing movements and blocks the street itself.
- The following sections aim to address these concerns in order to ensure a high quality development.

36. Finally, it is recommended that pre-application advice is sought from SBC at an early stage to ensure opportunities to maximise the range of parking solutions, landscape and provide innovative materials are identified from the outset.



Indiscriminate Footway Parking, Eden Village, Sittingbourne



Short Driveway Leading to Overhang and Limited Garage Access, Thistle Hill, Minster

⁴ See <http://www.spacetopark.org/>

2 Parking for Residential Uses

Trees, Landscape and SuDs

37. In conjunction with good parking design, consideration of integrated landscape should be given, which complements and enhances the public realm and built environment. Trees and landscape have many benefits including:-
- improving air quality by absorbing nitrogen dioxide and filtering microscopic airborne particles;
 - carbon sequestration and storage;
 - hydrology effects, by helping reduce run-off and prevent flooding;
 - street environment energy effects, through shading and cooling;
 - sustaining and enhancing urban biodiversity;
 - mental and physical health benefits; and
 - public amenity benefits, for example, the public judge communities with vegetation-bordered roads more positively.
38. There is national recognition of the importance of street trees. In response to the Building Better, Building Beautiful Commission's report, the Government's aim is for "all new streets to be lined with trees".
39. Primarily native plant and tree species should be provided; however particular varieties of native trees may be required in certain, constrained circumstances; therefore all proposals are subject to review through the planning system. The local Landscape Character that the development is set within or adjacent to will inform the species choices, details of which can be found via the web links included at **Appendix B**.
40. Continuous, unbroken stretches of parking must be avoided and the following approach to landscape provision is required:-

- in car parks, trees to be provided between a maximum of every four parking spaces and at the edges;
- a landscape strip for trees to be provided between a maximum of every four perpendicular or parallel parking spaces;
- for semi-detached dwellings, where frontage parking is provided, a landscape area to be incorporated between the two dwellings' parking allocation to reduce the dominance of hard paving;
- the provision of parking to the side of detached and semi-detached dwellings to allow for the creation of landscape on property frontages;
- trees to be planted within shared surface areas to assist with natural traffic calming measures;
- where parking is to be provided adjacent to ground floor windows, a landscape buffer to be provided (parking spaces should not directly abut buildings where windows are provided at ground floor level); and
- High quality provisions for SuDs, such as swales and storm water planters, should be made in conjunction with suitable parking provision and urban design.

41. Where the highway is not adopted, responsibility for management and maintenance of landscape areas must be identified, for example by a management company and/or residents trust.
42. Correct construction of both soft and hard landscape is necessary. The Trees and Design Action Group (TDAG) provides guidance and resources for the planning, design, construction and management of urban trees. Manual for Streets (MfS) guidance notes that the use of trench planting, irrigation pipes and urban tree soils will assist with the establishment of trees, helping to reduce maintenance costs and potential issues arising from replacement. If trees are proposed within the publicly maintainable highway, discussions should be undertaken with Kent County Council (KCC) to avoid any potential issues resulting from damage caused by tree roots.



*Planting Between Parking to Enhance the Public Realm
(image courtesy of Duchy of Cornwall)*



*Planting Between Parking to Enhance Public Realm, The Bridge, Dartford
(image courtesy of Google Maps)*

2 Parking for Residential Uses

Public Realm, On-street Parking and Shared Surface Parking

43. In response to SBC's declared climate and ecological emergency, the public realm should be attractive and safe to encourage walking and cycling. The car should not dominate the public realm.
44. Based on the recommendations set out in 'Layout and Design' paragraph 32, the estate layout shown on this page was redesigned to allow for greater flexibility with regards to parking. This layout provides a slightly reduced number of allocated parking spaces when compared with the "as built" case, with significantly more on-street provision made, allowing for flexibility of use and removing the opportunity for indiscriminate, on-street parking to take place through the provision of dedicated on-street bays. This case study shows that a variety of parking arrangements should be considered as part of development layouts, reaffirming that a blanket design approach is not suitable
45. On-street parking should be in defined bays and not just kerb-side. The defined bays should not be allocated. Tree planting should also be accommodated. These measures assist with preventing anti-social parking which could block the carriageway or the pavement.
46. Consideration should also be given to using a variety of hard landscape materials and not just tarmac. As recommended in MfS, materials should meet the following criteria:-
- Easy to maintain;
 - Safe for purpose;
 - Durable;
 - Sustainable (both for manufacture and energy use); and
 - Appropriate to the local character.



Flexible Parking Arrangements to Encourage Use (courtesy of Space to Park <http://www.spacetopark.org/go/research/conclusions>)



Shared Parking Court (image courtesy of Duchy of Cornwall)



Unallocated, On-Street Parking Provision (image courtesy of the Duchy of Cornwall)

2 Parking for Residential Uses

Public Realm, On-street Parking and Shared Surface Parking

47. For adoptable highways, KCC has a materials palette in the Kent Design Guide that should be utilised. Variation in the materials used within parking areas will help to create visual interest. It is important to note that numerous, quality surfacing options are available to designers and these should be investigated thoroughly as part of any planning application. It is also requested that due consideration be given to the use of permeable surfacing to aid drainage. The implementation of landscape can further complement the material chosen to provide an integrated approach to the design of the public realm.
48. Shared surface routes (sometimes known as homezones or living streets) allow for a wide flexibility of treatment, as one of the key aims of the design of shared surface routes is to reduce vehicle speeds and encourage drivers to show due consideration for pedestrians and cyclists using the same space. Designed-in or natural traffic calming measures include car parking, tree planting, landscape areas, single surface treatment, chicanes, street furniture and so forth.
49. For further guidance on parking and the public realm, the following websites are considered useful:

- <http://builtforlifehomes.org/go/building-for-life-12/car-parking>
- <https://www.livingstreets.org.uk/>
- <https://bettertransport.org.uk/>
- <https://healthystreets.com/>
- <http://www.spacetopark.org/>
- <http://www.tdag.org.uk/>
- <https://www.gov.uk/government/publications/manual-for-streets-2>



Avoid Large, Continuous Areas of On-Street Parking, Phoenix Quarter, Dartford (image courtesy of Google Maps)



Use of Different Material Palettes, Springhead Parkway, Gravesend

2 Parking for Residential Uses

Car Ports and Car Barns

- 50. Where appropriate, space for car parking can be provided on-plot, within the curtilage of the dwelling, such as in the form of a car port.
- 51. Open car ports and car barns are typically well-used by residents for parking vehicles, subject to good design. Car ports and car barns ideally should be overlooked by housing from at least one side of the street.
- 52. Where car ports and car barns meet the minimum standard (as outlined in Table 7 of this SPD), they will count towards the parking requirement in full. They must be subject to good design and the upright supports should not prevent the opening of car doors.
- 53. Innovative designs will be encouraged, to provide visual interest in addition to functionality. Examples of different car port and car barn options are shown opposite.
- 54. Consideration should also be given to the implementation of solar panels or green roofs on garage / car barn roofs to maximise renewable energy sources and biodiversity within new developments.
- 55. Historically, garage conversions have taken place within the Borough, resulting in parking overspill issues. To reduce the possibility of this in relation to car barns and car ports, conditions will be attached to any grant of planning consent, ensuring that the parking provided within car barns and car ports is maintained. Developers will also be requested to attach covenants to properties where car barns and car ports are provided, prohibiting their future conversion.



Car Barn with Possibility for Solar Panels / Green Roof
(image courtesy of the Duchy of Cornwall)



Car Port with Pitched Roof, Thistle Hill, Minster



Car Barn with Pitched Roof, Park Farm, Ashford



Narrow Parking with Hard Boundary Treatment, Thistle Hill, Minster

2 Parking for Residential Uses

Garages

56. In areas without on-street controls, many residents do not use garages for parking, even if they have to park on-street as a result. This is often the case in suburban and rural locations and therefore garages are unlikely to be counted as part of the parking provision in these locations. In other locations, namely town centres where on-street parking is more restricted, garages are more likely to be used for parking by residents. As such, a garage is more likely to be counted towards the overall parking standard, where the recommended dimensions outlined in Table 7 are adhered to.
57. In order for a garage to be categorised as a parking space in certain circumstances, the following should be provided for:-
- Cycle storage;
 - Mobility scooter storage and access; and
 - EV charging facilities.
58. Considerations to encourage the use of garages for vehicle parking rather than storage include:-
- The garage is in line with the front of the dwelling or with a minimal set-back to prevent parking in front of the garage, allowing for ready access;
 - The door to the garage is automatically controlled and takes the form of a roller shutter for ease of access; and
 - Sufficient space is provided as set out above.
59. Suitable garage-to-dwelling access should also be provided. Please see Building Regulations guidance Part M for more details.



Suitable Driveway Length for Two Vehicles and Garage Access, Lakeside Avenue, Faversham



Insufficient Garage Set Back can Result in Vehicle Overhang, Springhead Parkway, Gravesend



Driveway Insufficient to allow for Access to Garage resulting in Carriageway Overhang, Repton Park, Ashford

2 Parking for Residential Uses

Parking Courts

60. Flatted and higher density residential developments often require communal parking areas. It is important that these are conveniently located in close proximity to the residential units they serve and designed a part of the public realm to instil a sense of ownership.
61. Parking courts are off-street communal parking areas which can be located to the front, side or rear of dwellings. They should be designed in a way that encourages their use by conforming to the following criteria:-
- Small-scale, serving no more than five dwellings;
 - Well-surveilled;
 - Secure;
 - Have direct access to surrounding dwellings;
 - Have adequate lighting;
 - Provide adequate manoeuvring space; and
 - Ideally have two points of entry to create a through route for vehicles and pedestrians.

