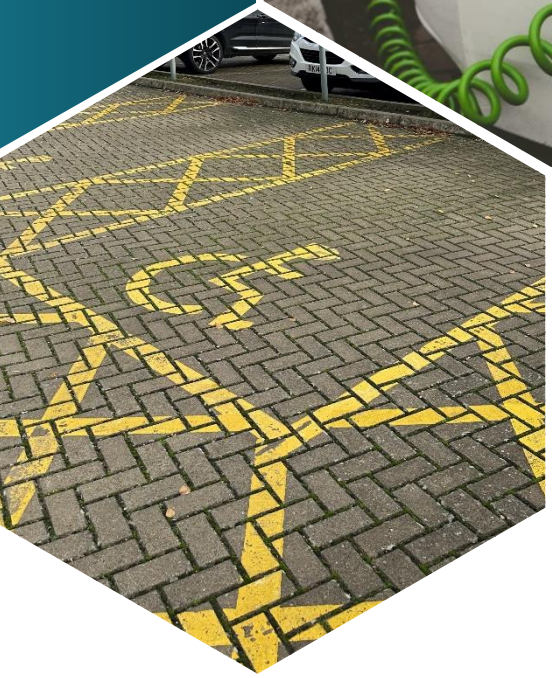

Kent County Council Parking Standards

January 2025

*Accessible Version**

kent.gov.uk

*Non-material updates to fix errors and improve accessibility in line with good practice (March 2026)

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Introduction

1. This guidance sets out the parking standards for new developments in Kent. It considers parking for all types of vehicles 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. It represents a starting point for engagement with the Local Planning and Highway Authorities on parking and layout matters and promotes a pragmatic approach that can also be informed by site-specific considerations as appropriate.

2. Parking standards are not new and were first introduced in Kent over 50 years ago. However, the approach to parking at local and national level has changed considerably in recent years and parking standards have evolved accordingly. In the late 1990s and early 2000s, the concept of maximum parking standards was introduced with the aim of significantly lowering levels of off-street parking as a means of reducing car use. With the introduction of Manual for Streets in 2007, the emphasis for residential development switched to the promotion of some unallocated, on-street parking. More recently, national government parking policy has sought to end 'unrealistic' restrictions on parking provision.

3. This guidance aligns with the current approach to parking. It should, however, be recognised that travel patterns, car ownership and transport technologies are evolving. Parking design will need to be flexible in the face of technology-driven changes to the way we use vehicles and therefore this guidance is likely to be regularly updated as new innovation that impacts the way we travel comes forward.

4. This guidance was adopted as Kent County Council (KCC) Policy on 29 January 2025 – Decision number 24/000110. It supersedes all previous KCC parking standards, including the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (2006) in respect of non-residential developments, and the Kent Design Guide: Interim Guidance Note 3 (2008) in respect of residential developments.

Policy Context

5. National planning policies are set out in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG), which provides further detailed guidance on the policies set out in the NPPF.

6. This guidance has been prepared in accordance with the policy context set out in paragraph 117 of the NPPF[1], 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."

7. The NPPF also states at paragraph 113 that: *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

Application of the Standards

8. This document provides guidance on appropriate parking standards for new developments within the KCC area. It is intended to be flexible and to be the starting point for dialogue with the Local Planning and Highway Authorities.

9. Kent is a large and diverse county and hence identifying an appropriate level of car parking provision should take account of local circumstances. This includes accessibility to public transport, levels of car ownership, existing parking controls and local travel patterns. However, where the proposed supply of parking deviates significantly from the recommended standard, a detailed justification will be required.

[1] National Planning Policy Framework - GOV.UK - https://www.gov.uk/government/publications/national-planning-policy-framework--2

10. Transport Assessments and Travel Plans should be used to support and justify proposed parking arrangements. Developers are advised to engage with the Local Highway Authority prior to submitting a planning application and to include a clear parking allocation plan within the submission. The suitability of the proposed parking area in terms of its design, size and number of spaces will be assessed as part of the planning application. A Parking Management Plan may also be required to ensure the parking can operate effectively. Further details can be found at: Highway pre-application advice - Kent County Council[2]

11. The objectives and principles contained in the Kent Design Guide should be followed when incorporating parking within the design for developments.

[2] Highway pre-application advice - Kent County Council - https://www.kent.gov.uk/environment-waste-and-planning/planning-and-land/planning-applications/advice-on-your-planning-application/highway-pre-application-advice

Parking for Residential Uses

Layout and Design

12. Providing the right amount of infrastructure for parking relies upon robust and thoughtful design. Parking provision should be an integral part of the design of the development, and be considered at an early stage in the planning process. It is important that the amount, location, and, critically, the layout of residential parking is appropriate to the development, for the benefit of future residents.

13. Besides providing an appropriate number of parking spaces, parking design must consider how parking spaces will be used in practice. Parking spaces which are not well-designed and convenient will not be used as intended.

14. 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 the street scene. The Ashmere and Alkerden villages at Whitecliffe, Ebbsfleet, show how parking has been located discretely, to the side of the buildings or behind the building line.

Left - Car ports located to the side of buildings. Alkerden, Ebbsfleet.
Above - Discreet car parking situated behind the building line. Ashmere, Ebbsfleet

15. The development at Vellum Drive in Sittingbourne, shown in the images below, is of a lower density provision. A key aspect of these developments is that where parking is provided, it is well used and inappropriate on-street parking is kept to a minimum, allowing for the internal road and footway network to function effectively.

Above and Right - Well utilised parking between buildings. Vellum Drive, Sittingbourne.

16. At other developments within the County there are examples where parking does not work well and consequently residential parking has frequently been the greatest source of dissatisfaction among residents. Otherwise good developments have been blighted by inconsiderate, and sometimes dangerous, parking across footways and in turning areas. Safety concerns are often associated with parking problems.

17. Common issues include:-
    - Allocated parking is located remote from residential units;
    - Rear parking courts feel unsafe and unattractive to use;
    - Parking spaces located against a hard boundary are too small;
    - Garages are too small and inaccessible;
    - Driveways are too short or not used as intended with vehicles overhanging the footway;
    - Poor quality on-plot parking spaces lead to indiscriminate on-street parking as an alternative; and
    - The streetscape is dominated by cars.

Examples of poor parking implementation

18. Resultant footway parking can lead to obstruction, forcing pedestrians and wheelchair users into the carriageway. The lack of appropriate turning space due to inconsiderate parking can also prevent the use of driveways.

19. Getting the parking layout right results in a well-functioning development and a better place to live.

20. Residential parking is not just a 'numbers game'. The parking provision should satisfy reasonable demand bearing in mind the location, be well-designed with useable spaces and make the best use of the land available.

Above - Footway parking creates obstructions for pedestrians and can cause safety concerns.

21. Parking design should seek to meet the design criteria relevant to parking within the national Building for Life tool, available via the Design for Homes website[3], and local design codes.

The "Building for a healthy life" toolkit document.

22. The existing on-street parking controls in the immediate vicinity of a site can have a bearing on the most appropriate parking provision for a new development. For example, where effectively enforced on-street parking controls (or positively managed covenants/agreements) limit the opportunities for residents to own cars that they cannot accommodate in dedicated parking areas, lower levels of provision should be considered.

23. Parking standards for residential uses are outlined in **Table 1** within **Appendix 1** – Residential Dwellinghouse Car Parking Standards.

24. There are a range of parking options for residential uses, which are discussed in the following paragraphs. For a large residential development, a mix of different parking options should be considered.

Car Barns, Car Ports and Garages

25. Where housing densities are lower, space for car parking can be provided on-plot, within the curtilage of the dwelling, such as in the form of a car port or private drive.

