



Kent
Design Guide

Movement & Connectivity

Parking Standards





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Parking Standards

INTRODUCTION

Background

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

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 an individual's right to park.



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.



A car overhanging the pavement -
Swale Way, Swale

This guidance is due to be adopted in **Spring 2022** and it supersedes all previous Kent County Council 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

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.

This guidance has been prepared in accordance with the policy context set out in paragraph 112 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."***



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.”

APPLICATION OF THE STANDARDS

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

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.

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 by seeking pre-application advice](#) 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.

The Objectives and Principles contained in the Kent Design Guide should be followed when incorporating parking within the design for developments.

PARKING FOR RESIDENTIAL USES

Layout and Design

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 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.



Image provided by DHA Transport

The images above and below show completed residential development at Vellum Drive in Sittingbourne, an example where the parking design is simple and effective. Parking is mostly located on-plot and to the front of residential units. Where tandem parking is provided, it is well used with sufficient space for two vehicles to be parked. Inappropriate on-street parking is consequently minimal, allowing for the internal road and footway network to function effectively.



Image provided by DHA Transport



PARKING FOR RESIDENTIAL USES

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.

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.

At other developments within the County there are examples where parking does not work as 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.

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



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.

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

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.

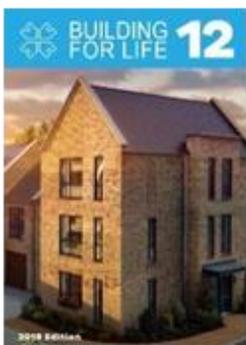
Parking design should seek to meet the design criteria relevant to parking within the national Building for Life tool at <http://www.builtforlifehomes.org>

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.

Parking standards for residential uses are outlined in **Table 1** in the Appendix.

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 used.



 Building for Life 12

Car Barns, Car Ports and Garages

- 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
- 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 parking restrictions). As such, in suburban and rural locations, the Local Highway Authority will not count garages as formal car parking spaces.
- Where garages are provided, the recommended standard for the internal dimensions is included in Table 8 in the Appendix.



Images provided by DHA Transport



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

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 8** in the Appendix.

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.

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

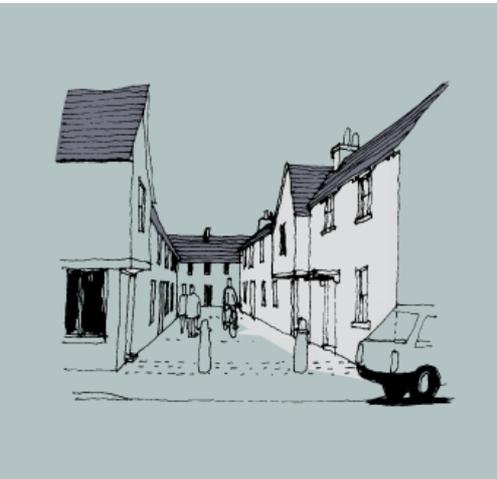
- Flatted and higher density residential developments often require communal parking areas. Again, however, it is important that parking spaces are conveniently located in close proximity to the residential units they serve.
- Parking courts are off-street communal parking areas which can be located to the front or rear of dwellings.
- 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.



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.

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 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 is notably better where both spaces are uncovered or incorporated within car barns.

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.

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.

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



Image by DHA Transport

Visitor Parking

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

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.



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.

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

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 may be used by other vehicle types. As such, the need for such provision will be assessed on a case-by-case basis.

Car Free Development

KCC Highways 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 Community Travel Plan(CTP). Links within the site should extend to the wider area and connect with the existing Public Right Of Way network or adjoining footways/cycleways. To prevent cars penetrating the area there should be a development wide Traffic Regulation Order enforcing both on and off-street parking or physical (but removeable for essential traffic) barriers to control access by motorised vehicles.



Parking for Non-Residential Uses

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. Therefore, the parking standards for non-residential uses are maximum standards and lower provisions should be considered to encourage travel by other modes where appropriate. 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.

