

Bridgend County Borough
Local Development Plan
2018-2033

Draft Parking Standards
Supplementary Planning Guidance
October 2026

Cyngor Bwrdeistref Sirol
Pen-y-bont ar Ogwr
BRIDGEND
County Borough Council

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Executive Summary

This Supplementary Planning Guidance (SPG) has been prepared to replace extant SPG17: Parking Standards, which was adopted by Bridgend County Borough Council on 21st September 2011. This was based upon the initial guidance and good practice prepared by the County Surveyors Society (CSS).

SPG 17 has served as a guide to development for 15 years, where it has been a material consideration in the determination of planning applications for development. In the time that has passed since adoption of SPG17, Welsh Government has updated planning policy and UK national policy has also changed in its approach to travel and transport. Welsh Government created the Active Travel (Wales) Act in 2013 which was accompanied by two statutory guidance documents in 2014, and a further guidance document was issued in 2021. The adoption of the Bridgend Replacement Local Development Plan (RLDP) also established an updated local planning policy framework, including specific policies relating to sustainable transport, parking standards and active travel. This updated draft Parking Standards SPG has therefore been produced to support implementation of the adopted RLDP and reflect current transport and development considerations.

The parking standards contained within this document have been prepared following extensive research locally and nationally, including reviewing standards recently adopted by neighbouring Authorities, while recognising the specific Bridgend context. The parking standards now align with the latest policy context, while working to support active travel and provide appropriate levels of parking for land uses and for multiple modes of travel including electric vehicles and for use by people of all abilities. The parking standards will expand upon the parking policies set out in the adopted RLDP and support its implementation.

This draft SPG retains a zonal approach to parking standards which reflects differing levels of accessibility across the County Borough. The standards have been reviewed to ensure that they provide an appropriate and proportionate basis for

assessing parking demand, sustainable travel opportunities and the potential impacts of development on the highway network within the Bridgend County Borough (CBC) context.

The draft SPG provides updated standards and guidance for residential and non-residential development, electric vehicle charging, disabled and accessible parking, cycle parking and powered two-wheel vehicles. It also provides more detailed guidance on parking layout and design, including provision for walking, wheeling and cycling, operational and servicing requirements.

The revised approach introduces Zonal Maximum Parking Standards for non-operational vehicle parking. These provide a clear maximum level of parking appropriate to the relevant land use and location, while allowing lower levels of provision where this can be properly justified. Provision below the applicable maximum will not automatically be considered acceptable where it would be likely to result in unacceptable parking displacement, highway safety concerns or impacts upon the safe and efficient operation of the highway network.

The draft SPG therefore seeks to balance the objectives of supporting sustainable travel and reducing unnecessary reliance on private car journeys with the need to provide appropriate levels of parking and avoid adverse consequences arising from parking displacement. The updated guidance will provide greater clarity and consistency for applicants, developers and decision makers when considering parking provision associated with new development.

Once adopted, the parking standards SPG will be a material consideration in the determination of all planning applications for development with the BCB Council area. The Council's parking zone plans are appended to this SPG; applicants must confirm the applicable zone with the Local Planning Authority (LPA).



Commercial Street, Maesteg

1.0 Introduction

1.1 The use of parking standards plays a critical role in managing transport impacts and supporting the decarbonisation of transport. By managing and controlling the amount and type of parking that is provided as part of developments, local authorities can influence travel behaviour positively and encourage a shift away from private car use towards more sustainable modes such as wheeling, cycling, walking and public transport.

1.2 To accord with and support the current requirements of Welsh Government policy, including Planning Policy Wales (PPW) and the Active Travel (Wales) Act, parking standards are increasingly being aligned with climate goals and placemaking principles, seeking to reduce car dependency. Reductions in parking provision can help reduce congestion, improve air quality, and instead offer space for the provision of public realm or green infrastructure. These priorities will need be balanced against the impacts of inconsiderate and illegal parking practice and the need to maintain accessibility for all.

1.3 The purpose of this Supplementary Planning Guidance (SPG) is to support and provide further direction on implementation of the Parking Standards policies contained within the adopted (March 2024) RLDP. It seeks to ensure a transparent and consistent approach to the provision of parking standards, travel plans and sustainability considerations that will inform developers, designers and builders of what is expected of them at an early stage of the development process.

1.4 This SPG sets out the updated parking standards which are applicable to BCB. The document sets out parking standards for vehicles and bicycles, whilst also providing guidance on the suitable location, layout and design of parking areas. Once adopted, this SPG will be a material consideration in determining planning applications, including applications for renewal of consents.

1.5 Anyone wishing to submit an application for development within BCB is urged to consider this SPG and to contact the LPA in advance of submitting an application, to discuss the issues that are raised in this document on a site-specific basis.



Newcastle Hill, Bridgend

2.0 Legislative and Policy Context

Legislation

2.1 The **Active Travel (Wales) Act 2013** sets out the requirement for Local Authorities to continuously improve and develop infrastructure for walking, wheeling, and cycling, which includes provisions and design guidance related to cycle parking and tackling obstructive vehicle parking.

2.2 The Act is supported by Active Travel Act Guidance (2021), which sets out how walking and cycling infrastructure should be planned, designed and maintained across Wales.

National Policy

2.3 **Future Wales: The National Plan** is the national development framework setting out the direction for development in Wales to 2040. In relation to parking, Future Wales instructs planning authorities to actively reduce car parking levels in urban areas in order to support car-free developments in accessible locations.

2.4 **PPW (Edition 12)** PPW sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.5 In relation to transport, and specifically the promotion of "Active and Social Streets", PPW states that *"new development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities"* as well as providing cycle parking at home, near destinations and public transport interchanges. PPW signposts to the Active Travel Act Guidance (which is reviewed below) in terms of specific guidance to the provision of cycle parking within these settings.

2.6 Paragraph 4.1.35 of PPW confirms that planning authorities may wish to adopt locally specific minimum cycle parking standards and guidance.

2.7 In relation to car parking, paragraphs 4.1.50 and 4.1.51 recognise that car parking provision is a major influence on both how people choose to travel

and the quality of place. PPW recommends a design-led approach to the provision of car parking to ensure car parking is integrated in a way which does not dominate the development. Car parking should be informed by the local context, accounting for factors such as public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The needs of disabled people must be recognised, and adequate parking should be provided.

2.8 Paragraph 4.1.52 states that *"planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. This includes preventing pavement parking through the design of the street. Car parking should be overlooked by surrounding properties to provide natural surveillance".*

2.9 Paragraph 4.1.53 states that "*local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan*". It goes on to highlight the role of joint working with neighbouring authorities, including in relation to parking issues and the setting of maximum levels of parking for broad classes of development. These maximum standards should be set in collaboration with interested organisations and should reflect local transport provision. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

2.10 **TAN 18: Transport** provides detailed guidance on integrating transport considerations into the planning process in Wales. It supports the implementation of PPW by promoting sustainable travel, reducing car dependency, and ensuring transport systems contribute to a healthier, more inclusive society. As part of the Welsh Government's planning framework, TAN 18 is a material consideration in both plan-making and decision-taking.

2.11 Paragraph 2.3 of TAN 18 states that the *"integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development".* Managing parking

provision is identified as a key mechanism to achieve this integration, along with wider sustainable transport initiative.

2.12 Chapter 4 of TAN 18 relates to parking provision. Paragraph 4.1 states that "*the availability and price of car parking are key elements in managing car use and a major influence on the choice of means of transport. Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land. It can also generate considerable additional trips if located in an area without public transport. Poor design and layout of car parking can also make it more difficult to provide effective, walking, cycling and public transport links"*.

2.13 TAN 18 promotes maximum car parking standards, stating that *"maximum car parking standards should be used at regional and local level as a form of demand management"*. When determining maximum car parking standards for new development, regard should be given to:

- Public transport accessibility and opportunities or proposals for enhancement;
- Targets and opportunities for walking and cycling;
- Objectives for economic development including tourism;
- The availability in the general area of safe public on- and off- street parking provision; and
- Potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.

2.14 TAN 18 goes on to suggest that turning minimum standards into maximum standards will not always be appropriate, and therefore *"evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility*". Paragraph 4.13 goes on to state that maximum standards should allow developers the discretion to reduce parking levels and that maximum parking standards should not be applied so rigidly that they become minimum standards.