26. Experience has shown that garages are unlikely to be used for the parking of a vehicle unless there are no alternative parking options available in the locality (e.g. due to the presence of on-street

[3] Building for a healthy life - https://www.designforhomes.org/project/building-for-life/

parking restrictions). As such, in suburban and rural locations, the Local Highway Authority will not count garages as formal car parking spaces.

27. Where garages are provided, the recommended standard for the internal dimensions is included in **Table 28** within **Appendix 6** – Minimum Parking Space Dimensions.

28. Open car ports and car barns are typically well-used by residents for parking vehicles, subject to good design. Car ports and car barns should be overlooked by housing from at least one side of the street. Where a car port is located to the side of a house, any fence or wall provided to secure the rear garden should be at least 1.0 metre from the end of the car port.

29. Where they are of good design and meet the minimum standard, car ports and car barns will count towards the parking requirement in full. They should be designed to ensure that the upright supports do not prevent opening of car doors. If this is the case, a larger space will be required. The recommended standard for the dimensions of car ports is included in **Table 28** within **Appendix 6** – Minimum Parking Space Dimensions.

Left - Example of a double open car port. Above - An example of poor design, resulting in footway obstruction due to an overhanging parked vehicle.

30. Parking spaces in front of a garage, car port or car barn should provide space for the full length of the vehicle, plus an allowance for opening of a garage door where applicable. 6.0 metres should be provided in front of garages and 5.0 metres in front of car ports and car barns. Where there is insufficient space to allow for the full length of a vehicle on the forecourt, left-over space should be designed to ensure that it is not used for vehicle parking, with consequent overhanging, or blocking of the footway. 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.

31. The location of all privately allocated parking spaces should relate well to the dwellings they belong to, in order to ensure they are user friendly and effectively utilised.

Parking Courts

32. Flatted and higher density residential developments often require communal parking areas. It is important that parking spaces are conveniently located in close proximity to the residential units they serve.

33. Parking courts are off-street communal parking areas which can be located to the front or rear of dwellings.

34. Front parking courts are preferred since these are located where people prefer to park and where parking can be overlooked and be close to front doors.

35. In order to be supported, rear parking courts must be as secure as possible and designed in a way that encourages their use. They should be relatively small in nature, serving no more than eight residential units. They should be designed as part of the public realm, overlooked, secure and with a sense of place in order to encourage ownership. They should have direct access to/from surrounding dwellings and have adequate lighting. They should also provide sufficient manoeuvring space. Security can be improved where rear parking courts are for use by specific residents only, controlled with a gate or barrier.

36. For larger residential developments, communal parking areas should be divided and distributed around the layout, with some spaces convenient for visitors where required.

Tandem Parking

Tandem parking, with a car port space equating to 50% of the parking provision.

37. Tandem parking is where one car parking space is located behind another. Observations indicate that such arrangements are often poorly utilised where the rear space takes the form of a garage. However, utilisation can be better where both spaces are uncovered or incorporated within car barns.

38. Whilst independently accessible on-plot parking is preferred, where it is necessary to provide tandem arrangements (e.g. higher density schemes), the use of garages should be avoided.

39. Tandem parking in communal parking areas where access is already restricted, such as rear parking courts, is not acceptable and will not count towards the parking provision.

40. Where tandem parking is used there may be a requirement for additional parking provision within the layout.

41. The use of triple (or more) tandem parking is not acceptable as this fails to provide adequate and independently accessible parking spaces for future occupants. This approach introduces significant challenges for residents, due to the impracticalities associated with constant vehicle shuffling.

Visitor Parking

42. Consideration should be given to visitor parking in all new residential developments.

43. Unallocated parking allows for the flexible use of parking spaces and is the most efficient way to cater for visitor parking. 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 given over to parking in the most efficient way. It can also satisfy the reasonable needs of visitor parking because of the varying occupancy patterns across the day.

44. A design-led allowance for on-street parking will normally be the best way to cater for visitor parking. This provision should be well distributed throughout residential developments, to maximise its utility and minimise the prospect of abuse.

An example of on-street parking which is recessed from the carriageway.

45. 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.

Van Parking

46. It is noted that some Councils have introduced the requirement for van parking within their own parking Supplementary Planning Document. Whilst this can be effective in better accommodating these vehicle types within the street scene, observations have indicated that if they are not well related to the properties in which their owners live, they are unlikely to be used for their intended purpose. As such, the need for such provision will be assessed on a case-by-case basis.

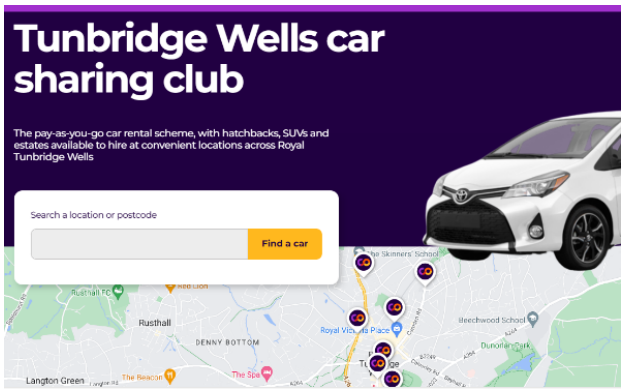
Car Free Development

47. KCC are supportive of and will encourage car free development in the right locations. Should a developer wish to promote car free design then the development must already have (or include as part of the development) excellent public transport links. In addition, the standard of amenities within the development must be highly valued and include community wide uses such as shops, schools, medical centres and library/leisure facilities. Streets should be designed to accommodate pedestrians and cyclists but also be inclusive for mobility scooters and encourage social interaction and engagement across all ages. Seating should be provided on longer links and all routes should be secure by design with opportunities taken for overlooking and wide enough to safely accommodate multiple users at any one time. Emergency vehicles, service vehicles and vehicles used by disabled badge holders (essential traffic) will still need access across the development but visitors to the area should be encouraged not to enter the development other than by sustainable modes. Car clubs, reduced charges for public transport, bicycle provision and repair packages should all be considerations of the Travel Plan (TP). Links within the site should extend to the wider area and connect with the existing Public Right of Way network and adjoining footways/cycleways. To prevent cars penetrating the area there should be a development wide

Traffic Regulation Order enforcing on-street parking or physical (but removeable for essential traffic) barriers to control access by motorised vehicles.

Car Clubs

48. A car club can be an effective initiative within developments with limited parking provision. A car club is a membership based, pay as you go, car rental scheme. It provides easy and affordable access to a car when needed, without the cost and inconvenience of owning it. It can be an attractive alternative to car ownership, or to having a second car in the household and the number of sites where car clubs are operating in Kent is steadily increasing.



The Tunbridge Wells car sharing club website.

Parking for Non-Residential Uses

Context

49. 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 evident where there are a range of alternative modes available in sustainable locations. The optimum method of determining the parking provision for non-residential uses is often a 'first principles' approach, taking into account the development's predicted parking requirements and local circumstances.

50. Parking standards for non-residential uses are shown in **Appendix 2** – Non-Residential Dwellinghouse Car Parking Standards. Where a particular land use is not included within **Appendix 2**, an individual assessment is required using a first principles approach. 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.

Travel Plans

51. All developments that will generate significant amounts of movement should be supported by a robust Travel Plan. This should detail appropriate measures to encourage sustainable travel amongst future occupants and visitors. These measures may include a car club, sustainable travel vouchers, and welcome packs, although the final package of measures should be tailored to the development and site in question.