62. Visitor parking should not be provided in parking courts but in defined on-street bays.

Mews and Courtyards

63. Mews and courtyards, such as those shown, have the advantage of dwellings facing directly on to them, providing natural surveillance. It is recommended that mews should be provided with a width of 4.1 metres (in accordance with the Kent Design Guide) to allow for two-way light vehicle movements.
64. Where mews-style arrangements are to be considered, it is recommended that the parking within each dwelling's curtilage is open-fronted (i.e. in the form of a car port or uncovered space) to allow for ease of access and to encourage use. The parking space dimensions detailed in Table 7 should also be complied with.

65. Courtyards should be enclosed with a central focal point, off of which the housing and associated parking faces. MfS acknowledges that courtyards should not function as car parking per se but form places where parking can take place. They should have capacity for up to 10 parking spaces. If more spaces are to be provided, these should be broken through the use of planting.
66. The central point in the centre of the courtyard should be visually appealing in order to create a sense of place. How this is achieved is for the developer to decide but use of planting in some form is recommended to soften the impacts of the harder surfacing surrounding the courtyard.
67. As with parking courts, it is recommended that both mews and courtyards have multiple entry points.



Narrow Access to Rear Parking Court with Limited Lighting, Swale Way, Sittingbourne



Courtyard Parking (image courtesy of the Duchy of Cornwall)



Mews Style Parking Arrangement (image courtesy of the Duchy of Cornwall)

2 Parking for Residential Uses

Driveways

68. The location of private parking spaces should relate well to dwellings, should not visually dominate the front of the dwelling or block the front door. Driveways that are provided need to consider:-
- The impact on the setting of the property;
 - Its relationship to any garage provision; and
 - The impact of its use on the public highway and overall amenity of the development.
69. Driveways in front of a garage or car port should provide for the full length of the vehicle, plus an allowance for opening of the garage door (where roller shutters are not provided). A clear length of 6.0 metres should normally be provided in front of garages and 5.0 metres in front of car ports. Where the space is less than these dimensions, the garage must be brought forward to ensure that it is not used for vehicle parking, with consequent overhanging or obstruction of the footway or carriageway. Where no parking space is provided in front of garages, a space of 0.5 metres should be provided to allow for the opening of the garage door (where roller shutters are not provided).
70. To avoid parking dominance as a result of driveways and on-plot parking, consideration should be given to the points raised in the 'Public Realm' section of this SPD.

Visitor Parking

71. Allocation of parking to individual units increases the amount of parking needed, whereas unallocated parking takes advantage of different levels of car ownership – including those without vehicles – to use the land designated for parking in the most efficient way. This can satisfy the reasonable needs of visitor parking because of the varying occupancy patterns across the day. This provision should be well distributed throughout residential developments.

72. Within town centre locations with good accessibility to public transport, it should be encouraged for visitors to use non-car modes or existing public car parks, with no specific provision for visitor parking.
73. Visitor parking standards are included at **Appendix A** of this SPD. On-street parking in defined bays allows for flexibility to accommodate parking for both residents' vans and delivery vans.

Car Clubs

74. Car Club usage can noticeably reduce the need for private vehicle ownership, with associated impacts not only for parking but also congestion and air quality – an increasingly important issue in urban locations. As a Car Club member, drivers have access to vehicles which are locally parked, usually within a town centre. Drivers can then hire these vehicles for a dedicated period of time, using an online booking system.
75. The use of Car Club vehicles offers a number of benefits:-
- **Cost** – the costs associated with private vehicle ownership such as depreciation, insurance and tax are taken care of as part of the membership; and
 - **Greener** – often the cars operated by Car Clubs are greener, more efficient vehicles, usually utilising electric and hybrid electric capabilities. In addition, the annual Carplus survey of Car Clubs for England and Wales (excluding London) found that in 2015/2016, of the 27,585 Car Club members, 16% had sold or disposed of a car, resulting in the removal of 4,414 cars from the road⁵.
76. SBC will be encouraging developers to provide Car Club vehicles where appropriate and viable. Ideally electric cars with on-street EV charging will be provided.



Driveway for Larger Property on Lower Density Scheme, Hustlings Drive, Eastchurch



Avoid Long Lines of Unbroken Driveways and Ensure Suitable Driveway Length, Phoenix Quarter, Dartford

⁵ Annual Carplus Survey of Car Clubs 2015/2016, see https://como.org.uk/wp-content/uploads/2018/11/Carplus-Annual-Survey-of-Car-Clubs-2015-16-England-and-Wales_Final.pdf

2 Parking for Residential Uses

Edge of Town Centre Parking

77. It is acknowledged that on-street parking stress within Edge of Town Centre locations can arise as a result of factors such as:-

- Long-stay commuter parking by those seeking to avoid town centre parking charges;
- Historic high density terraced housing with little or no on-plot parking provision; and
- Overspill from town centre residential developments.

78. SBC has installed Controlled Parking Zones (CPZ) within Sittingbourne, Faversham and Sheerness, with preference given to residents who purchase permits. The CPZs within the Swale Borough are shown at **Appendix C** for reference.

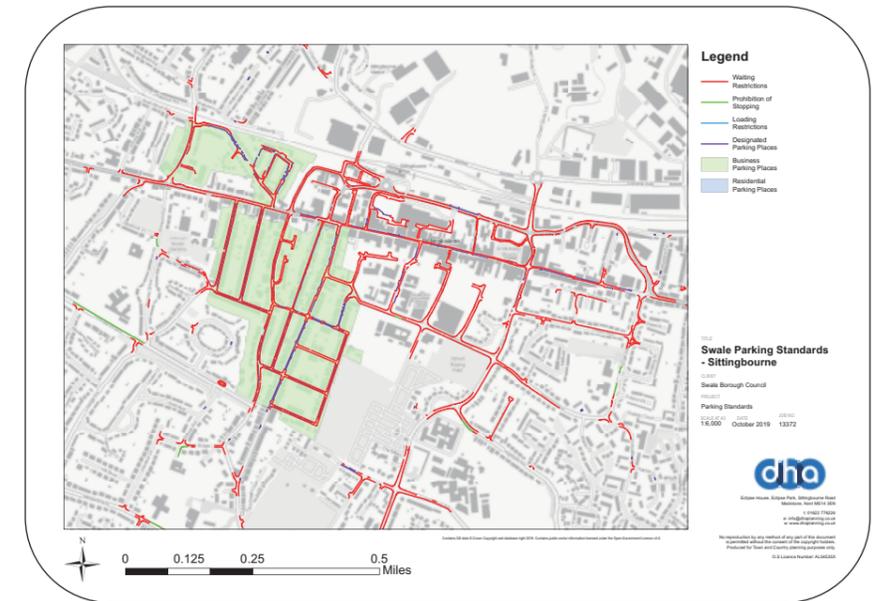
79. This SPD stipulates advisory parking standards in Edge of Town Centre locations where on-street parking controls are present within 200 metres of the site and recommended standards where such restrictions are absent and/or non-continuous.

80. In defining Edge of Town Centre locations within Swale's three principal towns, the following guidance should be considered as a starting point:-

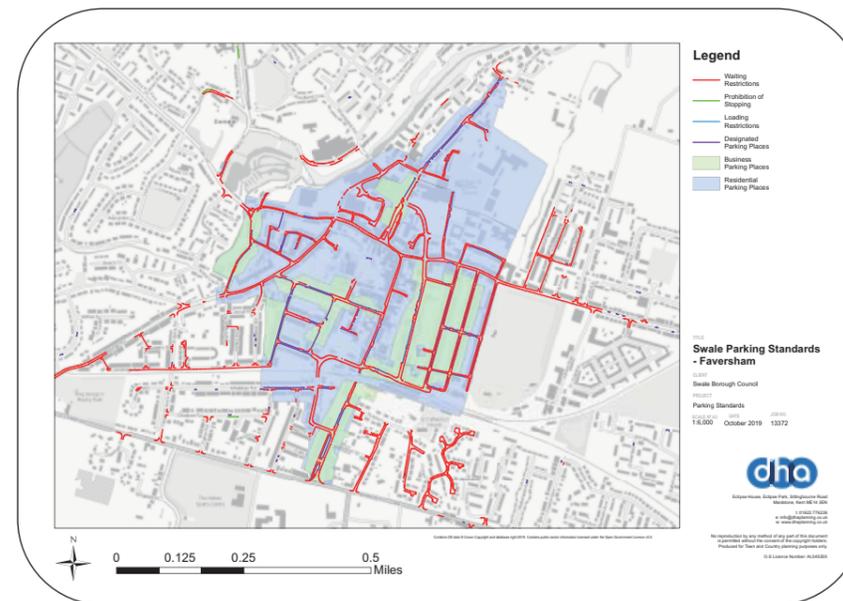
- **Faversham** – Within the CPZ, Town Centre parking standards will be applied. On the periphery of this area, where continuous parking controls are provided for 200m, the advisory Edge of Town Centre standards will be applied. Where no or discontinuous on-street restrictions are provided, the minimum Edge of Town Centre standards will apply.

- **Sittingbourne** – as per Faversham, though a greater area will be considered subject to the advisory Edge of Town Centre parking standard due to the more extensive area of on-street controls outside of the core Town Centre area.
- **Sheerness** – the Town Centre parking standards will not apply in Sheerness. The criteria outlined above should be used to determine whether parking is provided in accordance with the advisory or recommended Edge of Town Centre parking standards.

