

PARKING DESIGN AND DEVELOPMENT STANDARDS

Thurrock Council
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CONTENTS

1. INTRODUCTION AND CONTEXT

Parking Policy and Strategy	...3
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2. PARKING DESIGN STANDARDS

Vehicles – Parking bay size	...5
Blue badge parking bay dimensions	...6
Powered two-wheeler (P2W)	
parking design	...8
Cycle Parking Design	...9
Pedestrian Facilities in New	
Developments	...9
Further Considerations	...9

3. PARKING DEVELOPMENT STANDARDS

Calculation of parking requirements	...11
Planning obligations	...12
Transport assessments	...12
Travel plans	...12

4. LAND USE AND PARKING STANDARDS

Land use and parking standards	...13
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1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

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



2. CURRENT SITUATION

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

VEHICLES - PARKING BAY SIZE

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

Table 1: Minimum Vehicle Parking Bay Dimensions

Vehicle Type	Parking Bay Dimensions
Preferred off-street bay size for cars	5.5m x 2.9m
Parallel parking bay length for cars	6.0m
Minimum bay size for cars	15,610
(only use in exceptional circumstances)	5.0m x 2.5m
Minimum internal garage parking space for cars	7.0m x 3.0m
Minimum bay size for vans	58,482
(to allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7345mm, Fort Transit, up to 6403mm)	7.5m x 3.5m*
Articulated Lorry	17.0m x 3.5m
Rigid Lorry	12.0m x 3.5m

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

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



BLUE BADGE PARKING BAY DIMENSIONS

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

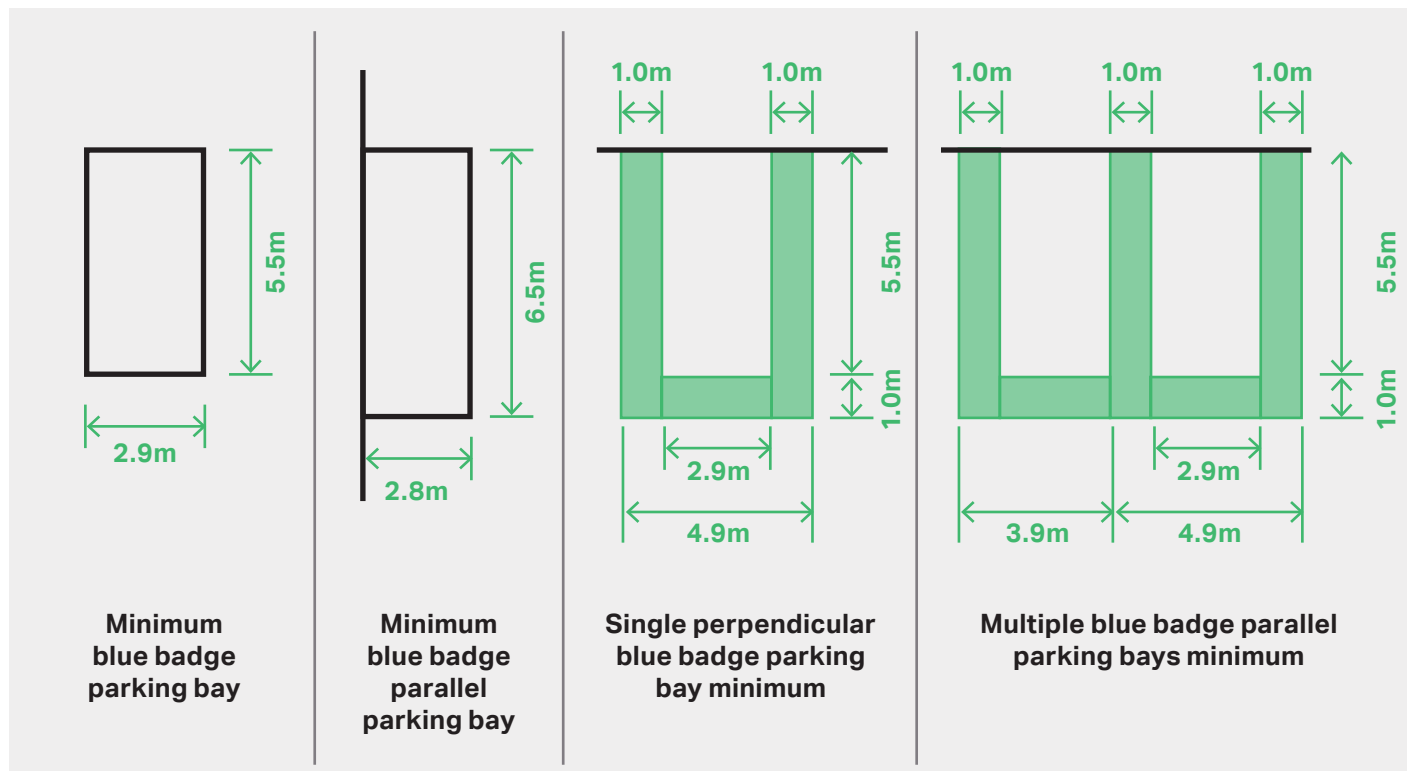
There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance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