52. Some travel plans should be monitored on an annual basis. Where the reduction in trips generated by the development is critical to the safety and capacity of the adjoining highways then KCC Highways should be involved with the monitoring. Further measures will be required if monitoring demonstrates that expected targets have not been achieved. Information on travel plans and associated monitoring can be found within KCC's Transport Assessment and Travel Plan Guidance document[4].

Deliveries and Servicing

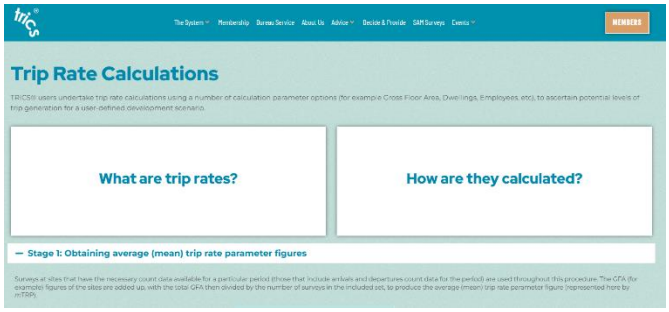
53. All developments should provide adequate facilities to enable delivery and refuse vehicles to park and manoeuvre clear of the public highway. For developments which are anticipated to be served by a significant number of these large vehicles, swept path analysis should be submitted to demonstrate that the manoeuvres can be accommodated within the proposed layout. The recommended parking space dimensions for light goods vehicles, minibuses, coaches, rigid goods vehicles and articulated goods vehicles are included in **Table 29** within **Appendix 6** – Minimum Parking Space Dimensions.

[4] Kent Design Guide - Kent County Council - https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/economic-regeneration-and-planning-policies/regeneration-policies/kent-design-guide

54. Vehicle parking requirements will be evidence based according to land use, trip rates and business needs. Comparison to vehicle operating licences for similar buildings/operations may also be considered.

Mixed-Use Developments

55. 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 on the TRICS database [5] (or similar). The scope to reduce overall parking through shared provision between uses should then be discussed with the Local Planning and Highway Authorities. For example, at retail or business parks, parking could be provided centrally rather than for individual units. Different uses within a site that require parking at different times of the day or week may be able to share provision.



The TRICS website can be used to obtain trip generation information.

Hotels

56. For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: -

    (a) 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

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

57. Additional vehicle 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 12m^2 and for restaurants, this would be 1 space per 15m^2.

Retirement Communities and Continuing Care Facilities

58. Research has highlighted that older people are travelling more than they did previously in the context of an ageing population. 'A comparison of the National Travel Survey results[6] shows how the average number of car trips and miles travelled for those aged 60+ has increased over the past few years. Car ownership levels for over 60s are also higher than for previous generations.

[5] TRICS is the system of multi-modal trip generation analysis for developments in the UK and Ireland - https://trics.co.uk/

[6] National Travel Survey 2022 - https://www.gov.uk/government/statistics/national-travel-survey-2022

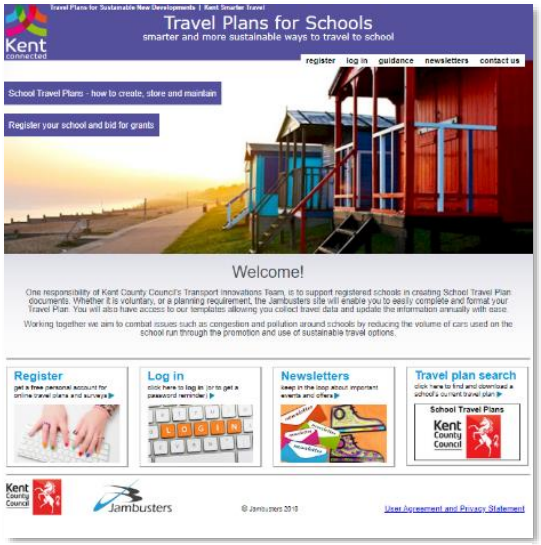
59. It is clear that older people are active for longer than they have historically been. As such, models of care are also changing, with a move towards retirement communities and continuing care facilities for the over 50s. For such facilities, the typical care home parking standard is often insufficient.

60. 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. This may lead to a requirement for the highest parking provision within this use class to be provided. Parking should be discussed with the Local Planning and Highways Authorities to ensure suitability.

Schools

61. 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



The Jambusters website for School Travel Planning

62. Operational requirements (broadly defined as staff and visitors) should be provided for, together with overflow parking areas for any community uses. Parent and pupil parking is discouraged, as this is a disincentive to travel by sustainable modes. Appropriate provision should nevertheless 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 and use of the public highway. Exact details should be agreed with the Local Planning and Highway Authorities.

63. Measures to discourage parking should be considered and could include car sharing, parking restrictions, parking permits issued based on need and other measures as appropriate. A Parking Management Plan should be prepared and submitted as an integral part of any planning application where parking is an acknowledged issue.

Coach/Bus/Minibus

64. 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 the drop-off and collection of pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters should be provided on the highway by the applicant.

Cycles and Non-Motorised Scooters

65. Provision of cycle and non-motorised scooter parking should be provided at any new or expanded school. Wherever possible, improvements to cycle routes and related safety measures should be provided by the applicant.

Parking for Electric Vehicles

Background

66. The popularity of Ultra Low Emission Vehicles (ULEVs) has increased in recent years. ULEVs include electric, plug-in hybrid and hydrogen fuel-cell vehicles. The Government has committed to ban new diesel and petrol cars and vans in the UK from 2035 to help tackle air pollution. This will further encourage the uptake of ULEVs.

67. Planning policy supports the provision of infrastructure for ULEVs, with Paragraph 117 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."* It is appropriate, therefore, that new developments incorporate ULEV charging points into parking design. Alongside this, developments should also look to incorporate charging points for e-bicycles, which are considered as electric vehicles by the National Design Guide[7].

68. The technology associated with ULEVs is rapidly evolving and the parking design should accord with the most relevant technical requirements and latest standards. Currently, this comprises a wired connection between a vehicle and a charging point. There are different charging speeds available for the wired connection. Justification and discussion of the type of charger would need to be undertaken with officers at the application stage to ensure an appropriate provision. For example, it may be that a lower speed charger would be suitable for office and residential uses where vehicles are parked for longer, yet for retail uses a faster charger may be more appropriate.

Designing for Electric Vehicles

69. Currently, most charging of ULEVs takes place at home, overnight. Each dwelling with on-plot parking should therefore provide an electric vehicle charge-point within close proximity of the parking space.

70. For communal residential parking areas and car parks for non-residential uses, it is important to provide a mix of 'active' charging spaces with the charging infrastructure in place at the outset, and 'passive' charging spaces with the wiring and cable conduit in place under the car park for future use. In situations where it is not possible to meet demand for ULEV parking on-site, a financial contribution towards the provision of a charging hub nearby may be sought.

An example of a charging hub, credit: Western Power Distribution (WPS)

71. KCC has been allocated funding through the Local Electric Vehicle Infrastructure (LEVI) fund to facilitate the installation of on-street EV chargers primarily aimed at residents and businesses without access to off-street parking. Our ambition is to install up to 10,000 chargers by 2035 across the county. Outside of this programme on-street electric vehicle chargers will generally only be

[7] National Design Guide - https://www.gov.uk/government/publications/national-design-guide

supported in locations where no other option is available locally and a long-term maintenance agreement is put in place. This will not only minimise street clutter and provide cost efficiencies but allow users to more easily find a charge point when grouped together.