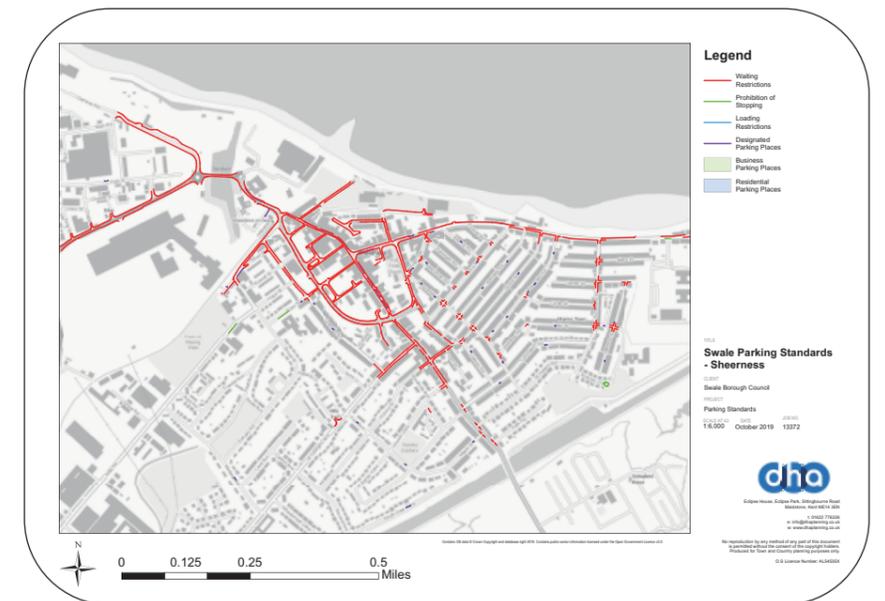
81. Where applicants propose to deviate from these standards, robust justification will be required. For example, the provision of parking stress surveys to quantify the extent of existing overnight parking capacity, the restriction of on-street parking permits for residents of new developments or the provision of robust Travel Planning measures, such as the provision of a Car Club.



Sittingbourne Parking Controls



Faversham Parking Controls



Sheerness Parking Controls

Parking for
Non-Residential
Uses

3

3 Parking for Non-Residential Uses

Context

82. It is widely acknowledged that limiting the amount of parking provided at the end destination of a trip can discourage journeys by car. This is particularly the case where there are a range of alternative modes available in sustainable locations. Therefore, the parking standards for non-residential uses are advisory standards and lower provisions should be considered to encourage travel by other modes where appropriate.
83. Parking standards for non-residential uses are shown in **Appendix D**. Where a development is not included in Appendix D, or where any deviation from these standards is proposed, an individual assessment is required. It should be demonstrated that demand for parking is either met on-site or mitigated and managed as appropriate. The parking standards include staff, unless otherwise stated.

Deliveries and Servicing

84. All developments should provide adequate facilities to enable servicing and delivery vehicles to park and manoeuvre clear of the public highway. Swept path analysis should be submitted to demonstrate that these manoeuvres can be accommodated within the proposed layout. The parking space dimensions for light goods vehicles, minibuses, coaches, rigid goods vehicles and articulated goods vehicles are included in Table 8.

Mixed-use Developments

85. For mixed-use developments, the parking provision should first be determined for each constituent land use or building, both with reference to the applicable standards in this document and potentially also through an accumulation assessment drawing on the TRICS trip rate database⁶ (or similar).

86. Where the exact land use is unknown, (e.g. planning permission is sought for flexible B1/B2/B8 uses), the 'worst case' land use should be considered to ensure the future proofing of the development proposals. Maximum flexibility and sharing of space is encouraged utilising on-site parking provision that is left unallocated wherever possible.
87. The sub-division of mixed-use car parks can lead to inadequate parking for certain units and overspill parking on surrounding streets. Where the allocation of parking is unavoidable, monitoring through a Travel Plan will be required. Additionally, the SBC may add a condition to any grant of planning consent that requires pre- and post-occupation surveys of on-street parking to be undertaken within the vicinity of the site. Should it be found that overspill parking is taking place following the occupation of the development, the applicant will be required to either increase on-site provision where possible, or provide a financial contribution towards parking controls and/or provision locally.
88. If applicants wish to provide a reduced level of parking against the standards outlined in this document, the reduced provision should be justified using robust evidence and discussed with SBC and KCC at an early stage. If necessary, a Parking Management Plan can be submitted with the planning application, outlining any controls that will be implemented to manage on-site parking.

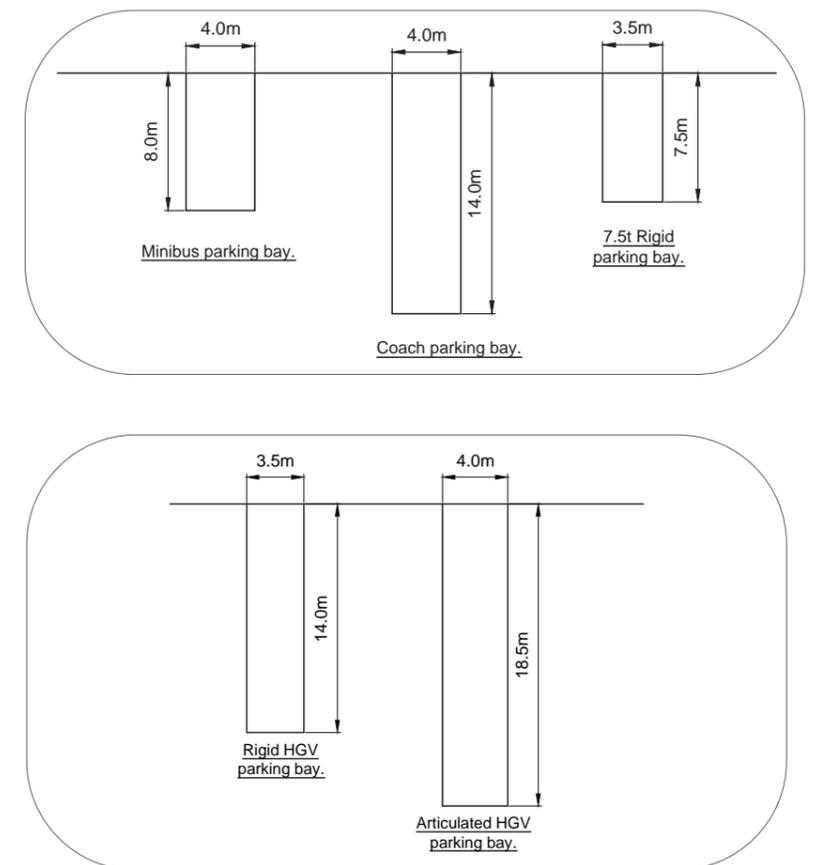
Hotels

89. For hotels exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either:-
- Facilities to drop-off and pick-up guests, which may consist of a lay-by adjacent to the public highway

or utilisation of the car parking area (exact details to be agreed with the Local Planning and Highway Authorities); or

- Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.

90. An additional provision should be made, where bars and restaurant facilities are open to the general public, of one third of the appropriate standard contained under Class A3. For bars, this equates to 1 space per 12sqm and for restaurants this would be 1 space per 15sqm.



Parking Standards for Deliveries and Servicing

⁶ See www.trics.org

3 Parking for Non-Residential Uses

Retirement Communities and Continuing Care Facilities

91. It is clear that older people are active for longer than they have historically been. As such, models of care are also changing, with a move towards retirement communities and continuing care facilities. People as young as 50 can move into such facilities and remain there for the duration of their life and in these cases, the typical care home parking standard is often insufficient.
92. At the application stage, an understanding of the type and level of care being offered should be provided and an individual assessment of parking should be completed, potentially through the use of TRICS or through a 'first principles' approach using specific examples of similar sites. Parking should be discussed with the Local Planning and Highways Authorities to ensure suitability.

Schools

93. New schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans. Further details can be found at www.jambusterstpms.co.uk

Cars

94. Operational requirements (broadly defined as staff and visitors) should be provided for, together with overflow parking areas for community uses. Parent and pupil parking are discouraged as this is a disincentive to travelling by sustainable modes. However, appropriate provision should be made for the setting down and picking up of pupils in a safe environment and in a manner that does not unduly interfere with the operation of the public highway. Exact details should be agreed with SBC and KCC.
95. Measures to discourage parking should be considered and could include car sharing, parking restrictions, parking permits issued on the basis of need and other measures as appropriate.

Coaches/Buses/Minibuses

96. On all new school sites where it is likely that pupils will travel to and from school in coaches, buses or minibuses, sufficient space should be reserved to allow for them to be dropped off and collected. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Cycles

97. Provision of secure and covered cycle parking will be a condition of any new or expanded school. Whenever possible, improvements to local cycle routes and other appropriate safety measures should be provided by the applicant.

Special Educational Needs (SEN) Schools

98. It is acknowledged that SEN pupils have the right to attend any school. As such, a proportional provision should be made available at all schools to ensure suitable access for emergency vehicles with the appropriate level of disabled parking to be designated. At standalone SEN schools, provision should be made to accommodate ambulances, taxis, minibuses and coaches as appropriate.

Commuter Parking

99. For new developments anticipated to be served by commuter coach services, consideration of additional parking provision may be required to ensure that on-street parking stress does not occur. Where no dedicated parking provision is made as with mixed use schemes, Travel Plan monitoring and suitable conditions may be attached to any grant of consent to ensure that commuter parking is appropriately controlled.