2.15 TAN 18 also highlights a particular concern with reduced on-site parking as there is the potential for highway safety and free flow of traffic issues arising from associated 'over-spill' parking on local highways. The extent of existing on-street parking pressures and the impact of new development should be assessed. In paragraph 4.16, TAN 18 states in relation to residential development that local planning authorities should *"give greater weight to the potential adverse impacts likely to result from on-street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures".*

2.16 Paragraph 4.6 states that required parking for those with disabilities should be fully specified in any adopted parking strategy in terms of space dimensions and proportions of the total number of spaces.

2.17 Paragraph 4.15 promotes the consideration for car free development which may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled, although cycle and parking provision for those with disabilities will still be required.

2.18 In relation to street design, TAN 18 states that *"the layout and detailed design of development can be critically important in providing genuine alternatives to car travel and achieving quality in the environment as a whole*". It goes on to highlight that parking is a principal function of a street, and that the location of both on- and off-street car parking spaces is critical to the design quality of the street. Where on-street car parking is not controlled, planning authorities should recognise that residents will seek to park as close to their homes as possible and should ensure the street layout mitigates against inappropriate parking and avoids the obstruction of pedestrians or emergency access. TAN 18 recommends the following key principles when considering the design and location of car parking:

- The important role of the street in creating a liveable neighbourhood;
- There is no single best solution; a combination of on-plot, off-plot and on-street parking will often be appropriate;

- The street can provide a very good car park. On-street parking is efficient, understandable and can increase vitality and reduce speeds;
- Parking in the back of a block is recommended only after the provision of parking at the front and on-street has been fully considered. Rear courtyards need to support on-street parking, not replace it; and
- Car parking needs to be designed with security in mind.

2.19 In relation to cycle parking, paragraph 6.4 states that *"development plans, design guidance, and master plans should encourage cycling through securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions".* Cycle parking should be provided as minimum standards. For commercial premises, it should include provision for both employees and visitors.

2.20 **Llwybr Newydd: The Wales Transport Strategy (2021)** sets out the Welsh Government's vision for how the transport system will help to deliver priorities in Wales, helping to create a pathway to a more prosperous, green and equal society. As well as setting out short-term priorities and long-term ambitions, the Wales Transport Strategy includes nine "miniplans" which explain how the Welsh Government will deliver for different transport modes and sectors.

2.21 Section 7.4 of the Strategy outlines the "miniplan" in relation to 'roads, streets and parking'. This states that parking policies will be developed *"for all vehicle types to drive a modal shift towards public transport and active travel taking equality into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts".* The Strategy also includes a plan up to 2040 to tackle pavement parking in residential areas and to ensure that optimum levels of parking and effective parking management has been implemented.

2.22 **The National Transport Delivery Plan 2022 to 2027** is the first five-year plan by the Welsh Government to implement Llwybr Newydd: The Wales Transport Strategy.

2.23 Priority 3 of the Delivery Plan relates to 'Behaviour Change'. In relation to parking matters, this states that businesses have an important role to play in supporting active travel, by offering secure cycle parking and changing facilities, and considering the decarbonisation of fleets through the use of cargo bikes. It also raises the possibilities of local authorities being able to consider workplace charging levies.

2.24 In relation to the provision for active travel, the Delivery Plan commits to providing secure cycle facilities. This includes targeting cycle storage improvements at railway stations and key interchanges and the implementation of ancillary facilities such as cycle repair stands, e-cycle charging and retail offers etc.

2.25 The Delivery Plan includes a commitment to develop programmes to install Electric Vehicle (EV) charging at public sector workplaces, tourism sites, transport hubs and provide for the delivery and operation of charging points, including training, maintenance and back-office systems. EV charge points will also be provided at many more station car parks on the Transport for Wales (TfW) network and local authorities will be supported to deliver public and on-street charging via the Welsh Government Ultra-Low Emission Vehicle (ULEV) Charging Fund.

2.26 **The Electric Vehicle Charging Strategy for Wales** sets out the current provision for EVs in Wales, the future and emerging needs for EVs, and how these needs will be met. The Strategy is provided within a wider framework and ambition for the decarbonisation of transport in Wales. The vision of the Strategy is that by 2025 all users of electric vehicles in Wales are confident that they can access EV charging infrastructure when and where they need it.

2.27 In terms of action planning, the Electric Vehicle Charging Strategy for Wales states the following key points (relevant to the setting of parking standards for new development):

- All new homes with an associated car parking space will have electric vehicle charging infrastructure pre-installed.

- Homeowners and occupiers with off-street parking will be encouraged and supported to charge at home.
- New non-residential buildings with more than 10 parking spaces will have an EV charge point from 2025.
- Businesses to provide charging facilities at places of work for the use of staff and visitors.
- Destination sites to provide EV charging facilities for customer use which may act as a means of improving customer experience.
- EV charging facilities on-street and in car parks will be encouraged in villages, towns and cities throughout Wales; with a view to installing on average one charge point for one in every three electric vehicles that cannot charge at home.
- Charging hubs, including out of town park and ride, and supporting active travel will feature in enabling decarbonised multi-modal journeys across Wales.



Maesteg Sports Centre

3.0 Background

3.1 The RLDP was adopted on 13th March 2024 and covers the period 2018-2033. The Plan is centred on a Vision that seeks continued development of a safe, healthy and inclusive network of communities that connect more widely with the South East and South West Wales Regions to catalyse sustainable economic growth. In order to achieve this Vision, the RLDP seeks to direct the majority of inward investment, sustainable development and regeneration activities to the most appropriate places. While new development can bring many benefits, it can also have impacts, which create the need for new infrastructure provision or enhancements to existing infrastructure provision.

3.2 Parking standards play a critical role in managing transport impacts and supporting the decarbonisation of transport. By managing and controlling the amount and type of parking provided within new developments, local authorities can influence travel behaviour positively and encourage a shift away from private car use towards more sustainable modes such as wheeling, cycling, walking and public transport.

3.3 Excessive provision and over-prioritisation of car parking stimulates demand for car travel and perpetuates reliance on private vehicle modes of travel. However, insufficient and poor parking design can lead to illegal, indiscriminate and inconsiderate on-street parking practices, leading to negative impacts including congestion, hazards, visual intrusion and harm to residential amenity. Suitable provision and design of parking should be considered for all modes of transport. Provision of sufficient and well-designed cycle parking is essential for encouraging and enabling a higher uptake of cycle modes of travel. It is also important to consider the needs of disabled people and the continuing growth in the use of electric vehicles when considering the parking needs for new development.



ULEV Charging, Parc Plaza, Bridgend

4.0 Planning Requirements

4.1 The RLDP is clear that a placemaking approach must be adopted in the identification, design and delivery of all transport measures in order to maximise the sustainability of developments. The location, scale, density, mix of uses and design of all developments should be carefully considered in a manner that reduces transport demand and enhances the scope for sustainable transport choices. The strategic planning framework is set out within Strategic Policy 5 (SP5) and supported by Development Management Policies PLA 6-12:

SP5: Sustainable Transport and Accessibility

PLA6: Development in Transport Corridors

PLA7: Development West of the Railway Line, Pencoed

PLA8: Transportation Proposals

PLA9: Development Affecting Public Rights of Way

PLA10: Safeguarding of Disused Railway Infrastructure

PLA11: Parking Standards

PLA12: Active Travel

4.2 SP5 emphasises that movement, connectivity and legibility of transport links are critical components in the creation of a successful, sustainable place. An efficient, integrated transport network that prioritises sustainable transport is critical to contributing to decarbonisation and supporting economic growth. SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, helping to promote physical activity and reducing the impact of transport based emissions.

4.3 Policy PLA11 states that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards and consideration must be given to electric and Ultra Low Emission Vehicles.

This SPG provides specific detail on what is considered to be appropriate levels of parking for different land uses and how this is applied within different zones across BCB.



The Rhiw, Bridgend

5.0 Approach to Parking Standards

5.1 These parking standards should be referred to for all categories of development for which planning permission is required (including new builds, conversions, change of use etc.) within the respective local authority areas, as well as for all appropriate land uses.