72. ULEV parking spaces should be signed and marked for Electric Vehicle Charging Only, which will require ongoing management and enforcement. Charging points at public parking spaces, for example at retail parks or places of work, must be accessible to the general public and employees. Publicly available charging points should be registered with the National Charge-point Registry. Consideration should be given to the provision of charging points for disabled parking bays, alongside standard parking bays.

73. Details of how ULEV parking will be allocated and managed should be included within Transport Assessments and/or Car Park Management Plans (where relevant). This should also set out how ULEV parking for visitors and disabled users will be accommodated.

74. The ULEV parking standards are shown in **Table 21** within **Appendix 3** – Electric Vehicle Parking Standards.

Disabled Parking, Mobility Aids and Adaptive Cycles

Background

75. Detailed guidance on the design and location of parking for disabled people can be found in the Department for Transport's (DfT) 'Inclusive Mobility' guidance (2021).

76. Any new development that includes off-street parking should have at least one parking space that is either designated as disabled, or if not specifically designated, is of sufficient size to be used by a disabled person. Where provision for disabled people is not to be provided as part of the development, the Local Planning Authority may seek a financial contribution from the developer towards the provision, operation and maintenance of parking spaces either on-street or in public off-street car parks.

77. In some new developments, it has become apparent that the disabled parking provision is under-utilised. Where the proposed disabled parking provision is less than the standards shown within **Appendix 4** – Disabled Parking Standards, 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.

Design and Layout

78. 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 the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:-
    - Visually impaired – 150 metres;
    - Wheelchair users – 150 metres;
    - Ambulatory impairment without a walking aid – 100 metres;
    - Ambulatory impairment with a walking aid – 50 metres.

79. Disabled parking should be designed so that drivers and passengers, either of whom may be disabled, can get in and out of the vehicle easily and safely. The provision should be designed to encompass a wide range of mobility impairments. It should also ensure easy access to and from the side and rear of the vehicle and protect users from moving traffic.

80. Typical layouts of disabled parking are shown in **Figure 1** below. 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. 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.

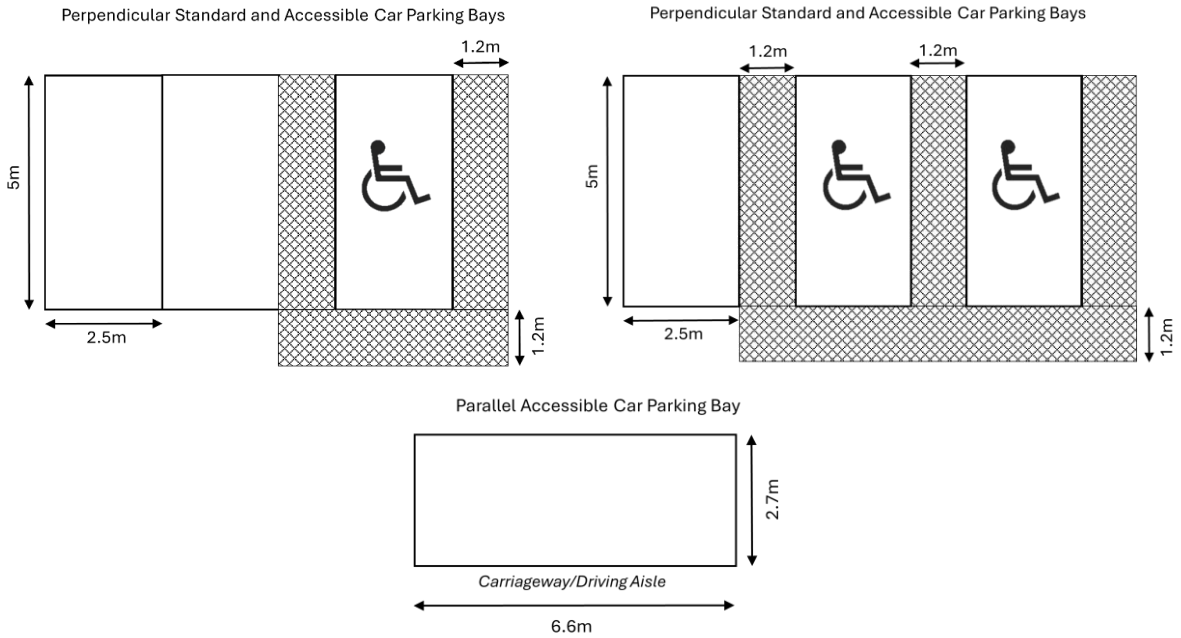
81. Off-street parking spaces that are perpendicular to the access aisle should be at least 5 metres long and 2.5 metres wide with an additional width of at least 1.2 metres along both sides and the rear as per the DfT's Inclusive Mobility Guidance[8]. This should allow sufficient width for wheelchair 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.

Disabled parking with additional width provided on both sides and the rear. Access to the footway to the front of the spaces is level.

82. 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.

83. Disabled parking should be clearly signed both within and at the entrance to the car park.

84. The parking standards for disabled users are shown within **Appendix 4** – Disabled Parking Standards with dimensions contained in **Table 28** within **Appendix 6** – Minimum Parking Space Dimensions.



[8] Inclusive mobility: making transport accessible for passengers and pedestrians - https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians

Mobility Aids

85. Use of mobility aids, such as scooters and large wheelchairs, is increasing. It is therefore appropriate to make provision for parking mobility aids at new developments, including within communal parking areas. Mobility aid parking should be located as close to the building's pedestrian access points as possible.

86. The parking standards for mobility aids are shown in **Table 24** in **Appendix 4** – Disabled Parking Standards.

Adaptive Cycles

87. Adaptive cycles are designed to accommodate the individual needs of a disabled cyclist. The majority of cycle parking and storage facilities fail to cater for the needs of disabled cyclists. This is often because the cycle parking space is not wide enough. Therefore, the following design standards apply when catering for adaptive bikes:-

    - The minimum gap between standard cycle stands should be 1.0m;
    - At least one signed 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.

Parking for Cycles and Motorcycles

Cycles

88. The provision of secure and convenient cycle parking is required to encourage people to cycle. It is essential that cycle parking is designed into a development at an early stage, prior to the granting of planning permission to ensure it relates well to the development.

89. 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 that does not require cyclists to dismount before reaching it, separated from parked vehicles;
    - Situated close to well-used thoroughfares;
    - Well maintained.

90. 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.

91. Cycle parking standards are shown in **Appendix 5** – Cycle and Motorcycle Parking Standards.

Motorcycles

92. Provision should be made for motorcycle parking at all new developments in addition to vehicle and cycle parking.

93. 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.

94. Motorcycle parking standards are shown in **Appendix 5** – Cycle and Motorcycle Parking Standards.

Parking Dimensions and Layouts

Parking Space Dimensions

95. The dimensions of a car vary considerably and the average car size has been increasing in recent years. In view of this, the car parking space dimensions provided in **Table 28** in **Appendix 6** – Minimum Parking Space Dimensions are the absolute minimum required. **Figure 2** below shows typical types and dimensions for standard car parking spaces. The provision of larger spaces would be strongly supported and there are particular instances where this is necessary. This includes parking spaces which 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 into and out of the space. Larger parking spaces on private driveways can increase the attractiveness and ease of using the spaces, which can prevent inappropriate on-street parking.