Parking for Ultra Low
Emission Vehicles
(ULEV)

4

4 Parking for Ultra Low Emission Vehicles (ULEV)

Designing for Electric Vehicles

- 100. The popularity of Ultra Low Emission Vehicles (ULEVs) has greatly increased in recent years. ULEVs include electric, plug-in hybrid and hydrogen fuel-cell vehicles.
- 101. Planning policy supports the provision of infrastructure for ULEVs, with Paragraph 110 of the NPPF stating that local parking standards should: *"be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 102. It is vital that new developments provide the necessary infrastructure to cater for the future demand from ULEVs, by incorporating electric vehicle charging points into parking design as well as ensuring that the necessary power supply is provided to support the infrastructure implemented.
- 103. The technology associated with ULEVs is rapidly evolving and design should accord with the most relevant technical requirements/standards. Currently, this comprises a wired connection between a vehicle and charging point. There are different speeds available for the wired connection. Justification and discussion of the charger type would need to be undertaken with SBC and KCC officers at the application stage to ensure an appropriate provision. For example, it may be that a slow charger would be suitable for office/residential uses where vehicles are parked for longer, yet for retail uses a fast charger may be more appropriate.
- 104. Currently, most charging of ULEVs takes place at home, overnight. Therefore, each dwelling with on-plot parking should provide an electrical outlet within close proximity of the parking space.
- 105. For communal residential parking areas and other car parks for non-residential uses, it is important to provide a mix of 'active' and 'passive' charging spaces, which are defined as follows:-

- **'Active' Charging Spaces** – electricity supply and physical charging infrastructure is implemented from the outset; and
 - **'Passive' Charging Spaces** – the electricity supply is installed, however, the physical charging infrastructure is not, allowing the spaces to be converted into fully active spaces at a later date.
- 106. In situations where it is not possible to meet demand for ULEV parking on-site, a financial contribution towards the provision of on-street charging points may be sought.
 - 107. ULEV parking spaces should be signed and marked for Electric Vehicle Charging Only. Charging points in public car parks, for example at retail parks or places of work, must be accessible to the general public and/or employees. Publicly available charging points should be uploaded to www.zap-map.com
 - 108. Details of how ULEV parking will be allocated and managed should be included within Transport Assessments submitted as part of planning applications. This should also set out how ULEV parking for visitors and disabled users will be accommodated. The parking standards for ULEVs are shown in Table 3.



On-Street EV Charger

Electric Cycles

- 109. Electric cycles can be charged in a number of ways. Some, in a similar fashion to hybrid cars, recharge the battery whilst pedalling; therefore requiring no external charging regime. For others, the batteries can be charged in situ on the cycle or removed and charged indoors.
- 110. In light of these varying charging regimes, it is considered that whilst houses have sufficient capacity to accommodate the needs of cycle charging, where bicycles are stored communally within flatted developments, an electrical outlet should be provided.
- 111. Provision should also be made for commercial electric cycle charging facilities within such developments, unless evidence is submitted to show such facilities are not practical.

Table 3: Electric Vehicle Parking Standards

Residential Uses	
Dwellings with On-Plot Parking	1 Active Charging Point* per dwelling
Dwellings with unallocated communal parking	10% Active Charging Spaces with all other spaces to be provided as Passive Charging Spaces
Visitor Parking	A minimum of two visitor spaces or 10% of the total visitor provision (whichever is greatest) should be provided with passive charging provisions suitable for future conversion
Non-Residential Uses	
All Uses with Off-Street Parking	10% Active Charging Spaces with all other spaces to be provided as Passive Charging Spaces**

* Please note, where reference is made to a charging point, more than one socket can be provided. The charging point implemented should be sufficient for the needs of the dwelling.
 ** As part of this provision, consideration should be given to the operational requirements of the site; namely, if EV charging provisions are required for larger / commercial vehicles. If so, suitable provision should be made

Parking Provision
for the Disabled

5

5 Parking Provision for the Disabled

Design and Layout

112. Detailed guidance on the design and location of parking for disabled people can be found in Part M of the Building Regulations. It is the responsibility of the site occupier to provide parking for the disabled under the Equality Act 2010.
113. Any new development that includes off-street parking should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired cannot be provided as part of the development, the Local Planning Authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.
114. Where the proposed disabled parking provision is less than the standards shown in the table opposite, the reduced provision should be fully justified and controlled through a Travel Plan. In such circumstances, oversized parking spaces should normally be provided as an alternative to designated disabled parking spaces, on the proviso that should demand dictate additional supply, these will be demarcated at a future date.
115. Disabled parking should be conveniently located and clearly signed. Its location should take into consideration the distances that potential users may be capable of covering to reach their destination. The generally accepted guidelines of walking distances for different degrees of mobility are:-

- Visually impaired – 150 metres;
- Wheelchair users – 150 metres;
- Ambulatory impairment without walking aid – 100 metres; and
- Ambulatory impairment with walking aid – 50 metres.

116. Typical layouts of disabled parking are shown overleaf. Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6 metres long and 2.7 metres wide in accordance with the advice provided by the British Parking Association⁷. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.
117. Off-street parking spaces that are perpendicular to the access aisle should be at least 6.0 metres long and 2.5 metres wide with an additional width of at least 1.2 metres along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where spaces are adjacent to each other, the 1.2 metre access area can be utilised to serve parking spaces on either side. Access to and from the parking spaces should also be free from steps, obstructions and steep slopes.
118. Where changes in level between the car park and the development have to be overcome, a ramp should be provided. Ramps should be short, preferably with a gradient of 5% (1 in 20) or less, but not exceeding 8% (1 in 12). Where steps are provided, they should have edges with a strong colour contrast. Both ramps and steps should be provided with handrails on both sides and should be well lit.

⁷ See https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf

119. Disabled parking standards are shown in Table 4.

Table 4: Disabled Car Parking Standards

For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)	
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
Car Parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity
For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 and unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car Parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity

5 Parking Provision for the Disabled

Mobility Aids

120. Use of mobility aids, such as scooters and large wheelchairs, is increasing. It is therefore appropriate to provide parking provision for them within new developments, including within communal parking areas. Mobility aid parking should be located as close to the buildings' pedestrian access points as possible.
121. The need for – and overall quantum of – mobility aid parking should be considered on a case-by-case basis.

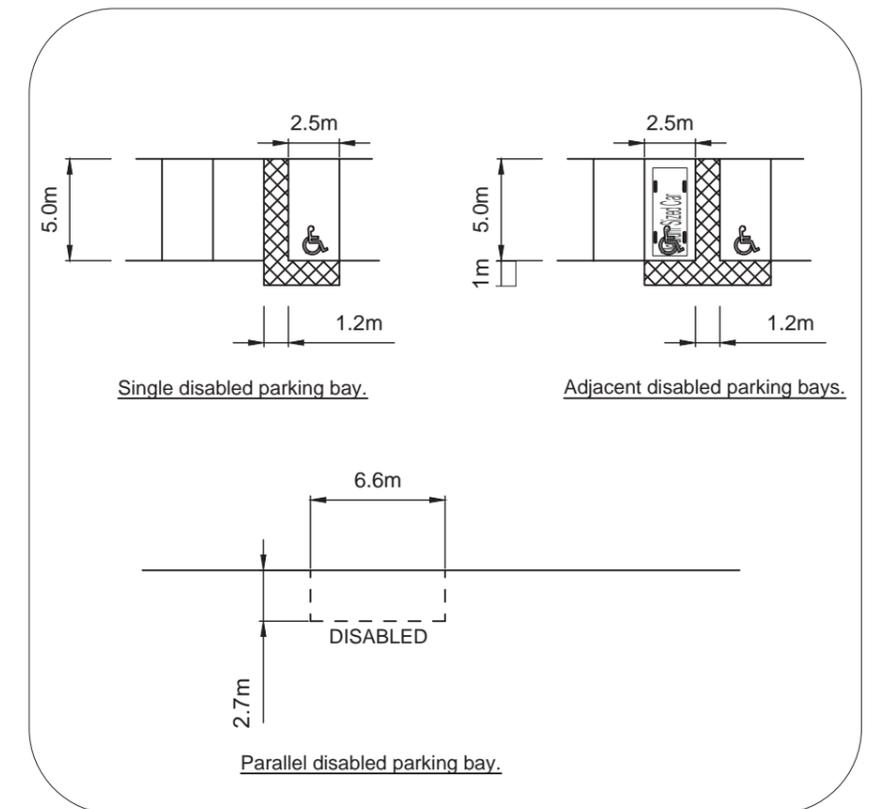
Adaptive Cycles

122. Adaptive cycles are designed to accommodate the individual needs of a disabled cyclist. The following design standards apply when catering for them:-
- The minimum gap between cycle stands should be 1.0m;
 - At least one bay for non-standard cycles should be allocated at the end of a row of standard cycle parking stands, with these bays a minimum of 1.5m wide in order to allow for dismounting.
123. The parking standards for adaptive cycles are shown in Table 5.