Parking standards for non-residential uses are shown in Table 2 in the Appendix. Where a particular land use is not included in Table 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

Non-residential development proposals 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.

Some travel plans will be subject to monitoring if the reduction in trips generated by the development is critical to the safety and capacity of the adjoining highways. Further measures will be required if monitoring demonstrates that expected targets have not been achieved.

Deliveries and Servicing

All developments should provide adequate facilities to enable delivery vehicles to park and manoeuvre clear of the public highway. For developments which are anticipated to be served by a significant number of goods 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 9** in the Appendix.

Vehicles will be evidenced based according to land use, trip rates and business needs. Comparison to vehicle operating licences for similar buildings/operations may also be considered



Parking for Mixed Use Developments

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 (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.



Hotels

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.

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 12m² and for restaurants, this would be 1 space per 15m²

Retirement Communities and Continuing Care Facilities

Recent research has highlighted that elderly people are travelling more than they did previously in the context of an ageing population. 'All Change? The Future of Travel Demand and the Implications for Policy and Planning' was published in May 2018 (1). 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.

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. Persons as young as 50 can move into such facilities and remain there for the duration of their life, with care afforded to them as and when required. For such facilities, the typical care home parking standard is often insufficient.

(1). 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



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

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.jambusterstmps.co.uk

Cars

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 are 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.



Travel Plans for Schools Web site

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

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

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

The popularity of Ultra Low Emission Vehicles (ULEVs) has increased in recent years. ULEVs include electric, plug-in hybrid and hydrogen fuel-cell vehicles. Between 2017 and 2018, according to Department of Transport statistics, there was a 40% increase in the number of ULEVs registered in the UK.

In July 2017, the Government announced that new diesel and petrol cars and vans will be banned in the UK from 2040 to help tackle air pollution. This will further encourage the uptake of ULEVs.

Planning policy supports the provision of infrastructure for ULEVs, with Paragraph 110 of the NPPF stating that local parking standards should take account of: *“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.

The technology associated with ULEVs is rapidly evolving and the parking design should accord with the most relevant technical requirements and open standards. Currently, this comprises a wired connection between a vehicle and a charging point.

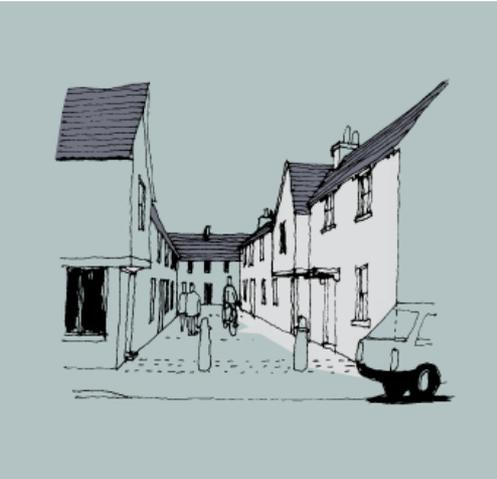
There are different charging speeds available for the wired connection. Justification and discussion of the type of charger would need to be undertaken with officers at the application stage to ensure an appropriate provision. For example, it may be that a lower speed charger would be suitable for office and residential uses where vehicles are parked for longer, yet for retail uses a faster charger may be more appropriate.

Designing for Electric Vehicles

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

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.

Continued...



KCC aims to create off-street charging hubs in key destinations such as town centres and on-route charging locations. It should be noted that on-street electric vehicle chargers will only be supported in locations where no other option is available locally. This will not only minimise street clutter and provide cost efficiencies but allow users to more easily find a charge point when grouped together.

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.

Details of how ULEV parking will be allocated and managed should be included within Transport Assessments. This should also set out how ULEV parking for visitors and disabled users will be accommodated.

The ULEV parking standards are shown in **Table 3** in the Appendix.



Disabled Parking, Mobility Aids and Adaptive Bicycles

Background

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

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.