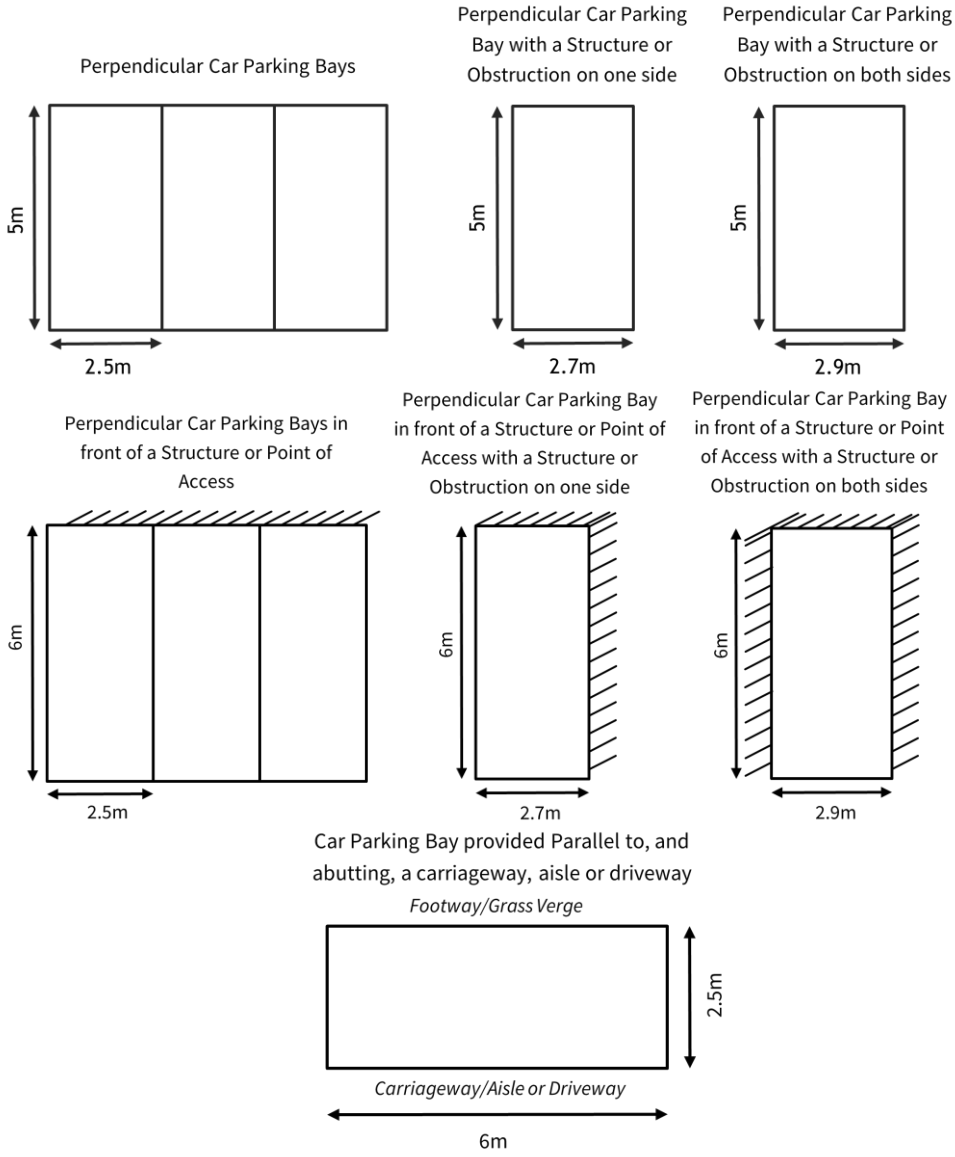


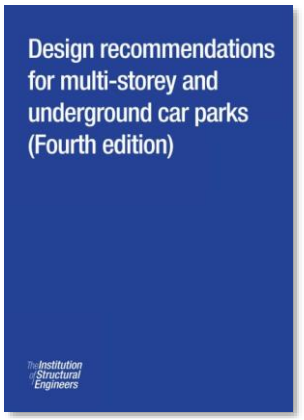
Figure 2 - The minimum dimensions for standard car parking spaces in different layouts (perpendicular with and without side obstructions, perpendicular in front of a means of access with and without side obstructions, and parallel).

Car Park Design

96. Car parks should be designed to provide good quality pedestrian routes in order to minimise conflict between those walking through the car park and manoeuvring vehicles.

97. 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). This includes guidance on issues such as the positioning of columns and minimum headroom requirements, which would affect the usability of a space.

98. A minimum 6.0 metre aisle width is required to allow for manoeuvring into and out of car parking spaces orientated at 90 degrees, as shown in **Figure 3.**



Cover page of the Design Recommendations for multi-storey and underground car parks document.

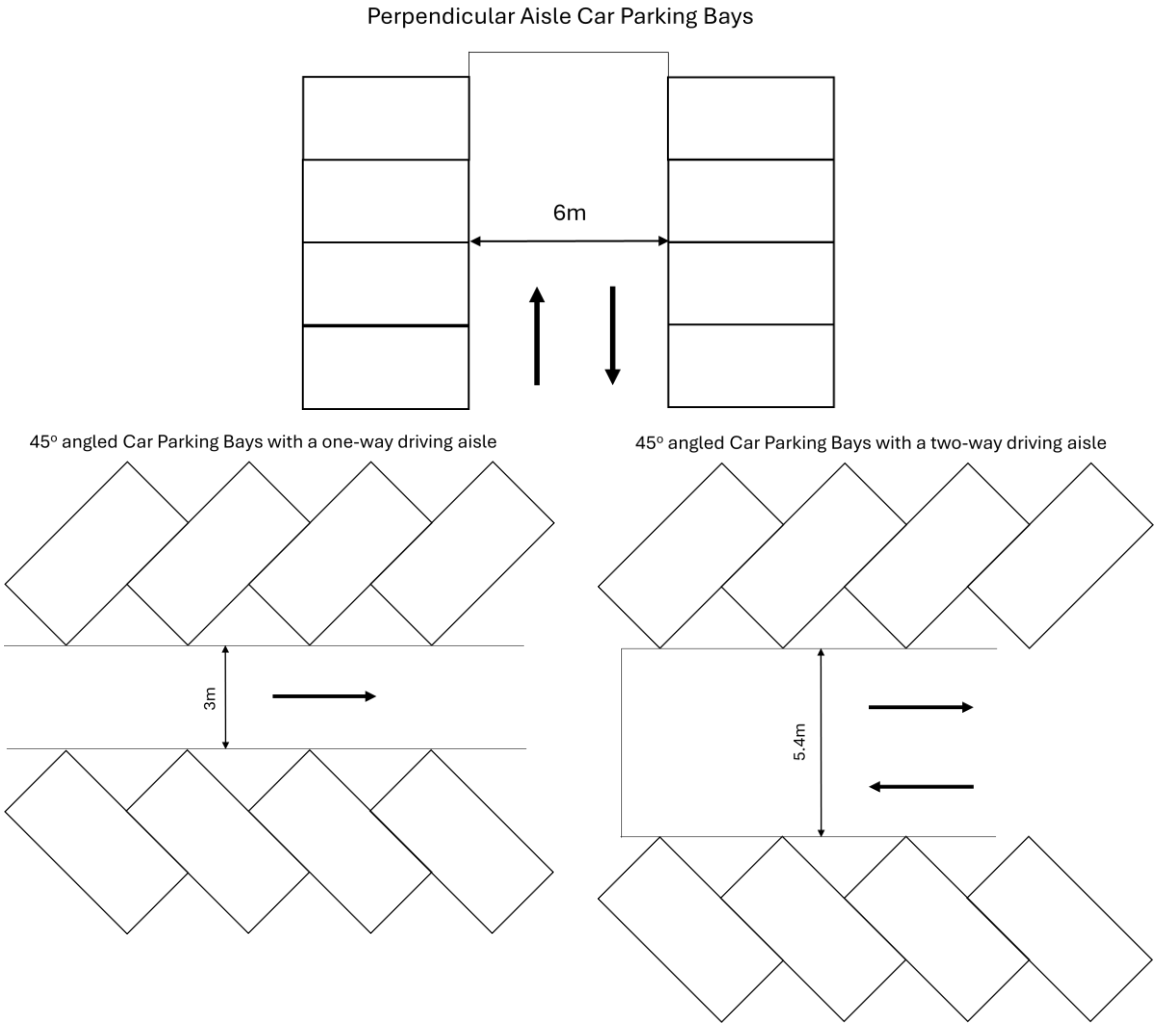


Figure 3 - The minimum aisle widths required for perpendicular and angled car parking space layouts.