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

Table 2: Minimum Blue Badge Parking Bay Dimensions

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

Source: Thurrock Council

Figure 1: Minimum Blue Badge Parking Bay Dimensions

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

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

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

POWERED TWO-WHEELER (P2W) PARKING DESIGN

In terms of convenience, flexibility and security P2W's have similar characteristics to cycles, although P2W's are heavier, bigger, and have reduce parking convenience. The requirements of the powered two-wheeler rider are often similar to those of the cyclist.

P2W parking should be clearly signposted from the highway and signed in situ, indicating that it is reserved for P2Ws only. Sites should have dropped kerb access, anchor points, quality, level, solid surfacing, CCTV and / or natural surveillance, be located away from drain gratings, manhole covers, studs, cats-eyes, cobbles and grave, and protected from the elements as well as having good lighting.

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

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

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

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

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



CYCLE PARKING DESIGN

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

All cycle parking must:

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

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

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

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

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



PEDESTRIAN FACILITIES IN NEW DEVELOPMENTS

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

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

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

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

FURTHER CONSIDERATIONS

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

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



3. PARKING DEVELOPMENT STANDARDS

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

CALCULATION OF PARKING REQUIREMENTS

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

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

For the avoidance of doubt, where developments are smaller than the relevant threshold in the use class table, the rounding up principal will still apply. For example, a shop (A1) of 200sqm will require one cycle space for staff and one cycle space for customers, despite being less than 400sqm GFA.

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

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

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

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

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



PLANNING OBLIGATIONS

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

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

Further guidance on developer contributions are to be included in the upcoming Local Development Framework Developer Contributions SPD.

TRANSPORT ASSESSMENTS

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

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

TRAVEL PLANS

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

The requirement for a Travel Plan is as follows:

- A developer may be required to develop and implement a Travel Plan. The requirement should be discussed with Thurrock Council, with Paragraph 36 of the NPPF stating that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan;
- For all educational establishments a Travel Plan must be provided; and
- A Transport Information and Marketing Scheme will be requested for a residential development of 10 dwellings or more.