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 in **Table 4**, 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

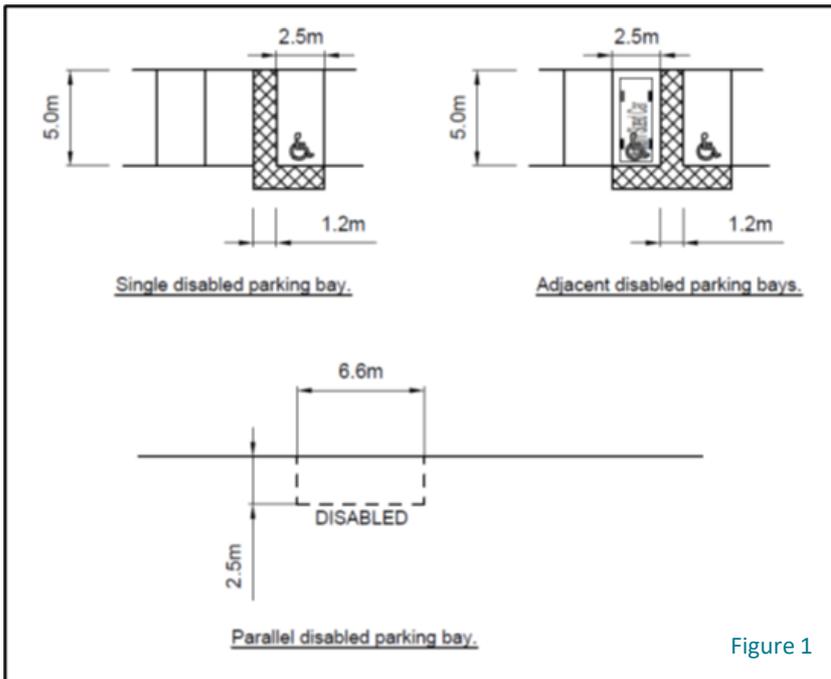
Disabled parking should be conveniently located and clearly signed. Its location should take into consideration the distances that potential users may be capable of covering to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:

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

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. They need to be designed to encompass a wide range of mobility impairments. They should also ensure easy access to and from the side and rear of the vehicle and protect from moving traffic.

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 2.4 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.

Continued over...



Off-street parking spaces that are perpendicular to the access aisle should be at least 5.5 metres long and 2.4 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.

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.

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

The parking standards for disabled users are shown in **Table 4** in the Appendix.

Mobility Aids

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 buildings' pedestrian access points as possible.

The parking standards for mobility aids is shown in **Table 5** in the Appendix.

Adaptive Bicycles:

Adaptive bicycles 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 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.



Parking for Cycles and Motorcycles

Cycles

The provision of secure and convenient cycle parking is essential 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.

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 parked vehicles;
- Situated close to well-used thoroughfares, and;
- Well maintained

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.

Cycle parking standards are shown in **Table 6** in the Appendix.

Motorcycles

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

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.

Motorcycle parking standards are shown in **Table 7** in the Appendix.



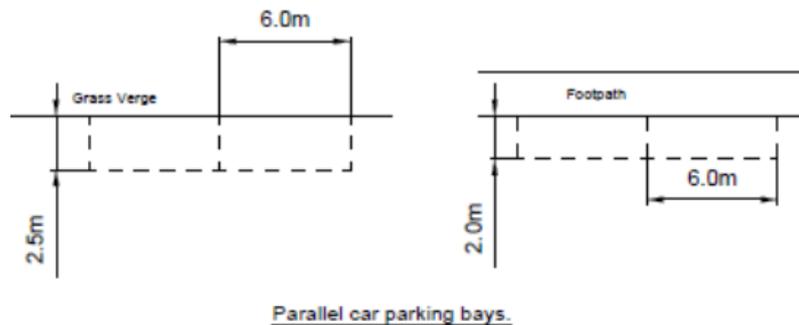
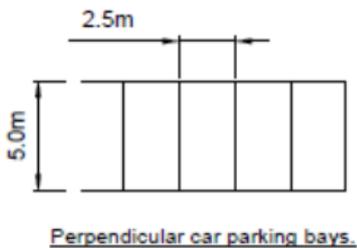
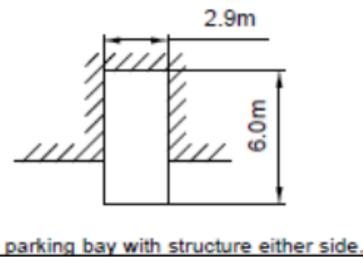
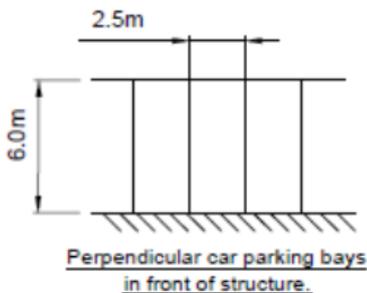
Parking Dimensions and Layouts