Parking

Appendix 1 – Residential Dwellinghouse Car Parking Standards

Use Class C3

Table 1 – Parking Standards for Residential Dwellings, Use Class C3(a)

Location	City / Town Centre – See Note 1	Edge of Centre – See Note 1	Suburban	Rural
On-Street Controls	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
1 & 2 Bed Flats: Provision & Form	1 space per unit. Controlled – See Note 2	1 space per unit. Unallocated	1 space per unit. Unallocated	1 space per unit. Unallocated
1 & 2 Bed Houses: Provision & Form	1 space per unit. Controlled – See Note 2	1 space per unit. Allocation possible	1 space per unit – See Note 6. Allocation possible	2 spaces per unit. Allocation of one space per unit possible
3 Bed Houses: Provision & Form	1 space per unit. Controlled – See Note 2	1 space per unit. Allocation possible	2 spaces per unit. Allocation of one space per unit possible	2 spaces per unit. Allocation of one or both spaces possible
4+ Bed Houses: Provision & Form	1 space per unit. Controlled – See Note 2	2 spaces per unit. Allocation of one space per unit possible	2 spaces per unit – See Note 6. Allocation of both spaces possible – See Note 5	3 spaces per unit – See Note 7. Allocation of both spaces possible – See Note 5.
All Dwellings: Are Garages Acceptable? – See Note 3	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
All Dwellings: Visitor Parking Provision – See Note 4	None	Communal areas 0.2 per unit	On-street areas. 0.2 per unit.	On-street areas. 0.2 per unit

Use Class C3(a) Notes:

1. The locational category of sites will be subject to discussion between the Local Planning and Highway Authorities.
2. Parking/garage courts, probably with controlled entry.
3. Open car ports or car barns acceptable at all locations, subject to good design.
4. May be reduced where main provision is not allocated. Not always needed for flats.
5. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised and as such the rear space can only account for 50% of the

parking requirement.

6. An additional "off plot" parking space may be required for some properties at the discretion of the Highway Authority depending on the size of the property and the layout and capacity of the adjoining road network.
7. The use of triple tandem parking is not an acceptable design solution as this fails to provide adequate and independently accessible parking spaces for future occupants. This approach introduces significant challenges for residents, due to the impracticalities associated with constant vehicle shuffling.

These car parking standards are for guidance purposes and evidence will be required from local surveys or from similar sites to support the level of parking provision being sought.

A lower provision may be appropriate where effective measures are in place or proposed. Measures might include car clubs, travel plans, controlled parking zones and/or the availability of sustainable transport modes.

A higher provision may be appropriate such as in suburban or rural areas and/ or where local car ownership data /'parking stress' surveys support this.

Table 2 - Parking Standards for Sheltered Accommodation, Use Class C3(b)

Type of Development	Car Parking
Sheltered Accommodation (up to six people living together as a single household and receiving care).	1 space per resident warden and 1 space per 2 units

Table 3 – Parking Standards for Multi-person single household, Use Class C3(c)

Type of Development	Car Parking
Up to six people living together as a single household, including groups that do not fall within Class C4.	Provision to be determined on an individual basis.

Use Class C4

Table 4 – Parking Standards for Houses in Multiple Occupation, Use Class C4

Type of Development	Car Parking
Houses in Multiple Occupation	Provision to be determined on an individual basis.

Appendix 2 – Non-Residential Dwellinghouse Car Parking Standards

Use Class B

Table 5 - General Industrial Parking Standards, Use Class B2

Size of Development	Car Parking	Goods Vehicles
Up to 200m²	3 spaces	See Note 1
Over 200m²	1 space per 50m²	1 space for 200m² See Note 2

Table 6 - Storage or Distribution Parking Standards, Use Class B8

Type of Development	Car Parking	Goods Vehicles
Storage & Distribution – See Note 3	1 space per 110m²	1 space per 300m²
Wholesale Trade Distribution – See Note 3	1 space per 35m²	1 space per 300m²

Use Class B Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.
3. Parking provision for associated office space to be determined using the standards set out under Use Class E(g).

Use Class C

Table 7 – Parking Standards for Hotels, Use Class C1

Type of Development	Car Parking - Staff	Car Parking - Guests	Goods Vehicles and Coach Parking
Hotels, boarding and guest houses (excluding hostels) See Note 3	1 space per 2 staff	1 space per bedroom	See Notes 1 and 2

Table 8 - Parking Standards for Residential Institutions, Use Class C2

Type of Development	Car Parking - Staff	Car Parking - Visitors	Goods Vehicles and Coach Parking
Nursing / Residential Care Homes	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents	Minimum of 1 space for an Ambulance (see Note 1)
Hospitals & Hospices	1 space per 2 staff	2 spaces per 3 beds	See Notes 1 & 4

Residential Schools or Colleges, Training Centres	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students	See Note 1 & 5

Table 9 -Parking Standards for Secure Residential Institutions, Use Class C2A

Type of Development	All Car, Goods and Coach Parking
Including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.	Provision to be determined on an individual basis.

Use Class C Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: - (a) 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 Authority), or (b) Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.
3. 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 E (b). For bars this equates to 1 space per 12m^2. for restaurants this would be 1 space per 15m^2.
4. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Exact details should be agreed with the Local Planning Authority.
5. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.

Use Class E

Table 10 – Parking Standards for Shops (excluding sale of hot food), Use Class E(a)

Type of Development	Car Parking – See Note 1	Goods Vehicles – See Note 3
Food Retail up to 1,000m^2	1 space per 18m^2	1 space per 500m^2
Food Retail over 1,000m^2	1 space per 14m^2	1 space per 500m^2
Non-Food Retail – See Note 2	1 space per 25m^2	1 space per 500m^2

Use Class E(a) Notes:

1. Car parking provision includes spaces for staff.
2. 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.
3. For all large retail establishments, the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment, which includes examination of the scope for a Freight Quality Partnership.

Table 11 - Parking Standards for Food and Drink for consumption (mostly) on the premises, Use Class E(b). See *Sui Generis* uses for drinking establishments and hot food takeaways.

Type of Development	Car Parking – Staff	Car Parking - Customers	Goods Vehicles
Restaurants and Cafes – See Note 2	1 space per 2 staff	1 space per 6m^2	See Note 1
Transport Cafes – See Note 3	1 space per 2 staff	1 space per 15m^2	1 lorry space per 5m^2

Use Class E(b) Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Includes roadside restaurants.
3. Car parking provision for customers should be contained within the allocated space for lorry parking.

Table 12 - Parking Standards for Financial and Professional Services, including other appropriate services in a commercial, business or service locality, Use Class E(c)(i), E(c)(ii) and E(c)(iii).

Type of Development	Car Parking
All Developments	1 space per 20m^2 – covering space for staff and visitors/customers.

Table 13 - Parking Standards for Indoor sport, recreation or fitness (not involving motorised vehicles, firearms, or use as a swimming pool or skating rink), Use Class E(d).