5.2 Whilst these parking standards do not cover every possible land use or type of development, the **absence of parking standards for a specific use does not mean that zero parking provision will be required or that levels of parking provision are unrestricted.**

5.3 In accordance with the above, any proposed land use or development without a dedicated parking standard will be considered on a site specific basis, with suitable levels of parking being identified in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the uptake of sustainable modes of travel.

5.4 Evidence based justification should be provided to justify the level of parking as part of a planning application submission (i.e. a Transport Assessment, Transport Statement, or similar document, in accordance with the scale of the development proposal).

5.5 In exceptional circumstances, standards may be applied flexibly, where the specific use or nature of development or its occupation or management warrants this. In these instances, planning conditions may be applied to limit permitted development rights or to control management and occupancy.

5.6 Each application will be considered on its merits, having regard to the size, nature, location, density, employment and traffic-generation characteristics of the development and its effects on the local and wider transport network. The Zonal Maximum Parking Standard is applied with the site-specific highway test set out in paragraph 5.12; it is not a minimum requirement.

Material Change of Use Applications

5.7 Proposed material changes of use will generally be subject to the same parking requirements as that of a new development, for the same use class.

5.8 Where the proposed use has been demonstrated to be less traffic intensive than the previously approved use, a reduction in the number of parking spaces will be sought. Similarly, additional parking will be sought where the proposed use is demonstrably more traffic intensive than the previously approved use, to ensure that the proposals do not result in unacceptable highway impacts.

Mixed Use Developments

5.9 For mixed use developments, the standards relating to each type of use included in the scheme should be used to calculate the overall total parking level, in the first instance. Following this, the scale of parking should then be rationalised in order to reduce the overall number of spaces required. This should be based on factors such as the timing of parking demand, the sustainable transport vision for the site, travel plan requirements etc., with justification and evidence provided within the planning submission.

Local Context

5.10 Local context is addressed through the Parking Zones in Section 6 and the Sustainability and Parking Reduction Assessment in Appendix A. The zone reflects broad accessibility. Any proposed reduction must identify site-specific circumstances and must not count the same accessibility benefit twice.

5.11 **The regional framework describes six Parking Zones, but only Zones 2, 3, 4 and 5 apply in BCB. There are no Zone 1 or Zone 6 locations in BCB. A parking standard does not establish that a particular land use is acceptable in planning terms.**

5.12 The non-operational car-parking figures are Zonal Maximum Parking Standards: the maximum provision normally acceptable for the relevant land use and Parking Zone. Provision below that level must be justified by the accessibility, likely parking demand, use and management of the development and the highway test below. The maximum is neither an entitlement to provide the full allowance nor a minimum to be met. Operational parking, servicing, loading and manoeuvring requirements remain minimums. Disabled parking,

EV charging and cycle parking must meet their separate requirements in Section 7.

5.13 The applicant must demonstrate, with evidence which is proportionate to the proposal, that the proposed parking provision and any displaced demand can be accommodated without unacceptable effects on highway safety, accessibility or the safe and efficient operation of the transport network. The assessment must address existing highway concerns and the arrangement and function of the road; carriageway and footway widths; traffic management issues, known speeding and traffic speeds; visibility; junctions and crossings; wheeling, cycling and walking routes; bus routes and stops; turning areas and manoeuvring space; access for emergency, refuse, servicing and delivery vehicles; existing parking demand and pressure; parking restrictions and enforcement arrangements; and the availability, accessibility, capacity and management of alternative parking. Existing safety or operational difficulties must be considered alongside the additional effects of the proposal. Where displaced parking is likely, representative parking surveys and an assessment of accumulation and available capacity must be supplied where needed to establish the effects. Uncontrolled, obstructive or unsafe parking cannot be counted as available capacity. Necessary mitigation must be shown to be deliverable and secured. Compliance with the numerical maximum alone does not demonstrate acceptability, and a favourable sustainability score cannot override an unacceptable highway impact.

5.14 Appendix A provides the method for assessing reductions. A lower provision will be supported only where the Highway Suitability Gateway is satisfied and the evidence supports the reduction sought. If unacceptable effects remain, the parking, access, layout or management proposals must be revised; where those effects cannot be resolved, the proposal will not be supported on highway grounds. Any exceptional provision above a Zonal Maximum Parking Standard requires a specific, evidenced justification and express agreement by the LPA in consultation with the Local Highway Authority (LHA).

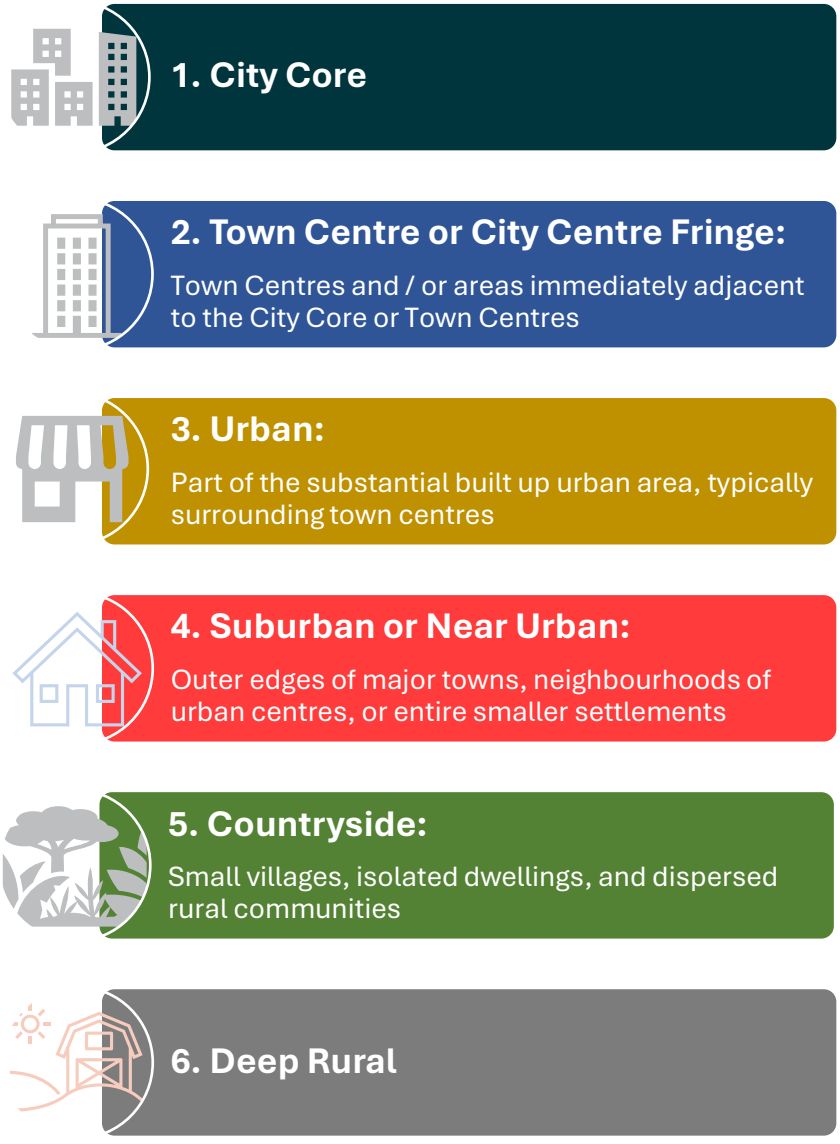
6.0 Parking Zones

6.1 Figure 1 illustrates the regional Parking Zone framework, from the most accessible City Core to the least accessible Deep Rural area. Only Zones 2 to 5 apply in BCB. Zonal Maximum Parking Standards generally allow more car parking in less accessible locations, subject to the land-use tables and the site-specific highway test set out in paragraph 5.12.