Table 5: Adaptive Cycle Parking Standards

	Adaptive Cycle
All land uses	5% of all cycle parking spaces designed for use by disabled cyclists

Disabled Parking Bay Dimensions



Parking for Cycles
& Powered Two
Wheelers

6

6 Parking for Cycles and Powered Two Wheelers

Cycles

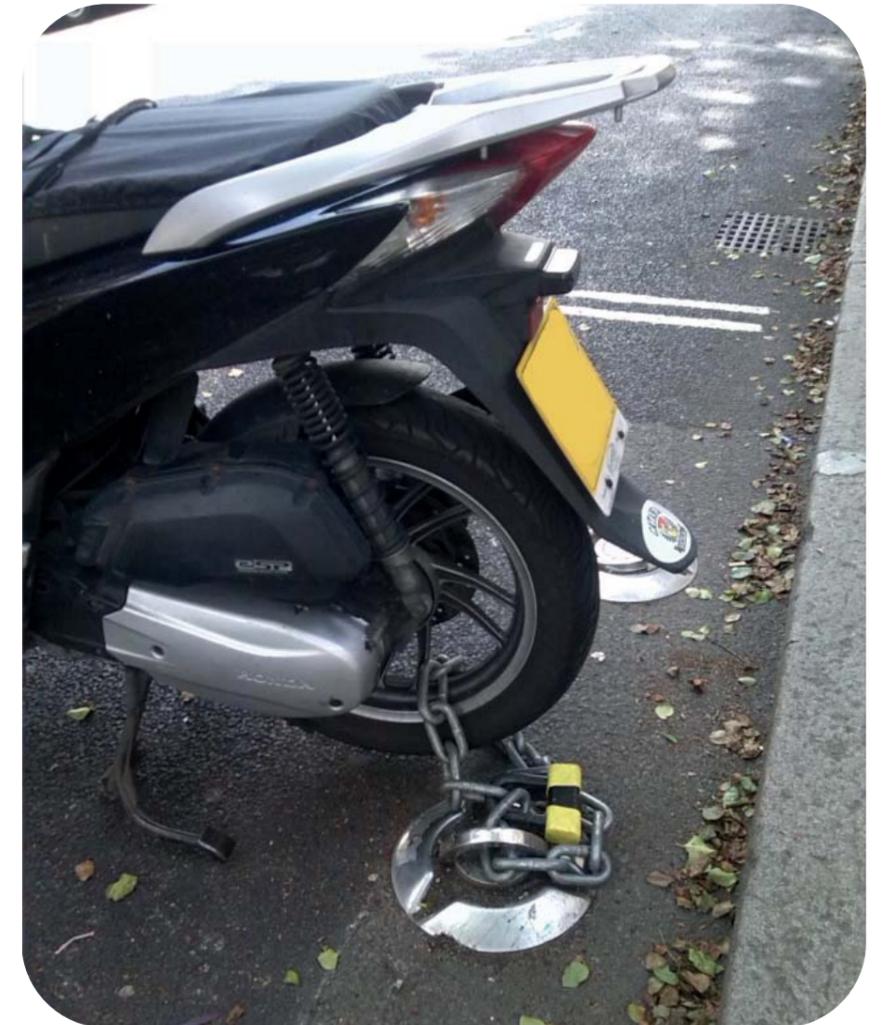
124. The provision of secure and convenient cycle parking is essential to encourage people to use this mode of travel. The following locational requirements should be considered in the design of cycle parking:-
- Obvious and well signed;
 - Close to the entrance of the premises being visited;
 - Visible and attractive;
 - Well lit;
 - An appropriate level of surveillance and security;
 - Good weather protection;
 - Off-street location with good and safe access, separated from parking vehicles;
 - Situated close to well used thoroughfares; and
 - Well maintained.
125. In addition to the provision of well-designed cycle parking, facilities for showering and storing of clothing and helmets in non-residential developments will be sought, as they are also important for encouraging cycle use.
126. Within residential developments, where garages are provided for houses, cycle parking should be accommodated within them, taking the form of wall-mounted racks to allow for ease of access. Where no garage is provided, cycle parking should be accommodated within a secure facility in the rear garden.
127. For flatted dwellings, cycle parking should be provided in a secure, communal facility, ensuring the design guidance detailed above is considered when locating and designing the store.
128. Cycle parking standards are set out in **Appendix E**.

Motorcycles

129. Provision should be made for motorcycle parking within all new developments.
130. Motorcycle parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not compromise pedestrian safety.
131. To allow for secure motorcycle parking to be developed, it is recommended that street furniture is added to allow for the motorcycle to be securely attached while parked. An example of such measures is shown for reference.
132. Motorcycle parking standards are shown in Table 6.

Table 6: Motorcycle Parking Standards

Non-Residential Developments
1 motorcycle space + 1 space for every 20 car parking spaces provided



Secure Motorcycle Parking

Parking Dimensions and Layouts

7

7 Parking Dimensions and Layouts

Parking Space Dimensions

133. The average car size has been increasing in recent years. In view of this, the car parking space dimensions provided in Table 7 and Table 8 are the minimum dimensions required. There are particular instances where larger spaces are necessary. This includes where they are located adjacent to a hard boundary, such as a wall at the end of a parking aisle. In these situations, the width of the parking space should be increased by a minimum of 0.2m for each restricted side to aid manoeuvrability. Larger parking spaces on private driveways can increase the attractiveness and ease of using the spaces, which can prevent inappropriate on-street parking.

Minimum Car Parking Space Dimensions

Table 7: Minimum Car Parking Space Dimensions

	Length	Width
Car - Minimum ¹	5.0m (6.0m for parallel spaces) ²	2.5m
Perpendicular Disabled Car Space	6.0m	3.7m
Cars - Abutting hard boundary on one side - Minimum	5.0m	2.7m
Cars - Abutting hard boundary on both sides - Minimum	5.0m	2.9m
Garage - One Car ^{3,4}	7.0m	3.6m
Garage - Two Cars ^{3,4}	7.0m	6.0m
Car Port/Car Barn - One Car ⁵	5.0m	2.5m
Car Port/Car Barn - Two Cars ⁵	5.0m	5.0m
Car Barn - One Car ⁶	5.5m	2.9m
Car Barn - Two Cars ⁶	5.5m	5.4m
Tandem Parking - First Car	6.0m	2.5m
Tandem Parking - Rear Car ¹	5.0m	2.5m

¹ Where a space abuts a carriageway, a 0.5m setback should be provided to allow for service margins. For more information, please see the Kent Design Guide (or any subsequent iterations).

² Applicable where car parking spaces are provided parallel to and abutting a carriageway, aisle or drive

³ These dimensions refer to internal dimensions.

⁴ Dimensions where garage is to be included within the overall parking provision. Smaller garages can be justified where provided in addition to the overall parking provision.

⁵ These refer to car barns/car ports that are open on all sides.

⁶ These refer to car barns that are enclosed.

Parking Space Dimensions For Other Vehicles

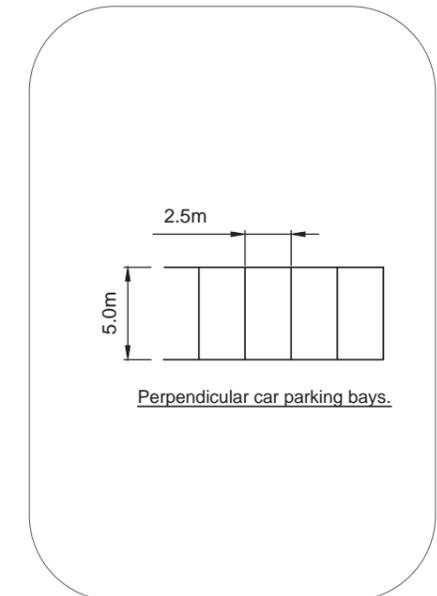
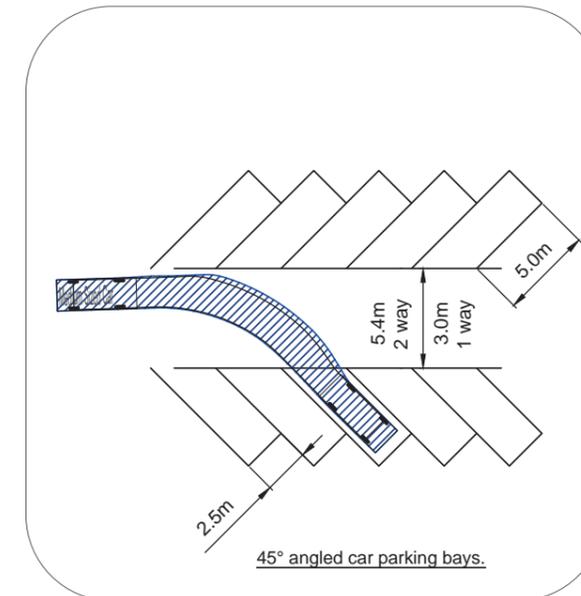
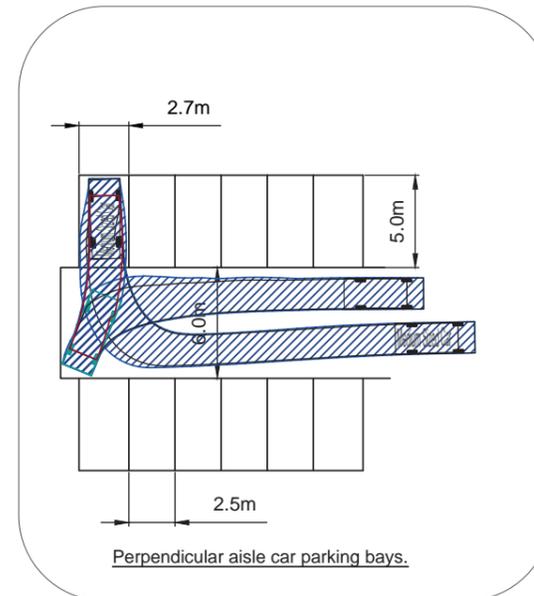
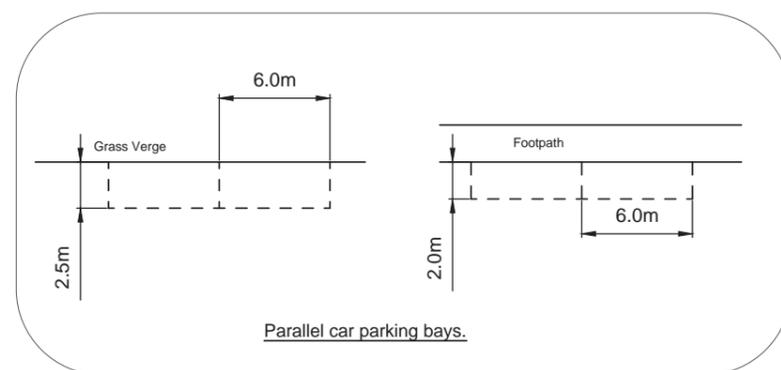
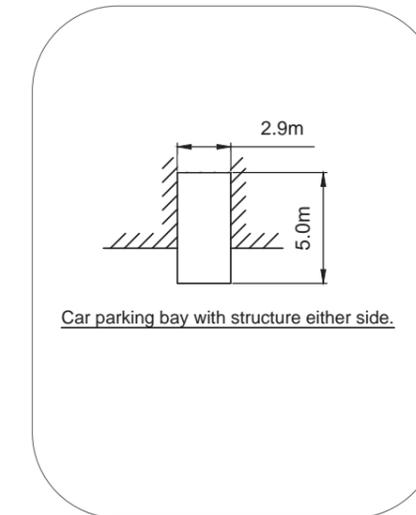
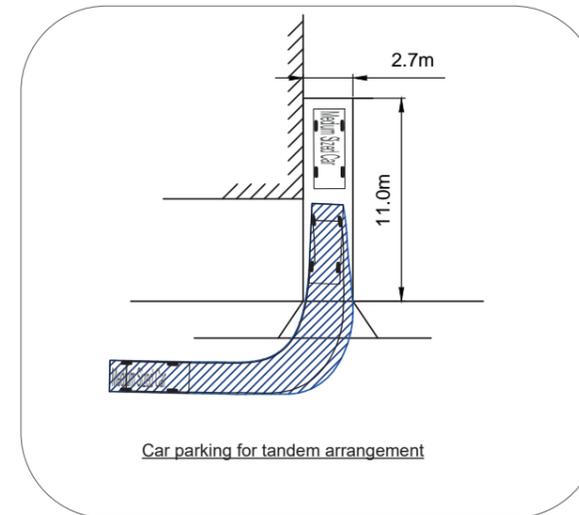
Table 8: Parking Space Dimensions For Other Vehicle Types