Type of Development	Car Parking	Goods Vehicles and Coach Parking
Multi-Activity Sports & Leisure Centres, Health & Fitness Centres, Gymnasia, Social Clubs, Discotheques, Dance Halls, Ballrooms.	1 space per 22m^2 + 1 space per 15 seats where appropriate (see Note 3)	See Notes 1, 2 and 4

Use Class E(d) Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision.
3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.
4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.

Table 14 - Parking Standards for Medical or Health Services, Use Class E(e)

Type of Development	Car Parking – Staff	Car Parking - Customers	Goods Vehicles
Medical Centres/Clinics/Surgeries (including veterinary surgeries)	1 space per 2 staff	4 spaces per consulting/treatment room	See Notes 1 and 2

Use Class E(e) Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should be made to accommodate ambulances where appropriate.

Table 15 - Parking Standards for Creche, Day Nursery or Day Centre (not including residential use), Use Class E(f)

Type of Development	Car Parking – Staff	Car Parking - Customers	Goods Vehicles
Nurseries/Crèches/Pre Schools	1 space per 2 staff	1 space per 4 children	See Notes 1 and 2
Day Care Centres	1 space per 2 staff	1 space per 4 attendees	See Notes 1 and 3

Use Class E(f) Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning Authority.
3. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from the day care centres.

Table 16 - Parking Standards for Uses which can be carried out in a residential area without detriment to its amenity - Offices for Operations or Administrative functions, Use Class E(g)(i)

Size of Development	Car Parking
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

Table 17 - Parking Standards for Uses which can be carried out in a residential area without detriment to its amenity – Research and Development of products or processes, Use Class E(g)(ii) and Industrial processes, Use Class E(g)(iii)

Type of Development	Car Parking
Hi-tech / Research / Light Industrial	1 space per 35m^2

Use Class F

Table 18 - Parking Standards for Learning and Non-Residential Institutions, Use Class F1

Type of Development	Car Parking – Staff	Car Parking – Visitors/Pupils/Clients	Goods Vehicles
Provision of Education, Primary and Secondary Schools - Use Class F1(a)	1 space per staff + 10%	Provision to be determined on an individual basis.	See Notes 1, 2, 3 and 4
Provision of Education, Further and Higher Education – Use Class F1(a)	1 space per 1 staff	1 space per 7 students	See Notes 1, 2 and 3
Display of works of art – Use Class F1(b)	1 space per 60m^2	1 space per 60m^2	See Note 1
Museums – Use Class F1(c)	1 space per 60m^2	1 space per 60m^2	See Note 1
Public libraries or public reading rooms – Use Class F1(d)	1 space per 60m^2	1 space per 60m^2	See Note 1
Public halls or exhibition halls – Use Class F1(e)	1 space per 60m^2	1 space per 60m^2	See Note 1
Public worship or religious instruction (or in connection with such use) – Use Class F1(f)	1 space per 60m^2	1 space per 60m^2	See Note 1
Law courts – Use Class F1(g)	1 space per 2 staff	6 spaces per courtroom	See Note 1

Table 19 - Parking Standards for Local Community, Use Class F2

Type of Development	Car Parking
Shops (mostly) selling essential goods, including food, where the premises do not exceed 280m^2 and there is no other such facility within 1000m – Use Class F2(a)	Provision to be determined on an individual basis.
Halls/meeting places for the principal use of the local community – Use Class F2(b)	Provision to be determined on an individual basis.
Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) – Use Class F2(c)	1 space per 2 participants + 1 space per 15 spectators
Indoor or outdoor swimming pools or skating rinks – Use Class F2(d)	1 space per 22m^2 + 1 space per 15 seats where appropriate

Use Class F Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should be made to accommodate school/ public transport vehicles dropping off and picking up children.
3. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway.

4. At specialist schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.

Use Class *Sui Generis*

Table 20 – Parking Standards for Use Class Sui Generis

Type of Development	Car Parking – Staff	Car Parking – Visitors/Customers	Goods Vehicles and Coach Parking
Large Houses in Multiple Occupation (over six unrelated individuals).	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	N/A
Theatres, cinemas, concert halls, conferences centres and bingo halls	1 space per 5 seats	1 space per 5 seats	See Note 1
Amusement Arcade/centre or funfair	1 space per 22m^2	1 space per 22m^2	See Note 1
Launderettes	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Fuel stations	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Selling and/or displaying motor vehicles	1 space per 2 staff	1 space per 50m^2	See Note 1
Vehicle servicing and repair	1 space per 2 staff	4 spaces per service bay	See Note 1
Taxi and vehicle hire. Coach and bus depots	1 space per 2 staff	1 space per 4 registered vehicles	See Note 1
Open commercial use (e.g. scrap yards, recycling centres)	1 space per 2 staff	Provision to be determined on an individual basis.	See Note 1
Hostels (providing no significant element of care)	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents	See Note 1
Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Retail warehouse clubs	1 space per 25m^2	1 space per 25m^2	See Note 1
Nightclubs	1 space per 22m^2	1 space per 22m^2	See Note 1
Casinos	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Betting offices/shops	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1

Pay day loan shops	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Public houses, licensed bars/ drinking establishments and banqueting halls (Includes bars open to non-residents in hotels and non-diners in restaurants).	1 space per 2 staff	1 space per $10m^2$	See Note 1
Drinking establishments with expanded food provision	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Hot food takeaways, including drive-thru restaurants	1 space per 2 staff	1 space per $8m^2$	See Note 1
Dance halls	Provision to be determined on an individual basis.	Provision to be determined on an individual basis.	See Note 1
Historic Houses and Gardens, Country Parks	1 space per 400 visitors per annum	1 space per 400 visitors per annum	See Notes 1 and 4
Theme parks, leisure parks	1 space per 200 visitors per annum	1 space per 200 visitors per annum	See Notes 1 and 4
Golf Courses and Driving Ranges	3 spaces per hole/bay	3 spaces per hole/bay	See Note 1
Bowling green/Centres/Alleys, snooker halls, tennis/squash/badminton clubs	3 spaces per lane/court/table	3 spaces per lane/court/table	See Notes 1 and 3
Equestrian Centres, Riding Stables	1 space per stable	1 space per stable	See Note 1
Marinas and other boating facilities	1 space per mooring or berth	1 space per mooring or berth	See Note 1
Stadia	1 space per 15 seats	1 space per 15 seats	See Notes 1 and 2
Other Uses	1 space per $22m^2$	1 space per $22m^2$	See Note 1

Use Class Sui Generis Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision.
3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.
4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum

Appendix 3 – Electric Vehicle Parking Standards

Table 21 - Electric Vehicle Parking Standards for Residential and Non-Residential Developments

Type of Development	Electric Vehicle Parking Standard
Residential Dwellings with On-Plot Parking	Refer to Building Regulations https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf
Residential Dwellings with unallocated communal parking	Refer to Building Regulations https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf
All Non-Residential Uses with Off-Street Parking	Refer to Building Regulations* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf An exception to the above applies for units with less than 10 spaces whereby provision will be required for a minimum of 10% active charging spaces and 20% passive charging spaces*

**Applicable to new sites. Change of use applications or extensions will be discussed on an individual basis.*

Appendix 4 – Disabled Parking Standards

Table 22 - Disabled Car Parking Standards for Employees and Visitors to Business Premises (Land Use Classes B2, B8, E(c) and E(g)).

Size of Car Park	Disabled Car Parking Standard
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

Table 23 - Disabled Car Parking Standards for Shopping, Recreation and Leisure (Land Use Classes C1, E(a-b), E(d-f), F1(b-e), F2(c-d) and Sui Generis).