Parking Space Dimensions

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 8** in the Appendix are the minimum required.

The provision of larger spaces would be 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.



Car Park Design

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.

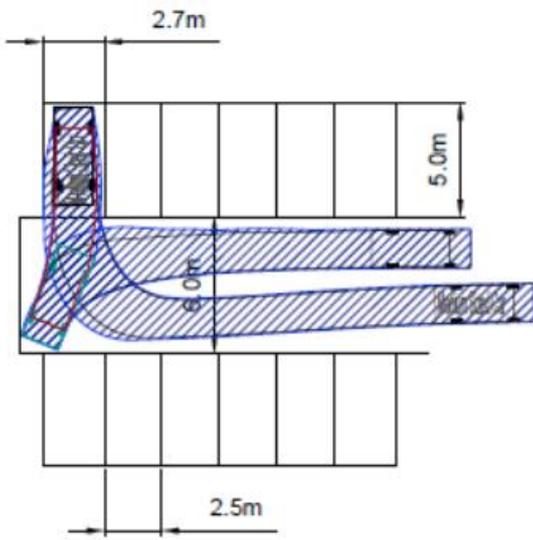
Where multi-storey or underground car parks are provided, these should be designed in accordance with the usability specifications outlined in relevant industry guidance such as the [Institution of Structural Engineers 'Design Recommendations for Multi Storey and Underground Car Parks' \(2011\)](#). This includes guidance on issues such as the positioning of columns which would affect the usability of a space.

Design recommendations
for multi-storey and
underground car parks
(Fourth edition)

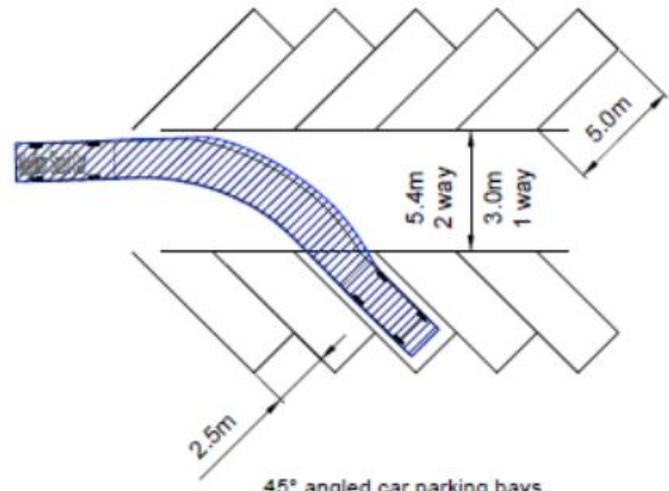
Institution
Structural
Engineers



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.



Perpendicular aisle car parking bays.



45° angled car parking bays.