	Length	Width
Powered Two Wheelers	2.5m	1.5m
Light Goods Vehicles	7.5m	3.5m
Minibuses	8.0m	4.0m
Coaches	14.0m	4.0m
Rigid Goods Vehicles	14.0m	3.5m
Articulated Goods Vehicles	18.5m	4.0m

7 Parking Dimensions and Layouts

Car Park Design

134. Car parks should be designed to provide good quality pedestrian routes in order to minimise conflict between pedestrians and manoeuvring vehicles.
135. Where multi-storey or underground car parks are provided, these should be designed in accordance with the usability specifications outlined in relevant industry guidance, such as the Institution of Structural Engineers 'Design Recommendations for Multi Storey and Underground Car Parks' (2011) (and any relevant subsequent revisions). This includes guidance on issues such as the positioning of columns which would affect the usability of spaces.
136. A minimum 6.0 metre aisle width is required to allow for manoeuvring in to and out of car parking spaces orientated at 90 degrees.
137. The previous tables and associated plans provide the recommended minimum parking space dimensions for common vehicle types. Guidance is also provided on general parking layouts and good practice.



Appendix

Residential
Car Parking Standards

A

A Appendix

Residential Car Parking Standards

As detailed throughout this SPD, the key to providing suitable parking is to take a flexible approach. The standards detailed below are therefore 'Advisory' and 'Recommended' in nature.

'**Advisory**' standards have been provided where the accessibility of the locations is likely to justify a reduced provision than that detailed. This should, however, be supported by clear evidence and where necessary contributions to other sustainable transport modes to encourage reduced car ownership for residents, as detailed in Note 1.

'**Recommended**' standards have been applied to more rural locations and those where wider parking controls are limited. In these instances, the recommended standard should be adhered to as opportunities for sustainable transport measures are likely to be more restricted in nature. Should the developer propose significant measures to encourage the usage of sustainable transport (such as through the provision of a Car Club or dedicated bus service), reduced parking may be acceptable.

In terms of allocation, it is recommended that for 1 to 2 bed flats in all locations, an unallocated provision is made, to maximise flexibility. For 1 and 2 bed houses and above, some allocation of spaces is recommended; however it is not necessary to allocate all spaces. For example, for four bed units in rural locations, two spaces could be provided on-plot with a third placed on-street to allow for flexibility within the standard and for "opportunity parking" to be taken advantage of, acknowledging that different households will have different parking requirements and that to allocate all spaces will reduce flexibility.

On-street parking controls	On-street controls prevent all parking	On-street controls prevent all parking	On-street controls absent or limited	None or very limited	None or very limited
Nature of Guidance	Advisory	Advisory	Recommended	Recommended	Recommended
Location	Town Centre ^{1,2,3,4}	Edge of Centre ¹	Edge of Centre ¹	Suburban ¹	Rural ¹
1 & 2 Bed Flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 Bed Houses	1 space per unit	1 space per unit	1 to 2 spaces per unit	1 to 2 spaces per unit	2 spaces per unit
3 Bed Houses	1 space per unit	1 to 2 spaces per unit	2 to 3 spaces per unit	2 to 3 spaces per unit	3+ spaces per unit
4+ Bed Houses	2 spaces per unit	2 spaces per unit	2 to 3 spaces per unit	3+ spaces per unit	3+ spaces per unit
Visitor Parking	None	0.2 per unit	0.2 per unit	0.2 per unit	0.2 per unit

¹ Car parking standard is for guidance and a lower provision should be considered for areas with good accessibility by sustainable modes and/or where effective mitigation measures are in place or proposed, e.g.:-

- Car Clubs;
- Travel Plans;
- Controlled Parking Zones; and
- Availability of sustainable transport modes.

Supporting evidence is also likely to be required (e.g. local car ownership data, parking stress surveys, evidence from similar sites)

² The Borough Council encourages permit-free developments to discourage on-street parking in these locations

³ Please note that the Town Centre parking standard is not applicable to Sheerness. For Sheerness, the parking standards from Edge of Town Centre (maximum) onwards should be applied

⁴ Garages will be counted towards the Town Centre standard, where provided in accordance with the dimensions outlined within this SPD

Appendix

B

Local Landscape Character
Web Links

B Appendix

Local Landscape Character Web Links

CD/063 Swale Landscape Character and Biodiversity Appraisal (Jacobs, 2011) Introduction: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Introduction-reduced-size.pdf>

CD/063a Factors Shaping the Landscape Geology and Soils, Landform and Drainage, Historic Background: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Geology-and-Soils.pdf>

CD/063b Factors Shaping the Landscape Figure 3 Geology: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Figure-3-Geology.pdf>

CD/063c Factors Shaping the Landscape Figure 4 - Soils: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Figure-4-Soils.pdf>

CD/063d Factors Shaping the Landscape Figure 5 Landform: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Figure-5-Landform.pdf>

CD/063e Factors Shaping the Landscape Land Use and Agriculture, Biodiversity, Landscape and Heritage: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/land-use-and-agriculture2.pdf>

CD/063f Factors Shaping the Landscape Figure 9 - Existing Habitats in Swale <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Figure-9-Existing-Habitats-in-Swale-resize.pdf>

CD/063g Factors Shaping the Landscape Figure 10 - Biodiversity Opportunity Networks: <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/FIGURE-10.pdf>

CD/063h Factors Shaping the Landscape Figure 11 - Landscape and Heritage Designations <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Figure-11-Landscape-and-Heritage-Designations.pdf>

CD/063i Landscape Character Context <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Landscape-Character-Context-with-Figures-12-and-13.pdf>

CD/063j Introduction to Landscape Character Areas <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Introduction-to-Landscape-Character-Areas.pdf>

CD/063k Marshland Landscape Types <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Marshland-Landscape-Types-reduced-size.pdf>

CD/063l Clay Farmland Landscape Types <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Clay-Farmland-Landscape-Types-reduced-size.pdf>

CD/063m Fruit Belt Landscape Types <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Fruit-Belt-Landscape-Types-reduced-size.pdf>

CD/063n Woodland Landscape Types <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Woodland-Landscape-Types.pdf>

CD/063o Dry Valley and Downs Landscapes Types <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Dry-Valley-and-Downs-Landscape-Types-reduced-size-.pdf>

CD/063p Summary of Landscape Character <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Summary-of-Landscape-Character.pdf>

CD/063q Development Guidance, Conclusions and Bibliography <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Development-Guidance-Conclusions-and-Bibliography.pdf>

CD/063r Appendix A - Field Assessment Sheet <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Appendix-A-Field-Assessment-Centre.pdf>