Size of Car Park	Disabled Car Parking Standard
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

Table 24 - Mobility Aid and Adaptive Cycle Parking Standards for all land use classes.

Type of Development	Mobility Aids	Adaptive Cycles
All land uses	1 designated car parking space + 2% of all car parking spaces	5% of all cycle parking spaces designed for use by disabled cyclists

Appendix 5 – Cycle and Motorcycle Parking Standards

Table 25 - Minimum Cycle Parking Standards for Residential Use Classes

Residential Use Type (Use Class C3)	Cycle Parking Provision
Residential Houses – C3(a),C3(c) and C4 See Note 1	1 space per bedroom
Residential Flats and Maisonettes – C3(a),C3(c) and C4 See Notes 2 and 5	1 space per bedroom
Sheltered Accommodation – C3(b)	1 space per 5 units

Table 26 - Minimum Cycle Parking Standards for Non-Residential Use Classes.

Type of Development /Use Class	Short to Medium Term Use (collection/delivery/shopping /visitor etc.)	Medium to Long Term Use (meetings/workplace/residential)
B2, B8 and E(g)	1 space per 1,000m^2	1 space per 200m^2
Hotels – C1	Provision to be determined on an individual basis.	1 space per 10 beds, units or pitches
Hospitals & other residential institutions offering a level of care – C2	Provision to be determined on an individual basis.	1 space per 10 beds
Residential schools, colleges & training centres – C2	Provision to be determined on an individual basis.	1 space per 5 students
Retail Use E(a) - Up to 1,000m^2	1 space per 200m^2	1 space per 200m^2
Retail Use E(a) - Up to 5,000m^2	1 space per 400m^2	1 space per 400m^2
Retail Use E(a) - Over 5,000m^2	Minimum of 12 spaces; Additional Spaces Negotiable	Minimum of 12 spaces; Additional Spaces Negotiable
Retail Uses – E(b)/Sui Generis	1 space per 10 seats	1 space per 20 seats
Retail Uses – E(c)	1 space per 1,000m^2	1 space per 200m^2
Leisure and Entertainment Venues E(d)	1 space per 300 seats	1 space per 300 seats
Medical Centres, Surgeries E(e)	Provision to be determined on an individual basis.	1 space per 2 consulting / treatment rooms
Primary Schools F1(a) – See Notes 3 and 4	Provision to be determined on an individual basis.	1 space per 20 pupils
Secondary Schools, Higher Education F1(a) – See Note 4	Provision to be determined on an individual basis.	1 space per 5 pupils preferred or 1 space per 7 pupils minimum
Sports Facilities and Venues F(c-d)	1 space per 10 participants + 10%	1 space per 10 staff

Other Non-Residential Institutions	Provision to be determined on an individual basis.	1 space per 50 seats or 100m^2
Sui Generis Uses	To be determined on a first principles basis.	To be determined on a first principles basis.

Cycle Parking Standards Notes:

1. Cycle parking provision should be provided within the curtilage of the residential dwelling in a readily accessible location. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision in addition to that of a car.
2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.
3. Scooter parking should also be provided for nurseries and primary schools.
4. School staff cycling provision is to be determined on an individual basis.
5. For flats/maisonettes it is recommended cycle parking is provided at 1 space per bedroom.
6. Any Use Classes not specifically listed in the table above are to be determined on an individual basis.

Table 27 - Minimum Motorcycle Parking Standards for Non-Residential Developments

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

Appendix 6 – Minimum Parking Space Dimensions

Table 28 – Minimum Car Parking Space Dimensions

Type of Parking Space	Length	Width
Cars - See Note 1	5.0m (6.0m for parallel spaces – See Note 2)	2.5m
Perpendicular Disabled Car Space – See Note 8	5m	2.5m
Parallel Disabled Car Space	6.6m	2.7m
Cars - Abutting hard boundary/vegetation on one side See Note 3	5.0m	2.7m
Cars - Abutting hard boundary/vegetation on both sides See Note 3	5.0m	2.9m
Garage - One Car See Note 4	7.0m	3.6m
Garage - Two Cars See Note 4	7.0m	6.0m
Car Port/Car Barn – One Car See Note 5	5.0m	2.5m
Car Port/Car Barn – Two Cars See Note 5	5.0m	5.5m
Car Barn – One Car See Note 6	5.5m	3.6m
Car Barn – Two Cars See Notes 6 and 7	5.5m	6.0m
Tandem Parking – First Car	6.0m	2.5m
Tandem Parking – Rear Car See Note 1	5.0m	2.5m

Parking Space Dimensions Notes:

1. Where space abuts a footway or carriageway, 0.5m setback should be provided.
2. Applicable where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive.
3. Typically in a car park, rather than residents' driveway.
4. These dimensions refer to internal dimensions.
5. These refer to car barns/car ports that are open on all sides.
6. These refer to car barns that are enclosed.
7. Carn barns to accommodate more than two vehicles may be considered. A triple car barn with a single supporting pillar requires a minimum width of 7.9m whilst a triple car barn with two supporting pillars requires a minimum width of 8.3m.
8. Perpendicular disabled car parking spaces are to be provided with additional width of 1.2 metres on a minimum of 1 side and the rear of the space. It is strongly preferred for additional width to be

provided on both sides of the parking space as per the Inclusive Mobility Guidance. This additional width is not included within the dimensions given above.

Table 29 - Minimum Parking Space Dimensions for Other Vehicle Types

Type of Vehicle	Length	Width
Powered Two Wheelers	2.5m	1.5m
Light Goods Vehicles	7.5m	3.5m
Minibuses	8.0m	4.0m
Coaches	15.0m	4.0m
Rigid Goods Vehicles	14.0m	3.5m
Articulated Goods Vehicles	18.5m	3.5m

Information on recommended cycle storage dimensions can be found in the Department for Transport's Cycle Infrastructure Design LTN1/20 guidance document (2020)[9].

Information on storage requirements for mobility scooters can be found in the Department for Transport's Inclusive Mobility Guidance (2021)[8]

[9] Cycle infrastructure design (LTN 1/20) - https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Contact Details

Kent County Council General Enquiries

For general enquiries please use the contact form here: complete the general enquiry form[10] or phone us **on 03000 41 41 41** (Monday to Friday, 9am to 5pm).

Pre-application Advice

KCC offer a pre-application service where advice can be provided on planning application proposals that will have an effect on any part of the highway. This can be for a small single building proposal to large major development sites.

A fee is charged for this service and further information can be found here: Highway pre-application advice - Kent County Council[2] .

For sites in Ashford, Canterbury, Dover, Folkestone and Hythe, Swale and Thanet, please email DevelopmentPlanningEast@kent.gov.uk. For sites in Dartford, Gravesham, Maidstone, Sevenoaks, Tonbridge & Malling and Tunbridge Wells, please email Developmentplanningwest@kent.gov.uk.

Outline Technical Review

To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process, but will help you to ensure that your proposals will be acceptable to us as the highway authority.

To find out more and request an application form, email assetmanagement@kent.gov.uk.

Travel Plans

The KCC Travel Plan Officer can be contacted at the following address: Developmentplanningwest@kent.gov.uk.

KCC Jambusters information for School Travel Plans can be found here: Travel Plan Management System[11].

[10] Contact us enquiry form - Kent County Council - https://kentcc-self.achieveservice.com/service/Contact_us_enquiry_form_Process?contactcode=CH4

[11] Travel Plan Management System - https://jambusterstpms.co.uk/x.jsp?ano=1

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