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

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

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

4. LAND USE AND PARKING STANDARDS

Land Use	Parking Standards	
A1 Shops Parking standards for large, stand-alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the relevant Council. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.	Car	1 space per 20 sqm 1 space per 14 sqm for food stores
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 400 sqm for staff 1 space per 400 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity
	Motorcycle	7.0m x 3.0m
A2 Financial and Professional Services A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.	Car	1 space per 20 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle bays = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
A1 Shops Parking standards for large, stand-alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the relevant Council. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.	Car	1 space per 20 sqm 1 space per 14 sqm for food stores
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 400 sqm for staff 1 space per 400 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
A3 Restaurants and Cafes A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway	Car	1 space per 5 sqm (excluding Freight Transport Cafes) 1 lorry space per 2sqm (Freight Transport Cafes)
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers 1 space per 100 sqm for staff plus 1 space per 200 sqm for customers
	Blue Badge Holders	200 vehicle bays or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle bays = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
A4 Drinking Establishments A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.	Car	1 space per 5 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
A5 Hot Food Takeaway A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.	Car	1 space per 20 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
B1 Business A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.	Car	1 space per 30 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 100 sqm for staff plus 1 space per 200 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
B2 General Industrial A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. If a site office is included in the development then a B1 parking standard should be applied for that area	Car	1 space per 50 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
B8 Storage or Distribution A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. HGV parking provision should be based on operational requirements. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Developments over 30,000 sqm must make provision for overnight parking and driver facilities. It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floor space that has public access. If a site office is included in the development then a B1 parking standard should be applied for that area.	Car	B8 – 1 space per 150 sqm B8 with retail element – 1 space per 150 sqm + 1 space per 20 sqm retail area for customer parking
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
C1 Hotels A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The modern day hotel is seldom used solely as a hotel and often offers multi-functional amenities such as conference facilities, restaurants, and gyms. These multi-functional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.	Car	1 space per bedroom
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff plus 1 space per 10 bedrooms
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
C2 Residential Institutions – Residential care home	Car	1 space per full time equivalent staff + 1 visitor space per 3 beds
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff
	Blue Badge Holders	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)

Land Use	Parking Standards	
C2 Residential Institutions – Hospital With regard to hospital parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour services (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided according.	Car	To be considered on a case by case basis
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff Visitors to be considered on a case by case basis
	Blue Badge Holders	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
C2 Residential Institutions – Treatment Centres (e.g. ISTC with overnight facilities)	Car	To be considered on a case by case basis
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff Visitors to be considered on a case by case basis
	Blue Badge Holders	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
C2 Residential Institutions – Residential Education Establishments – Primary / Secondary	Car	1 space per full time equivalent staff
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff + 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)

Land Use	Parking Standards	
C2 Residential Institutions – Residential Education Establishments – Further / Higher	Car	1 space per full time equivalent + 1 space per 5 students
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff + 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
C2A Secure Residential Institution Class 2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.	Car	1 space per full time equivalent staff, Visitor – individual merit
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 full time equivalent staff, Visitor – individual merit
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 spaces (over 100 car spaces)
C3 Dwelling – Flats: High accessibility High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone	Car	0 – 1.0 spaces per dwelling
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A

Land Use	Parking Standards	
C3 Dwelling – Flats: Medium accessibility Medium accessibility is defined as within 1km walking distance of a designated Town Centre or within 400metres of a bus stop that is subject to a minimum service of 20mins or less.	Car	1 - 2 spaces per dwelling 1 for a 2 bed unit and 2 for a 3 bed unit
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Flats: Low accessibility Includes those areas outside medium and high accessibility areas	Car	1 - 2 spaces per dwelling 1 for a 2 bed unit and 2 for a 3 bed unit
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Houses: High accessibility High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone	Car	1.5 – 2.0 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Houses*: Medium accessibility Medium accessibility is defined as within 1km walking distance of a designated Town Centre or within 400metres of a bus stop that is subject to a minimum service of 20mins or less. *For houses with one bedroom the standards for flats will apply. For houses with 4 or more bedrooms, an additional parking space will be permitted.	Car	1.5 – 2.0 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Houses: Low accessibility Includes those areas outside medium and high accessibility areas	Car	Min 2.0 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A