APPENDICES FOLLOW OVER PAGE



APPENDICES

Table 1: Residential Car Parking Standards

	City / Town Centre ¹	Edge of Centre ¹	Suburban	Rural
1 & 2 Bed Flats	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 space per unit*	2 spaces per unit
3 Bed Houses	1 space per unit	1 space per unit	2 spaces per unit	2 spaces per unit
4+ Bed Houses	1 space per unit	2 spaces per unit	2 spaces per unit*	3 spaces per unit
Visitor Parking	None	0.2 per unit	0.2 per unit	0.2 per unit

¹ Locational category of individual sites subject to discussion with the Local Planning and Highway Authorities. Car parking standard is for guidance and a lower provision can be considered where effective mitigation measures are in place or proposed e.g.:-

- Car Clubs;
- Travel Plans;
- Controlled Parking Zones;
- 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 etc).

* 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.

Table 2: Non-Residential Car Parking 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.



APPENDICES

Table 2 (continued): Non-Residential Car Parking Standards

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
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 10m ²
A5 Hot Food Takeaways		
	Staff	Customers
Takeaways, including Drive-Thru Restaurants	1 space per 2 staff	1 space per 8m ²
B1 Uses		
Offices up to 500m ²	1 space per 20m ²	Offices up to 500m ²
Offices between 500 - 2,500m ²	1 space per 25m ²	Offices between 500 - 2,500m ²
Offices over 2,500m ²	1 space per 30m ²	Offices over 2,500m ²
Hi-tech / Research / Light Industrial	1 space per 35m ²	Hi-tech / Research / Light Industrial
B2 Uses		
Up to 200m ²	3 spaces	
Over 200m ²	1 space per 50m ²	

Continued over...



APPENDICES

Table 2 (continued): Non-Residential Car Parking Standards

B8 Uses		
Storage & 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	
C1 Uses		
	Staff	Staff
Hotels	1 space per 2 staff	1 space per bedroom
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
C3 Sheltered Accommodation		
Sheltered Accommodation	1 space per resident warden and 1 space per 2 units	
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	

Continued over...



APPENDICES

Table 2 (continued): Non-Residential Car Parking Standards

D1 Uses (continued)		
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
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/Badminton 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
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	

Continued over...



APPENDICES

Table 2 (continued): Non-Residential Car Parking Standards

D2 Uses (continued)		
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	
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
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

Continued over...



APPENDICES

Table 3: Electric Vehicle Parking Standards

Residential Uses	
Dwellings with On-Plot Parking	1 Active Charging Point per dwelling minimum output rating 7kW*
Dwellings with unallocated communal parking	10% Active Charging Spaces and 100% Passive Charging Spaces**
Non-Residential Uses	
All Uses with Off-Street Parking	10% Active Charging Spaces and 100% Passive Charging Spaces**

*charge points should be Mode 3, AC.

** applicable to new sites, change of use applications or extensions will be discussed on an individual basis

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 & 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



APPENDICES

Table 5: Mobility Aid and Adaptive Bicycle Parking Standards

	Mobility Aids	
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

Table 6: 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	



APPENDICES

Table 6 continued: Minimum Cycle Parking Standards

C3 Residential Uses		
Houses	1 space per bedroom	
Flats and Maisonettes	1 space per unit	
Sheltered Accommodation	1 space per 5 units	
<p>1. 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.</p> <p>2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.</p>		
D1 Non-Residential Institutions		
Primary Schools	1 space per 20 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 first principles basis		
Parking Standards appendices continued over page...		



APPENDICES

Table 7 : Minimum Motorcycle Parking Standards

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

Table 8 : Minimum Car Parking Space Dimensions

	Length	Width
Cars – Minimum ¹	5.0m (6.0m for parallel spaces ²)	2.5m
Disabled Car Space	5.5m	3.7m
Cars - Abutting hard boundary on one side ³ - Minimum	5.0m	2.7m
Cars - Abutting hard boundary on both sides ³ - Minimum	5.0m	2.9m
Garage - One Car ⁴	7.0m	3.6m
Garage - Two Cars 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	5.5m
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

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



APPENDICES

Table 9 : Parking Space Dimensions For Other Vehicle Types

	Length	Width
Powered Two Wheelers ¹	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

¹ A minimum space of 1.0m should be allowed between each motorcycle.

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