6.2 The extent of the Parking Zones is shown in the Council's parking zone plans. Applicants must establish the applicable zone with the LPA. **There are no Zone 1 or Zone 6 locations in BCB.**

6.3 Further description of each area is provided in the following sections.

Figure 1: Parking Standard Areas



Zone 1 – City Core

6.4 Zone 1 is limited to the central cores of the largest conurbations and cities, such as Cardiff, Newport and Swansea. Town centres are addressed under Zone 2. **There are no Zone 1 locations in BCB.**

Zone 2 – Town Centre or City Centre Fringe

6.5 This Zone includes areas immediately adjacent to City Cores (Zone 1) and the centre of towns, which are the destinations for most activity not met within local neighbourhoods. The areas included within Zone 2 will typically have a full range of retail activity and many commercial businesses, all within walking distance. The area is the focus of the local bus network and is likely to contain a railway station. Built density is high with little private car parking. There are significant parking restrictions and substantial amounts of off-street car parking available to the public.

Zone 3 – Urban

6.6 This Zone includes substantial built up areas with several basic local facilities within 400m walking distance. It would typically include areas with a range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of sites within this Zone will restrict, to an extent, what car parking can be provided. There are likely to be some restrictions with on-street parking and other available off-street parking is severely limited or non-existent.

Zone 4 – Suburban or Near Urban

6.7 This Zone comprises the outer edges of the largest towns; suburban locations in towns; and smaller settlements offering a range of local facilities. There is typically at least an hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.

Zone 5 – Countryside

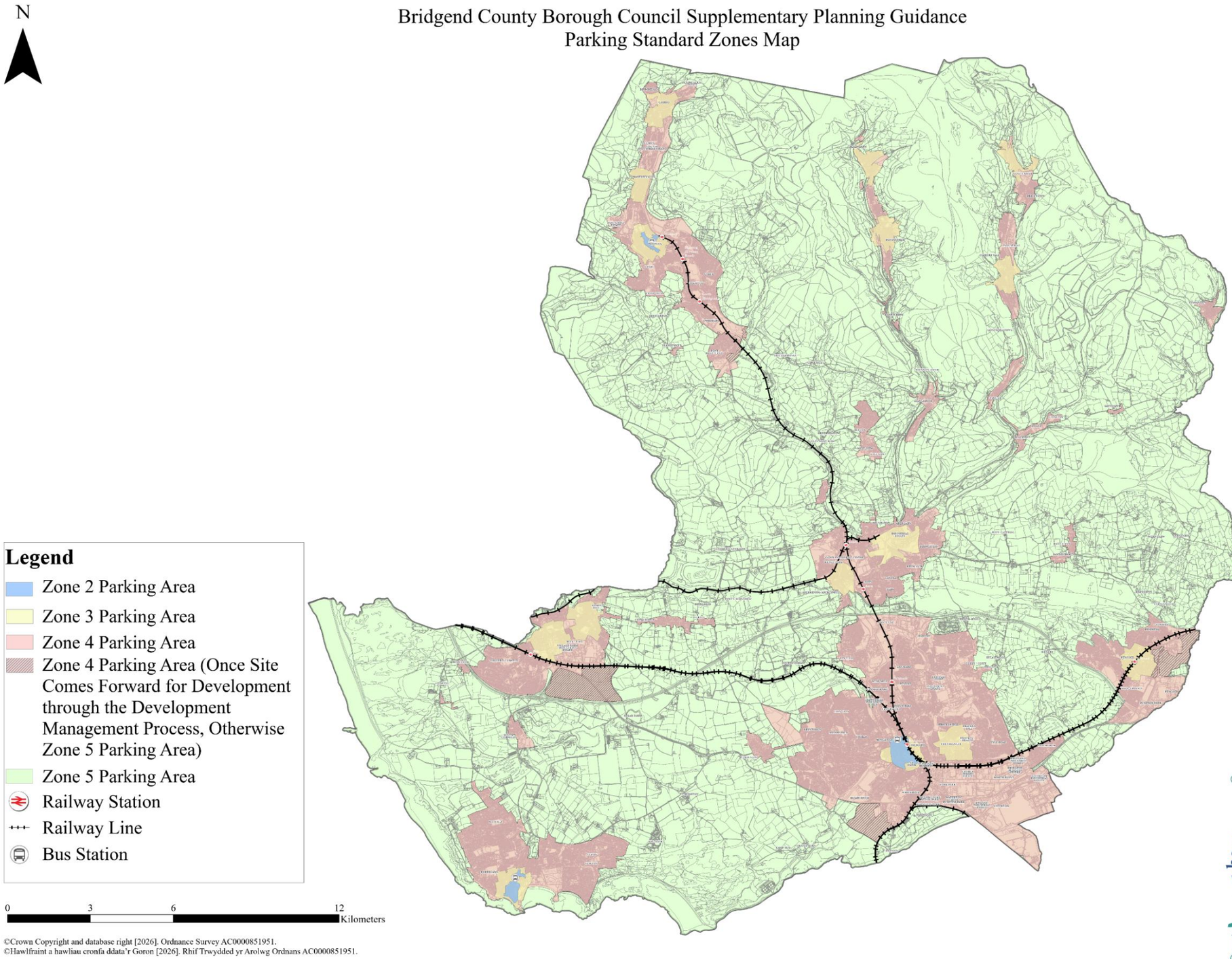
6.8 Zone 5 encompasses areas, including small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services have less than an hourly frequency and only route to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars.

Zone 6 – Deep Rural

6.9 Zone 6 describes deep rural areas with scattered buildings and no local facilities within walking or wheeling distance. **There are no Zone 6 locations in BCB.**

6.10 An illustrative map showing the extent of the Parking Zones is provided in Figure 2, with a larger map attached at Appendix 1.

Figure 2: Parking Standard Zones Map



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7.0 The Parking Standards

7.1 The Parking Standards are outlined in the tables included over the following pages. The following sections provide further information as to the types of standard provided, their application and mode-specific matters which should be taken into consideration.

7.2 Guidance on the suitable location, layout and design of car and cycle parking is provided in Section 8.

Types of Standard

7.3 Parking standards have been provided for a range of vehicle and cycle modes for a range of land uses. The parking standards for vehicles have been provided as:

- Non-operational parking – this is parking associated with non-operational purposes. This is typically defined as long-term parking (e.g. for residents or staff) or short-term parking (e.g. for customers, visitors, clients).
- Operational parking – applies to non-residential development only. The parking standard is to ensure that there is sufficient space to accommodate vehicles which may need to be stored or access the site (e.g. for the purposes of deliveries, services or to carry-out day to day operations). In addition to parking space, there is also a need to demonstrate space for such vehicles to access, manoeuvre and egress the site in forward gear.
- Visitor parking – applies to residential development only. This is to accommodate visitors outside of standard residential parking requirements.

7.4 Non-operational car parking is expressed as a **Zonal Maximum Parking Standard**, applied in accordance with paragraphs 5.11–5.13 and Appendix A. Disabled and electric vehicle parking normally form part of the total car-parking provision, not an addition to it. Their prescribed proportions and any dedicated accessible-space requirements must still be met. Operational parking and cycle parking remain minimum provisions. Motorcycle parking is calculated separately under paragraph 7.24.

7.5 The parking standards for bicycles are expressed as a minimum level. This means that cycle parking for new development must not be lower than the stated level. Cycle parking standards include dedicated provision for both long-stay and short-stay parking and should include sufficient provision which is accessible for adaptive cycles.

7.6 A cycle parking space accommodates one cycle; a stand is the fixture to which a cycle is secured. A correctly spaced Sheffield stand can serve two standard cycles only where both sides are independently accessible and the required clearances are maintained. Where a table specifies stands, provide the stated number of stands with usable capacity; where it specifies spaces, provide the stated number of independently usable cycle positions. Short-stay parking serves visitors and brief trips and must be convenient and visible near entrances. Long-stay parking serves residents, employees and other extended stays and must be secure and weather-protected.

7.7 The required provision for accessible and non-standard cycles applies to both types, with adequate ground-level spaces, circulation and locking facilities. Layouts must demonstrate usable capacity for adaptive cycles, tricycles, cargo cycles and e-bikes. Residential cycle storage must be accessible from the street without requiring a cycle to be carried or dragged through living accommodation; use a direct external route or a suitably designed communal route. Section 8 provides the location, layout and design guidance.