Land Use	Parking Standards	
Visitors and unallocated	Car	0.25 spaces per dwelling in addition to the above unallocated and designed on-street where appropriate
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 secure and covered space per dwelling, located in a communal area
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity whichever is greater 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car parking spaces (for 1st 100 car spaces) then 1 space per 30 car spaces
Retirement development (e.g. warden assisted independent living accommodation)	Car	1 space per dwelling
	Electric	One charging point per dwelling space
	Cycle	1 space per 8 units for visitors*
	Blue Badge Holders	N/A parking is in curtilage of dwelling, otherwise as visitor and unallocated
	Motorcycle	2 spaces + 1 space per 2 dwellings for mobility scooters
C4 Houses in multiple occupation	Car	Min. 2.0 spaces per house
	Electric	Min. 2.0 charging points per house
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
D1 Non-Residential Institutions – Medical Centres	Car	1 space per full time equivalent staff + 3 per consulting room
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus 1 space per consulting room
	Blue Badge Holders	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
D1 Non-Residential Institutions – Creche, Child Care	Car	1 space per full time equivalent staff + drop off / pick up facilities
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus 1 space per 10 child places
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
D1 Non – Residential Institutions – Day Care Centre	Car	1 space per full time equivalent staff + drop off / pick up facilities
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff
	Blue Badge Holders	1 bay or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
D1 Non-Residential Institutions – Education primary / secondary	Car	1 space per 15 pupils
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff plus 1 space per 3 pupils
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
D1 Non-Residential Institutions – Education further / higher	Car	1 space per 15 students for staff + 1 space per 15 students for student parking
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 staff plus 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
D1 Non-Residential Institutions – Art Galleries, Museums, Public / Exhibition Hall	Car	1 space per 25 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
D1 Non-Residential Institutions – Places of Worship, Libraries	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
	Car	1 space per 10 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
D2 Assembly and Leisure – Cinema	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
	Car	1 space per 5 seats
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces

Land Use	Parking Standards	
D2 Assembly and Leisure – D2 Other Uses	Car	1 space per 20sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	10 spaces plus 1 space per 10 vehicle space
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
D2 Assembly and Leisure – Team Sports (outdoor sports pitches)	Car	20 spaces per pitch plus 1 space per 10 spectator seats
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
D2 Assembly and Leisure – Swimming Pools, Gyms, Sports Halls	Car	1 space per 10 sqm of public area
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces

Land Use	Parking Standards	
D2 Assembly and Leisure – Golf Clubs	Car	3 spaces per hole
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	Individual merit
	Blue Badge Holders	200 vehicle bays or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
Other sports facilities	Car	Individual Merit
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	Individual Merit
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
Sui Generis - Bus Stops	Car	N/A
	Electric	N/A
	Cycle	4 spaces per stop
	Blue Badge Holders	N/A
	Motorcycle	Individual Merit
Sui Generis – Bus Station	Car	None unless justified
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	5 spaces per bay
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Sui Generis – Caravan Parks	Car	1 space per pitch + 1 space per full time staff equivalent
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 5 pitches
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Car Park (inc. Park and Ride sites)	Car	Individual Merit
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 10 parking spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Garden Centres (see informative notes)	Car	1 space per 40 sqm (retail area covered and uncovered)
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Cash & Carry / Retail Warehouse Clubs	Car	1 space per 30 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Hostel	Car	1 space per full time staff equivalent
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	Individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Conference Facilities (see informative notes)	Car	1 space per 5 seats (sustainable locations)
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus visitor parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Marina	Car	1 space per 2 mooring berths
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	Individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Motor Vehicle Service Centres	Car	1 space per full time staff equivalent + 1 space per 35 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Motor Vehicle Showrooms	Car	1 space per 45 sqm show area
	Electric	50 vehicle spaces or less = 1 space with charging point Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus customer parking
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Nightclubs	Car	1 space per 50 sqm
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Petrol Filling stations	Car	1 space per 20 sqm retail space
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus customer parking
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Rail Stations	Car	Individual Merit
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	20 spaces per peak period service (minor stations), 40 spaces per peak period service (key stations)
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Stadia (see informative notes)	Car	1 space per 15 spectators
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	10 spaces plus 10% of vehicle parking provision
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Recycling Centre / Civic Amenity Site	Car	1 space per full time staff equivalent and drop off / waiting facilities for the users of the site
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater
		Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Taxi / Minicab hire	Car	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater
		Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Theatres	Car	1 space per 5 seats
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 20 seats
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater
		Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Vehicle rental / hire	Car	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking
	Electric	50 vehicle spaces or less = 1 space with charging point
		Over 50 vehicle spaces = 2% of total spaces, with charging points for each electric space
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater
		Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