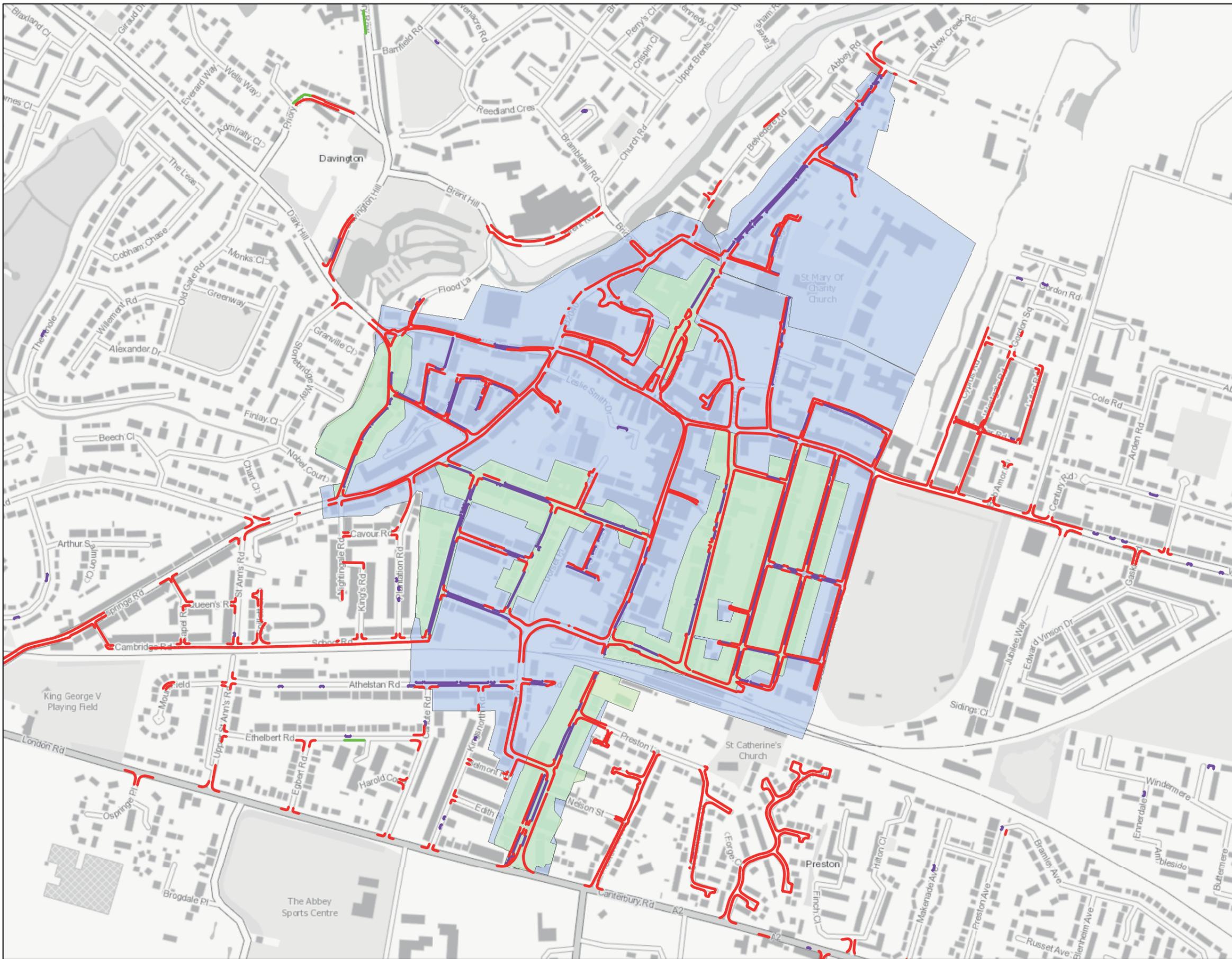
CD/063s Appendix B - Living Landscapes Methodology <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Appendix-B-Living-Landscapes-Methodology.pdf>

CD/063t Appendix C - Biodiversity Opportunity Areas <http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Appendix-C-Biodiversity-Opportunity-Areas-reduced-size.pdf>

Appendix

Swale Borough Control Parking Zones

C



Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

TITLE
Swale Parking Standards - Faversham

CLIENT
 Swale Borough Council

PROJECT
 Parking Standards

SCALE AT A3 DATE JOB NO.
 1:6,000 October 2019 13372



Eclipse House, Eclipse Park, Sittingbourne Road
 Maidstone, Kent ME14 3EN

t: 01622 776226
 e: info@dhaplanning.co.uk
 w: www.dhaplanning.co.uk

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Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

TITLE
Swale Parking Standards - Sheerness

CLIENT
 Swale Borough Council

PROJECT
 Parking Standards

SCALE AT A3 DATE JOB NO.
 1:6,000 October 2019 13372



Eclipse House, Eclipse Park, Sittingbourne Road
 Maidstone, Kent ME14 3EN

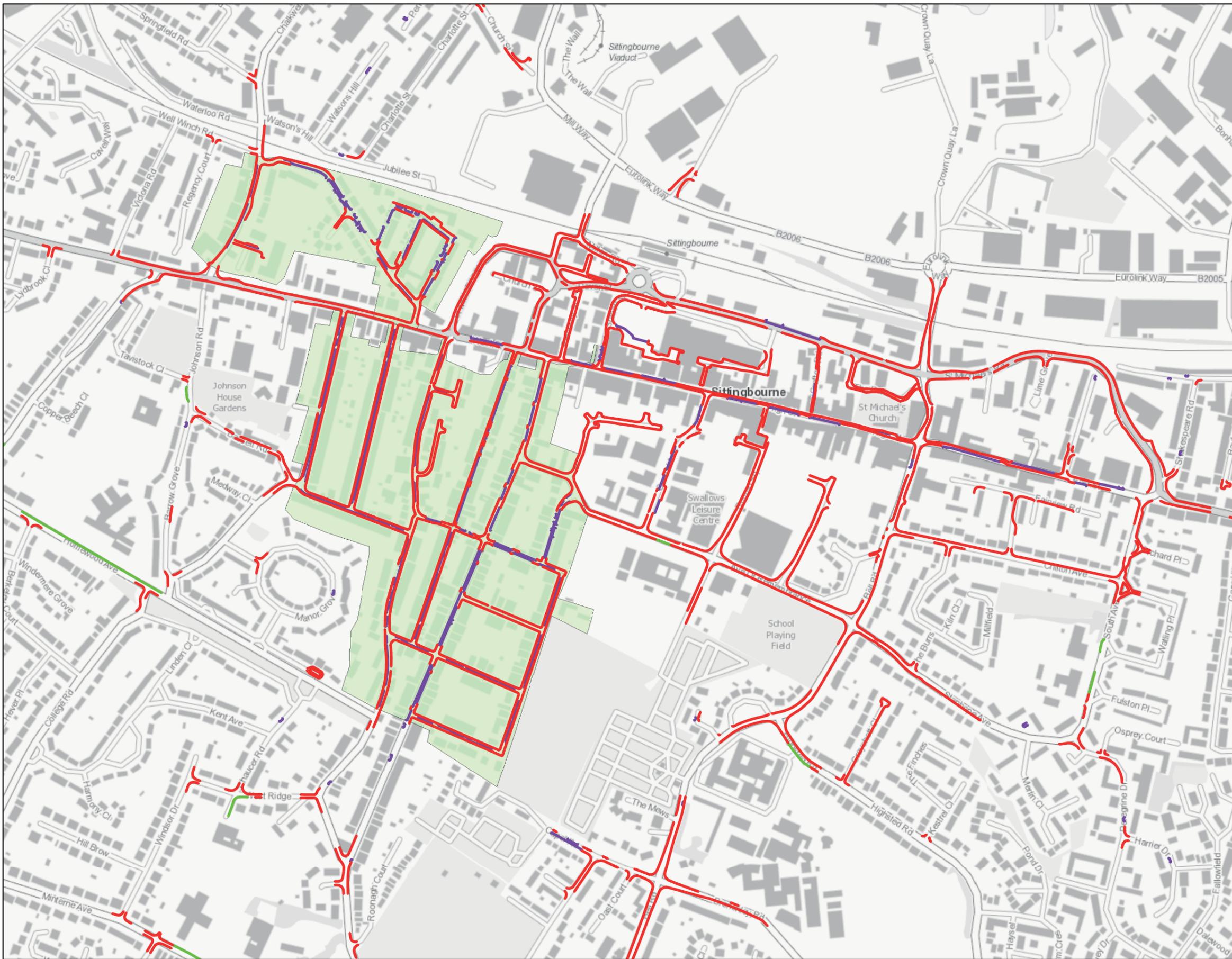
t: 01622 776226
 e: info@dhaplanning.co.uk
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Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

TITLE
Swale Parking Standards - Sittingbourne

CLIENT
 Swale Borough Council

PROJECT
 Parking Standards

SCALE AT A3 DATE JOB NO.
 1:6,000 October 2019 13372



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Appendix

Non-Residential Car Parking Standards

D

D Appendix

Non-Residential Car Parking Standards - Advisory Standards

A1 Retail	
Food Retail up to 1,000m ²	1 space per 18m ²
Food Retail over 1,000m ²	1 space per 14m ²
Non Food Retail	1 space per 25m ²
Garden Centres	Garden Centre greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks.
<p>Notes:</p> <ul style="list-style-type: none"> Where applicable, consideration should be given to the need for enlarged parking bays to accommodate parent and child parking. The need for such facilities will be assessed on a case-by-case basis and should be assessed through the Transport Assessment / Statement accompanying the planning application. It is recommended that these bays are located within the vicinity of the primary access to the building(s), with additional space of 1.2m provided between a standard parking bay size to allow ease of access to the vehicle for parents and children. All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Consideration should be given to the requirement for goods vehicle parking (including van and HGV parking as necessary). It is recommended that this is considered on a case-by-case basis and evidenced through a Transport Assessment / Statement based on the likely operational requirements of the site. 	