Application of the Standards

7.8 Apply the relevant table to the scale and type of development. Residential standards depend on the dwelling type and bedroom band; non-residential standards use the stated floorspace, bedroom, staff, pupil or other measure. Unless otherwise stated, floorspace means gross floor area (GFA), including external walls. Dining area and public area, including the servery, are distinct measures and must not be replaced with GFA. Where a standard contains more than one component, add those components. For an office exactly 1,000 sqm, apply the up-to-1,000 sqm band. Distribution centres of 1,000 sqm use the 25% operational-area band.

7.9 Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded as per standard mathematical convention (i.e. .0 to 0.49 rounded down to the nearest integer, 0.505 to 0.99 rounded up to the nearest integer).

Disabled Parking

7.10 The quantity of parking to be allocated for disabled users has been set out for each land use. The percentage of disabled parking falls within the total maximum vehicle parking standard (i.e. disabled parking is not additional to the total spaces).

7.11 All parking spaces provided for the charging of electric vehicles are to be provided as fully accessible for disabled people. Up to 10% of the disabled parking standard can be met through the provision of electric vehicle parking, subject to agreement with the Highway Authority.

7.12 For some developments, bespoke provision of disabled parking will be necessary to address specific requirements of a site or future user groups. In such cases, the prescribed standards should be referred to as a guide for determining suitable provision, with departures proposed with due consideration to the mobility needs of all users. Appropriate justification should be provided to set out how these mobility needs are being addressed.

7.13 In some cases, a nil value for the provision of disabled parking has been specified. Typically, this applies in settings where either no vehicle parking is to be provided (i.e. car-free development) or where the application of total vehicle parking standards to a small quantum of development provides insufficient parking to warrant a dedicated provision for disabled people.

7.14 In these instances it is considered likely that there will be existing public provisions available for disabled users of the site (e.g. central urban car parking facilities). However, provision of suitable parking for disabled people will still need to be demonstrated through relevant evidenced-based planning submissions.

7.15 Guidance on the suitable location, layout and design of disabled parking is provided in Section 8, including bay dimensions, access margins, surfaces,

signs and safe, convenient, unobstructed routes to accessible building entrances. Proposals must demonstrate how that guidance and the needs of the intended users are addressed.

Electric Vehicle Parking

7.16 The amount of parking to be allocated for electric vehicles and other ultra-low emission vehicles has been defined for each land use.

7.17 The percentage of electric vehicle parking falls within the total maximum vehicle parking standard (i.e. electric vehicle parking is not additional to the total spaces). The proportion of electric vehicle parking specific should be considered as a minimum standard, and additional parking may be provided subject to agreement from the LHA.

7.18 Electric vehicle parking standards includes both “active” and “passive” charging facilities. Active provision is the implementation of fully connected “ready to use” charging infrastructure for electric vehicles. Passive provision is the implementation of underlying infrastructure to enable the future charging of electric vehicles, including but not limited to cable routes, ducting, draw pits and chambers etc., in addition to space considerations such as maintenance / installation margins.

7.19 Section 8 provides additional guidance regarding the suitable location, layout and design of electric vehicle parking. This relates both to the provision of private and public electric vehicle parking.

7.20 All parking spaces provided for the charging of electric vehicles are to be provided as fully accessible for disabled people.

Residential Electric Vehicle Parking

7.21 Table 1 sets out the requirements for new residential electric vehicle parking in accordance with the Welsh Government’s ‘Electric Vehicle Charging Strategy for Wales’. These requirements have also been developed with consideration for Bridgend’s Electric Vehicle Charging Strategy, as well as the Draft Building Regulations Part S ‘Electric vehicle charging in residential and non-residential buildings’.

7.22 Table 1 also provides guidance as to the management of electric vehicle parking, following occupation of a new development. Where electric vehicle parking is provided within a communal parking area, a management company / third party or similar other structure should be used to ensure supply and maintenance.

7.23 Where planning applications seek alterations to an existing residential use, it may not always be possible to retrofit electric vehicle parking into existing parking spaces, either provided on or off-street. As an example, this is likely to be the case on existing narrow streets with terraced housing where it is unlikely that suitable on-street electric vehicle parking could be provided using currently known infrastructure availability. It is expected that the constraints to this will decrease and more opportunities will be created during the lifetime of this SPG.

7.24 Where an application for alteration, change of use or retrofit cannot accommodate the applicable EV charging provision, the applicant must submit evidence of the physical or technical constraints and agree an alternative with the LPA in consultation with the LHA. Where a communal charging solution is necessary to make the development acceptable, directly related to it and fairly and reasonably related in scale and kind, the applicant must secure the required contribution or provision through an appropriate planning obligation. The submission must identify the scheme, delivery arrangements, maintenance responsibilities and timing. Inability to provide charging within the site does not automatically waive the requirement. A contribution must not be sought where those planning-obligation tests are not met.

Table 1: Residential Development Electric Vehicle Parking Standard

Development Type	Building Type	Parking Provision	Electric Vehicle Provision	Management Structure
New Residential Development	Houses	On-plot (e.g. driveway)	Minimum of 1 space per dwelling.	Private management.
	Apartments	On-site (e.g. parking courts / car parks)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is an unallocated and shared for all residents / visitors.
	Houses	On-street (e.g. dedicated bays on-street within the street design)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is publicly accessible (including to residents / visitors)
	Apartments	On-street (e.g. dedicated bays on-street within the street design)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is publicly accessible (including to residents / visitors)
Existing / Change of Use / Retrofit of Residential Buildings	Houses	On-plot (e.g. driveway)	To be discussed with the LHA.	Private management (if provided).
	Apartments	On-site (e.g. parking courts / car parks)	Minimum of 10% of total parking to be EV enabled. 90% passive.	Management company or similar. EV parking is an unallocated and shared for all residents / visitors.
	Houses	On-street (e.g. dedicated bays on-street within the street design)	To be discussed with the LHA.	Management company or similar (if provided) EV parking is publicly accessible (including to residents / visitors)
	Apartments	On-street (e.g. dedicated bays on-street within the street design)	To be discussed with the LHA.	Management company or similar (if provided) EV parking is publicly accessible (including to residents / visitors)

Powered Two-Wheel Parking

7.25 For all classes of development, motorcycle and powered two-wheeler parking must be provided at 5% of the car-parking provision. These are dedicated motorcycle spaces and do not substitute for the car spaces in the agreed layout. Apply paragraph 7.8 when rounding the calculation. Provide safe, secure and convenient facilities in accordance with Section 8, including provision for riders with reduced mobility.

Visitor Parking

7.26 The parking standards for residential development include a requirement for visitor parking. Parking for visitors should be accommodated within dedicated parking spaces within the site of the proposed development and must not be allocated to any particular dwelling. Visitor parking must be designed as an integral part of any development where it is required and must consider the needs of disabled people and well as the safe and suitable operation of the internal highway network and parking layouts.

Operational Parking, Access and Circulation

7.27 Operational vehicle parking standards have been specified for non-residential land uses. Operational vehicle parking is provided to accommodate vehicles which may need to be stored or access the site (e.g. for the purposes of deliveries, services or to carry-out day to day operations).

7.28 Operational vehicle parking requirements are set out as a minimum standard to ensure that sufficient space is retained within a site layout to accommodate operational vehicles and associated movements. In some cases, it may be appropriate / necessary to increase the amount of space dedicated to operational vehicles owing to the nature, scale or purpose of the site. The operational vehicle requirements should be discussed and agreed with the LHA.

7.29 For all development, including where car-free development is promoted, there remains a requirement to provide sufficient space for the access, circulation and parking of operational, servicing and delivery vehicles. Operational parking may not need to be comprised of a dedicated parking space within the

curtilage of the site, however in some cases, this will be a necessary requirement.

7.30 For some developments, provision of short-term, high-turnover parking may be necessary to address specific requirements of a site or future user groups. This includes developments which will offer courier takeaway services (i.e. food, hot-food and non-food retail) where a significant increase in the number of motorcycle and cycle movements has been observed following recent rises in popularity of online order delivery / courier services.



Nolton Street, Bridgend

Table 2: A1 Shops

Table 2 sets out parking standards for supermarkets, predominantly food superstores and other A1 shops, including commercial servicing spaces. The non-operational supermarket rate includes employees and assumes a 75:25 retail / non-retail floorspace ratio; a different ratio requires assessment. Servicing vehicles must be able to enter and leave in forward gear. Apply the disabled, electric vehicle and cycle parking standards for the corresponding zone and development-size band.

Types of Development: Shops, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Other A1 shops	2. Town Centre or City Centre Fringe	All	Nil	Nil (see note c)	Nil	Nil	Nil (see note d)	1 space per 25 sqm	1 space per 50 sqm
Other A1 shops	3. Urban	≤200 sqm	1 space	Nill (see note c)	Nil	Nil	Nil (see note d)	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	3. Urban	201sqm - 2,000 sqm	1 space per 40 sqm	6%	10%	20%	2 spaces	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	3. Urban	>2,000 sqm	1 space per 15 sqm	6%	10%	20%	3 spaces	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	4. Suburban or Near Urban	≤200 sqm	1 space	Nill (see note c)	Nil	Nil	Nill (see note d)	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	4. Suburban or Near Urban	201sqm - 2,000 sqm	1 space per 20 sqm	6%	10%	20%	2 spaces	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	4. Suburban or Near Urban	>2,000 sqm	1 space per 15 sqm	6%	10%	20%	3 spaces	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	5. Countryside Zone 6 does not apply in BCB	All	1 space per 15 sqm	6%	10%	20%	1 space (see note d)	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	≤200 sqm	1 space per 60 sqm	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	201–1,000 sqm	1 space per 40 sqm	Nil (see note c)	Nil	Nil	2 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	1,001–2,000 sqm	1 space per 40 sqm	Nil (see note c)	Nil	Nil	3 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	>2,000 sqm	1 space per 14 sqm	Nil (see note c)	Nil	Nil	3 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	3. Urban	≤200 sqm	1 space per 60 sqm	Nill (see note c)	Nil	Nil	1 commercial vehicle space	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	3. Urban	201–1,000 sqm	1 space per 40 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	3. Urban	1,001–2,000 sqm	1 space per 40 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Supermarkets / food superstores	3. Urban	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	4. Suburban or Near Urban	≤200 sqm	1 space per 60 sqm	Nill (see note c)	Nil	Nil	1 commercial vehicle space	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	201–1,000 sqm	1 space per 20 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	1,001–2,000 sqm	1 space per 20 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	≤200 sqm	1 space per 60 sqm	6%	10%	20%	1 commercial vehicle space	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	201–1,000 sqm	1 space per 20 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	1,001–2,000 sqm	1 space per 20 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.

d) All development, including where the parking standard is “nil” must still provide suitable facility for loading / unloading and servicing, although this need not be a dedicated parking space within the curtilage of the site.

e) The operational parking requirement is a minimum. Additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

f) All cycle parking should include a minimum of 30% of the provision total for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

g) Convenience stores located at petrol filling stations will attract customers who do not also purchase petrol and will therefore require parking space provision. The additional requirement for this must be assessed as a small shop and should not rely on parking in the filling bays or circulatory areas.

Table 3: A2 Financial and Professional Services

Table 3 sets out vehicle, disabled, electric vehicle and cycle parking standards for A2 uses. For office premises up to 200 sqm, a one-off extension of up to 20% is allowed without additional parking, with displaced parking relocated. Relaxation for a ground-floor A1-to-A2 change in a shopping area is subject to the site-specific highway test.

Types of Development: Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies (excludes betting offices).

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All A2	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 35 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 space per 30 sqm	1 space per 500 sqm
All A2	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 60 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 space per 30 sqm	1 space per 500 sqm
All A2	3. Urban	≤1,000 sqm	1 space per 35 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 50 sqm	1 stand per 750 sqm
All A2	3. Urban	>1,000 sqm	1 space per 60 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 50 sqm	1 stand per 750 sqm
All A2	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 100 sqm	1 stand per 1,000 sqm
All A2	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 100 sqm	1 stand per 750 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.
b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).
c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.
d) The operational parking requirement is a minimum. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.
e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 4: A3 Food & Drink

Staff and customer parking components must be added, and service vehicles require space to enter and leave in forward gear. For takeaways, nearby customer parking must be demonstrably available, lawful and safe under paragraph 5.12. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows; transport cafés use the corresponding café provisions. Pre-1914 public houses are allowed a one-off extension of up to 20% in GFA without additional parking. Restaurant/café parking in established shopping areas can be considered flexibly where incidental use or evening capacity is evidenced and staff parking is addressed. This relaxation does not apply to transport cafés.

Types of Development: restaurants (including drive-thru), snack bars, cafes, drinking establishments, takeaways.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Restaurants	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Restaurants	3. Urban	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Restaurants	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Restaurants	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Public houses / licensed clubs	3. Urban	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 3 sqm public area including servery	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Cafés	3. Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Hot food takeaways	2. Town Centre or City Centre Fringe	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Hot food takeaways	3. Urban	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	≤100 sqm = Nil (see note c) 100 sqm – 250 sqm = 1 space >250 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Hot food takeaways	4. Suburban or Near Urban	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	≤100 sqm = Nil (see note c) 100 sqm – 250 sqm = 1 space >250 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Hot food takeaways	5. Countryside Zone 6 does not apply in BCB	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Drive-through restaurants	3. Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Transport cafés	3. Urban	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.

d) All development, including where the parking standard is “nil” must still provide suitable facility for loading / unloading and servicing, although this need not be a dedicated parking space within the curtilage of the site.

e) The operational parking requirement is a minimum. Additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

f) Drive-through facilities must have a segregated internal access and at least six waiting spaces. Queue storage and circulation must be assessed for the expected demand and must not obstruct parking, servicing, active travel routes or the highway. Provide additional queue capacity where necessary. Consider dedicated spaces for food couriers, including cycles and powered two-wheelers.

Table 5: B1 Business

The table sets out parking standards for offices, call centres and other B1 uses. The office extension allowance described under A2 also applies. The operational one-space minimum below applies to other B1 uses; office and call-centre servicing must be demonstrated from the actual operational needs. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row, including call centres.

Types of Development: Offices, research and development, light industry appropriate in a residential area.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Offices	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 35 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Offices	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 60 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Offices	3. Urban	≤1,000 sqm	1 space per 35 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Offices	3. Urban	>1,000 sqm	1 space per 60 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Offices	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Offices	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Call centres	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 25 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Call centres	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 40 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Call centres	3. Urban	≤1,000 sqm	1 space per 25 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Call centres	3. Urban	>1,000 sqm	1 space per 40 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Call centres	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 20 sqm >1,000 sqm: 1 space per 25 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Call centres	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 20 sqm >1,000 sqm: 1 space per 25 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Other B1 uses	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 250 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
Other B1 uses	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 150 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
Other B1 uses	3. Urban	≤1,000 sqm	1 space per 150 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 50 sqm	1 stand per 500 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Other B1 uses	3. Urban	>1,000 sqm	1 space per 75 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 50 sqm	1 stand per 500 sqm
Other B1 uses	4. Suburban or Near Urban	All	1 space per 50 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 100 sqm	1 stand per 1,000 sqm
Other B1 uses	5. Countryside Zone 6 does not apply in BCB	All	1 space per 35 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 100 sqm	1 stand per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational requirement for other B1 uses is a minimum of one space. Offices and call centres must provide sufficient servicing and manoeuvring space for their operational needs. Additional operational space must be provided where needed to accommodate vehicles safely within the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 6: B2 Industrial

Table 6 sets out parking standards for all industrial B2 uses. The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All B2	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
	2. Town Centre or City Centre Fringe	<300 sqm	1 space	≤400 sqm = Nil (see note c) 401 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%			
		≥300 sqm	1 space per 150 sqm						
	3. Urban	<300 sqm	1 space	≤400 sqm = Nil (see note c) 401 sqm – 1,500sqm = 1 space >1,500 sqm = 5%				1 space per 50 sqm	1 space per 500 sqm
		≥300 sqm	1 space per 150 sqm						
	4. Suburban or Near Urban	<100 sqm	1 space	≤300 sqm = Nil (see note c) 301 sqm – 1,150sqm = 1 space >1,150 sqm = 5%				1 space per 100 sqm	1 space per 1,000 sqm
		101 sqm – 240 sqm	2 spaces						
		>240 sqm	1 space per 120 sqm						
	5. Countryside Zone 6 does not apply in BCB	<100 sqm	1 space	≤200 sqm = Nil (see note c) 201 sqm – 750 sqm = 1 space >750 sqm = 5%				1 space per 150 sqm	1 space per 1,000 sqm
		101 sqm – 240 sqm	2 spaces						
		>240 sqm	1 space per 80 sqm						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 7: B8 Distribution and Storage

Industrial warehouses require the following minimum operational areas, with interpolation between the listed points: GFA 100 sqm → 70 sqm; 250 sqm → 85 sqm; 500 sqm → 100 sqm; 1,000 sqm→ 150 sqm; 1,001 sqm → 150 sqm; 2,000 sqm→ 200 sqm. Above 2,000 sqm, provide 10% of GFA. Distribution centres must additionally accommodate commercial vehicles parked overnight. Servicing and turning areas must enable entry and exit in forward gear. Any special servicing arrangement proposed in place of the normal operational area must be evidenced and agreed. For premises up to 235 sqm, a one-off extension of up to 20% is allowed without additional parking, with displaced parking relocated.