A2 Retail		
Financial and Professional Services	1 space per 20m ²	
A3 Food and Drink		
	Staff	Customers
Restaurants and Cafes	1 space per 2 staff	1 space per 6m ²
Transport Cafes	1 space per 2 staff	1 space per 15m ²
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Due consideration should be given to the need for HGV parking when assessing transport cafes, as a large proportion of the customer base would be anticipated to be HGV drivers. The proposed level of parking should be considered on a case-by-case basis and evidenced accordingly through a Transport Assessment / Statement. 		

A4 Drinking Establishments		
	Staff	Customers
Public Houses, Licensed Bars & Banqueting Halls (Includes bars open to non-residents in hotels and non-diners in restaurants.)	1 space per 2 staff	1 space per 15m ²
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Due consideration should be given to the need for HGV parking when assessing transport cafes, as a large proportion of the customer base would be anticipated to be HGV drivers. The proposed level of parking should be considered on a case-by-case basis and evidenced accordingly through a Transport Assessment / Statement. 		
A5 Hot Food Takeaways		
	Staff	Customers
Takeaways, including Drive-Thru Restaurants	1 space per 2 staff	1 space per 10m ²
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. The above standard also includes 'drive-thru' facilities. In this case, in addition to the above, due consideration should be given to on-site waiting space for vehicle queueing to access the 'drive thru' to ensure this is kept away from the highway. 		

D Appendix

Non-Residential Car Parking Standards

B1 Uses	
Offices up to 500m ²	1 space per 20m ²
Offices between 500-2,500m ²	1 space per 25m ²
Offices over 2,500m ²	1 space per 30m ²
Hi-tech/Research/Light Industrial	1 space per 35m ²
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Consideration should be given to the requirement for goods vehicle parking (including van and HGV parking as necessary). It is recommended that this is considered on a case-by-case basis and evidenced through a Transport Assessment / Statement based on the likely operational requirements of the site. 	
B2 Uses	
Up to 200m ²	3 spaces
Over 200m ²	1 space per 50m ²
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Consideration should be given to the requirement for goods vehicle parking (including van and HGV parking as necessary). It is recommended that this is considered on a case-by-case basis and evidenced through a Transport Assessment / Statement based on the likely operational requirements of the site. 	

B8 Uses		
Storage and Distribution	1 space per 110m ²	Parking provision for associated office space to be determined using the standards set out under Class B1
Wholesale Trade Distribution	1 space per 35m ²	
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Consideration should be given to the requirement for goods vehicle parking (including van and HGV parking as necessary). It is recommended that this is considered on a case-by-case basis and evidenced through a Transport Assessment / Statement based on the likely operational requirements of the site. Parcel delivery operations have the capacity to be more trip intensive than the standard B8 uses detailed above. As such, applications for this type of B8 use will be assessed on a case-by-case basis, supported by a Transport Assessment / Statement to justify the proposed level of parking. 		
C1 Uses		
	Staff	Guests
Hotels	1 space per 2 staff	1 space per bedroom
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. For additional information with regard to hotels, please see Page 22. 		

C2 Uses		
	Staff	Visitors
Nursing / Residential Care Homes	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals & Hospices	1 space per 2 staff	2 spaces per 3 beds
Residential Schools or Colleges, Training Centres	1 space per resident staff+ 1 space per 2 other staff	1 space per 15 students
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. The requirement for ambulance bays should be considered on a case-by-case basis to ensure there is sufficient space on-site to allow for turning and parking of these vehicles. 		
C3 Sheltered Accommodation		
Sheltered Accommodation	1 space per resident warden and 1 space per 2 units	
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. The requirement for ambulance bays should be considered on a case-by-case basis to ensure there is sufficient space on-site to allow for turning and parking of these vehicles. 		

D Appendix

Non-Residential Car Parking Standards

D1 Uses		
	Staff	Visitors/ Pupils/ Clients
Primary & Secondary Schools	1 space per staff +10%	
Further & Higher Education	1 space per 1 staff	1 space per 7 students
Libraries/Art Galleries/ Museums Public / Exhibition Hall	1 space per 60m ²	
Places of Worship	1 space per 5 seats	
Medical Centres/ Clinics/Surgeries (including veterinary surgeries)	1 space per 2 staff	4 spaces per consulting/ treatment room
Nurseries/Crèches/ Pre Schools	1 space per 2 staff	1 space per 4 children
Day Care Centres	1 space per 2 staff	1 space per 4 attendees
Notes: <ul style="list-style-type: none"> All deliveries and associated turning/parking should be accommodated within the site, away from the highway. The on-site parking arrangement must also give consideration to the collection and setting down of pupils to ensure that this takes place away from the highway. The necessary standard should be assessed through a Transport Assessment . If required, consideration should be given to minibus / ambulance parking as appropriate. For Special Educational Needs (SEN) schools, consideration of spaces for ambulances should also be given. Suitable pupil drop-off / collection provision should also be made for all relevant vehicle types, including minibuses and taxis. 		

D2 Uses		
Cinemas, Concert Halls, Conference Centres, Bingo Halls	1 space per 5 seats	
Social Clubs, Discotheques, Dance Halls, Ballrooms,	1 space per 22m ²	
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 22m ² + 1 space per 15 seats where appropriate	
Marinas & Other Boating Facilities	1 space per mooring or berth`	
Stadia	1 space per 15 seats	Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision
Bowling Green/ Centres/Alleys, Snooker Halls, Tennis/Squash/Badmin- ton Clubs	3 spaces per lane/ court/ table	Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided

D2 Uses		
Outdoor Sports Facilities, Playing Fields	1 space per 2 participants + 1 space per 15 spectators	
Golf Courses & Driving Ranges	3 spaces per hole/bay	
Equestrian Centres, Riding Stables	1 space per stable	
Historic House & Gardens, Country Parks	1 space per 400 visitors per annum	Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.
Theme Parks, Leisure Parks	1 space per 200 visitors per annum	
Other Uses	1 space per 22m ²	
Notes: <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Coach parking should be considered where appropriate, with the necessary standard being considered as part of a Transport Assessment / Statement. Where spectators are present, additional parking of one space per 15 seats should be provided. 		

D Appendix

Non-Residential Car Parking Standards

Sui Generis Uses		
	Staff	Visitors
Car Sales (including auctions)	1 space per 2 staff	1 space per 50m ²
Petrol Filling Stations	1 space per 20m ²	Applies to retail areas only and not to forecourts.
Night Clubs/ Casinos	1 space per 22m ²	
Theatres	1 space per 5 seats	
Retail Warehouse Clubs	1 space per 25m ²	
Amusement Arcades	1 space per 22m ²	
Residential Hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle Servicing & Repair	1 space per 2 staff	4 spaces per service bay
Taxi & Vehicle Hire, Coach & Bus Depots	1 space per 2 staff	1 space per 4 registered Vehicles

Sui Generis Uses		
	Staff	Visitors
Open Commercial Use (e.g. Scrap Yards, Recycling Centres)	1 space per 2 staff	To be assessed individually
Law Courts	1 space per 2 staff	6 spaces per courtroom
<p>Notes:</p> <ul style="list-style-type: none"> All deliveries should be accommodated within the site, away from the highway, as well as associated turning and parking. Where necessary, consideration should be given to the requirement for goods vehicle parking (including van and HGV parking as necessary). It is recommended that this is considered on a case-by-case basis and evidenced through a Transport Assessment / Statement based on the likely operational requirements of the site. 		

Appendix

Minimum Cycle Parking Standards

E

E Appendix

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
A1 Retail Uses		
Up to 1,000m ²	1 space per 200m ²	1 space per 200m ²
Up to 5,000m ²	1 space per 400m ²	1 space per 400m ²
Over 5,000m ²	Minimum of 12 spaces; Additional Spaces Negotiable	
A2 Retail Uses	1 space per 1,000m ²	1 space per 200m ²
A3 / A4 / A5 Retail Uses	1 space per 10 seats	1 space per 20 seats
B1 / B2 / B8 Uses	1 space per 1,000m ²	1 space per 200m ²
C1 Hotels	1 space per 10 beds, units or pitches	
C2 Uses		
Hospitals & other residential institutions offering a level of care	1 space per 10 beds	
Residential schools, colleges & training centres	1 space per 5 students	
C3 Residential Uses		
Houses	1 space per bedroom	
Flats and Maisonettes	1 space per unit	
Sheltered Accommodation	1 space per 5 units	

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
C3 Residential Uses		
<ol style="list-style-type: none"> Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. Parking provision should be provided as a secure communal facility where a suitable alternative is not available. 		
D1 Non-Residential Institutions		
Primary Schools	1 space per 50 pupils	
Secondary Schools, Higher Education	1 space per 5 pupils preferred or 1 space per 7 pupils minimum	
Medical Centres, Surgeries	1 space per 2 consulting/treatment rooms	
Other Non-Residential Institutions	1 space per 50 seats of 100m ²	
D2 Assembly & Leisure Uses		
Leisure and Entertainment Venues	1 space per 300 seats	1 space per 300 seats
Sports Facilities and Venues	1 space per 10 participants + 10%	1 space per 10 staff
Sui Generis Uses		
To be determined on a case-by-case basis, depending on the nature of the use.		