Types of Development: Storage, distribution centre, open air storage.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Industrial warehouses	2. Town Centre or City Centre Fringe	All	1 space per 140 sqm	≤650 sqm = Nil (see note d) 651 sqm – 2,500 sqm = 1 space >2,500 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 30 sqm	1 space per 250 sqm
Industrial warehouses	3. Urban	All	1 space per 140 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 50 sqm	1 space per 500 sqm
Industrial warehouses	4. Suburban or Near Urban	All	1 space per 140 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 100 sqm	1 space per 1,000 sqm
Industrial warehouses	5. Countryside Zone 6 does not apply in BCB	All	1 space per 140 sqm	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 150 sqm	1 space per 1,000 sqm
Distribution centres	2. Town Centre or City Centre Fringe	All	1 space per 120 sqm	≤650 sqm = Nil (see note d) 651 sqm – 2,500 sqm = 1 space >2,500 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 30 sqm	1 space per 250 sqm
Distribution centres	3. Urban	All	1 space per 120 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 50 sqm	1 space per 500 sqm
Distribution centres	4. Suburban or Near Urban	All	1 space per 120 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 100 sqm	1 space per 1,000 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
				sqm = 1 space >1,350 sqm = 5%					
Distribution centres	5. Countryside Zone 6 does not apply in BCB	All	1 space per 80 sqm	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 150 sqm	1 space per 1,000 sqm
Storage warehouses / self-storage	2. Town Centre or City Centre Fringe	All	Nil (see customer-access note)	Nil (see note d)	Nil	Nil	1 commercial vehicle space per 500 sqm	1 space per 30 sqm	1 space per 250 sqm
Storage warehouses / self-storage	3. Urban	All	Nil (see customer-access note)	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 50 sqm	1 space per 500 sqm
Storage warehouses / self-storage	4. Suburban or Near Urban	All	Nil (see customer-access note)	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 100 sqm	1 space per 1,000 sqm
Storage warehouses / self-storage	5. Countryside Zone 6 does not apply in BCB	All	Nil (see customer-access note)	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 150 sqm	1 space per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Storage warehouses have a nil non-operational vehicle standard. Where self-storage attracts customers, their access, waiting, loading and unloading must nevertheless be demonstrated through the site-specific highway and operational assessment. A nil figure does not permit unsafe queuing or displacement. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows. Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 8: C1 Hotels

Table 8 sets out parking standards for all C1 Hotel uses. The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: Hotels, boarding and guest houses, hostels.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All C1	2. Town Centre or City Centre Fringe	All	1 per bedroom + 1 per 3 non-resident staff	≤10 rooms = Nil (see note e) 10 – 40 rooms = 1 space >40 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 2 beds	1 per 50 sqm
All C1	3. Urban	All	1 per bedroom + 1 per 3 non-resident staff	≤5 rooms = Nil (see note e) 5 – 20 rooms = 1 space >20 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 5 beds	1 per 100 sqm
All C1	4. Suburban or Near Urban	All	1 per bedroom + 1 per 3 non-resident staff	≤5 rooms = Nil (see note e) 5 – 20 rooms = 1 space >20 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 5 beds	1 per 100 sqm
All C1	5. Countryside Zone 6 does not apply in BCB	All	1 per bedroom + 1 per 3 non-resident staff	1-5 rooms = 1 space >5 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 10 beds	1 per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) The C1 land use as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended) excludes hostels. However, these parking standards are considered appropriate for the design of parking associated with hostels, subject to discussion with the Highway Authority.

d) The hotel vehicle standard is one space per bedroom plus one space per three non-resident staff. Assess restaurant, bar, conference or other facilities open to non-residents under the relevant use category, allowing for demonstrable sharing and different peak demands. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows.

e) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum. There should be one designated disabled parking space per dedicated accessible bedroom.

f) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

g) Dedicated arrangements should also be provided for drop off / pick up (including coaches, mini-buses and private-hire vehicles).

h) There is a distinction between “per bedroom” and “per bed”. The number of bedrooms is used to determine vehicle parking as this reflects that multiple room occupants would be expected to travel by a single vehicle. The number of beds has been used to determine cycle parking standards on the basis of the number of beds given that bicycles are typically single-person modes, and a bedroom can accommodate more than one bed.

i) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

j) The number of staff should be enumerated as Full-Time Equivalent.

Table 9: C2 Residential Institutions

Table 9 sets out parking standards for all C2 Residential Institution uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.
Types of Development: Care homes, nursing homes, boarding schools, residential colleges and training centres.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Nursing and Care Homes	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note d)	Nil (see note e)	Nil	Nil	Nil	1 space per 1 staff	1 space per bed
	2. Town Centre or City Centre Fringe	All	Nil (see note d)						
	3. Urban	All	1 space per 4 staff	≤10 staff = Nil (see note e) 10 – 40 staff = 1 space >40 staff = 5%	10%	20%	1 space per 4 beds	1 space per 2 staff	1 space per 2 beds
	4. Suburban or Near Urban	All	1 space per 2 staff	≤5 staff = Nil (see note e) 5 – 20 staff = 1 space >20 staff = 5%			1 space per 4 beds	1 space per 4 staff	1 space per 4 beds
	5. Countryside Zone 6 does not apply in BCB	All	1 space per 1 staff	≤10 staff = 1 space >10 staff = 5%			1 space per 2 beds	1 space per 10 staff	1 space per 10 beds

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Parking standards for C2 exclude hospitals, boarding schools, residential colleges and training centres. Suitable levels of parking for these type of development should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission.

d) All development, including where the parking standard is “nil” must also provide suitable parking provision for operational vehicles (e.g. loading / unloading, servicing).

e) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum. There should be one designated disabled parking space per dedicated accessible bedroom.

f) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

g) In respect of residential homes for the older person and residential and nursing care homes, sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

h) The number of staff should be enumerated as Full-Time Equivalent.

Table 10: C3 Dwellinghouses / C4 Houses in multiple occupation

Table 10 sets out parking standards for all C3 and C4 Dwellings and House in multiple occupation. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: dwellings, sheltered housing, houses of multiple occupation (HMO)

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Dwellings	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 space per designated accessible unit (see note g)	Nil	Nil	Nil	1 space per bedroom	1 space per 10 dwellings
	2. Town Centre or City Centre Fringe	All	1 space per unit		See Table 1				
	3. Urban	1 bedroom	1 space					2 spaces	
		≥2 bedrooms	2 spaces					2 spaces	
	4. Suburban or Near Urban	1 bedroom	1 space				0.2 spaces per dwelling	1 space	
		2 bedrooms	2 spaces					2 spaces	
		≥3 bedrooms	3 spaces					1 space per bedroom	
	5. Countryside Zone 6 does not apply in BCB	1 bedroom	1 space				0.2 spaces per dwelling	1 space	
		2 bedrooms	2 spaces					2 spaces	
		≥3 bedrooms	3 spaces					3 spaces	
Elderly / Sheltered Accommodation	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 per dedicated accessible unit (see note g)	Nil	Nil	Nil	1 per dwelling	1 space per 15 dwellings
	2. Town Centre or City Centre Fringe	All	1 space per 4 units 1 space per 2 staff		See Table 1		Nil		
	3. Urban	All	1 space per 4 units 1 space per 2 staff				0.2 spaces per unit	1 per 2 dwellings	
	4. Suburban or Near Urban	All	1 space per 2 units 1 space per 2 staff				0.2 spaces per unit		
	5. Countryside Zone 6 does not apply in BCB	All	1 space per 2 units 1 space per 2 staff				0.2 spaces per unit	1 per 5 dwellings	

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
HMO	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 per designated accessible bedroom (see note g)	Nil	Nil	Nil	1 space per bedroom	2 spaces
	2. Town Centre or City Centre Fringe	≤ 6 residents	1 space per 2 bedrooms		See Table 1		Nil		
		> 6 residents	1 space per 2 bedrooms (up to 3 spaces) then 1 space per additional bedroom.						
	3. Urban	≤ 6 residents	1 space per 2 bedrooms				Nil		
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						
	4. Suburban or Near Urban	≤ 6 residents	1 space per 2 bedrooms				0.2 spaces per unit	1 space per 2 bedrooms	1 space
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						
	5. Countryside Zone 6 does not apply in BCB	≤ 6 residents	1 space per 2 bedrooms				0.2 spaces per unit		
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded up the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).

c) The above parking standards are related to residential use only. The total parking requirement for a proposed development will be subject to reconsideration if additional / alternative land uses are proposed, i.e. home-based businesses.

d) Rooms designated as studies/offices or similar should be included in the total bedroom where they comply with the minimum dimensions of a bedroom (a floor area of at least 6.5m2 and a width of at least 2.1m) as outlined in the Welsh Development Quality Requirements – see Appendix A of that document.

e) The standards for HMO dwellings apply both to HMOs which have up to six residents (and as such fall into the C4 land use) as well as for HMOs with over six residents (and as such fall into the “unique use” land classification).

f) All development, including where the parking standard is “nil” (i.e. Urban Core) must provide suitable parking provision for operational vehicles (e.g. loading / unloading, servicing).

g) Disabled parking requirement is met within the requirement for total vehicles. For each residential unit which is designated as ‘accessible’ there should be at least 1 space provided in accordance with disabled parking dimension requirements. For Elderly Accommodation, there may be a need to increase the proportion of disabled parking or provide more spaces to a larger dimension to aid in access to / from parked vehicles.

h) Garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m. However, these dimensions must be increased to 6m x 3.8m if disabled person’s access is specifically required. All properties with a garage must also have a 6m long driveway which has a width of not less than 3.6m.

i) Short stay cycle parking applies to developments of 10 or more dwellings only. Minimum of 2 spaces.

j) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

k) The number of staff should be enumerated as Full-Time Equivalent.

Table 11: D1 Non-Residential Institutions

Assess staffing and pupil/student numbers at full capacity and aggregate part-time staff to full-time equivalents. For colleges with a high proportion of part-time/day-release students, the student component is one space per three students. Apply the disabled, electric vehicle and cycle parking standards for the corresponding education category. The table also sets out the parking standards for health centres and surgeries.

Types of Development: clinics, health centres, creches, day nurseries, day centres, school, non-residential education and training centres.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long - Stay	Short-Stay
					Active	Passive			
Health Centres & Surgeries (excluding hospitals and hospital sites)	2. Town Centre or City Centre Fringe	All	1 space per 100 sqm	1 space (see note g)	10%	20%	1 space	1 space per 30 sqm	1 space per 100 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	3. Urban	Al	1 space per 35 sqm	≤300 sqm = Nil (see note f) 300 sqm – 800 sqm = 1 space >800 sqm = 5%	10%	20%	1 space	1 space per 50 sqm	1 space per 500 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	4. Suburban or Near Urban	All	1 space per 30 sqm	6%	10%	20%	1 space	1 space per 100 sqm	1 space per 1,000 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	5. Countryside Zone 6 does not apply in BCB	All	1 space per 25 sqm	6%	10%	20%	1 space	1 space per 100 sqm	1 space per 1,000 sqm
Day nurseries / crèches	2. Town Centre or City Centre Fringe	All	1 per 2 full-time staff	Nil (see note f)	Nil	Nil	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 25 sqm	1 space per 5 pupils / children
Day nurseries / crèches	3. Urban	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children
Day nurseries / crèches	4. Suburban or Near Urban	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children
Day nurseries / crèches	5. Countryside Zone 6 does not apply in BCB	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children

Nursery, infant and primary schools	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 3 visitor spaces	Nil (see note f)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	3. Urban	All	1 per teaching staff member + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	4. Suburban or Near Urban	All	1 per teaching staff member + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Secondary schools	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	Nil (see note f)	Nil	Nil	1 commercial vehicle space; bus parking as required	1 space per 25 sqm	1 space per 5 pupils
Secondary schools	3. Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Secondary schools	4. Suburban or Near Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Secondary schools	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 10 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Colleges of higher / further education	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	Nil (see note e)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 5 students
Colleges of higher / further education	3. Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students
Colleges of higher / further education	4. Suburban or Near Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students
Colleges of higher / further education	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 5 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Parking standards for D1 excludes SEN Schooling. Suitable levels of parking for this type of development should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification of the operational needs of the school should be provided as part of a planning application submission.

d) Parking standards for D1 exclude University uses. Parking in, at and around university premises / campuses should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission.

e) In addition to the school vehicle standards, provide safe areas for pupil drop-off and collection and off-street parking for the school bus services expected to serve the development, excluding passing service buses. Turning and circulation must avoid reversing through pupil routes and must protect wheeling, cycling and walking access. A provision of 15 car spaces is a guide to the scale of parking at a typical school, with lower provision for some specialised catchments or greater provision, up to 50 spaces, for larger schools. The appropriate provision must be assessed through paragraph 5.12; these figures are contextual guidance and must not be applied as an automatic minimum overriding the Zonal Maximum Parking Standard. Where schools have dual community or adult-education use, suitable hard playground areas can be assessed for parking outside pupil use, subject to safe management.

f) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

g) Where the disabled parking standard is states as “one space” this is stated as a minimum level of provision. In some cases, additional disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

h) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

i) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

j) Cycle parking for Primary Schools should include a mixture of cycle and scooter parking.

k) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

l) The number of staff should be enumerated as Full-Time Equivalent.

Table 12: D2 Assembly and Leisure

Table 12 sets out parking standards for all D2 Assembly and Leisure uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: Swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreation.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long - Stay	Short-Stay
					Active	Passive			
Leisure Centre	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	Nil	1 per 30 sqm	1 per 50 sqm
	2. Town Centre or City Centre Fringe	All							
	3. Urban	Al	4 spaces per 0.1 ha	6%	10%	20%	1 space	1 per 50 sqm	1 per 100 sqm
	4. Suburban or Near Urban	All	5 spaces per 0.1 ha					1 per 100 sqm	1 per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Sports and Leisure Premises / Clubs	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	Nil	1 per 30 sqm	1 per 50 sqm
	2. Town Centre or City Centre Fringe	All							
	3. Urban	All	8 spaces per 0.12 ha	6%	10%	20%	1 space	1 per 50 sqm	1 per 100 sqm
	4. Suburban or Near Urban	All	10 spaces per 0.12 ha					1 per 100 sqm	1 per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All	12 spaces per 0.12 ha						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

f) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 13: Unique Uses

Table 13 sets out parking standards for unique uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Car Sales	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	Nil	1 space per 30 sqm	1 space per 100 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 50 sqm retail area (internal / external	6%	10%	20%	1 space for a car transporter		
	3. Urban	All						1 space per 50 sqm	1 space per 500 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 1,000 sqm
	5. Countryside Zone 6 does not apply in BCB	All						1 space per 150 sqm	1 space per 1,000 sqm
Purpose Built Student Accommodation	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	Nil	1 space per bedroom	1 space per 5 bedrooms
	2. Town Centre or City Centre Fringe	All							
	3. Urban	All	1 space per 10 beds	1 per designated accessible bedroom (see note e)	10%	20%	1 space per 25 beds	1 space per 2 bedrooms	1 space per 10 bedrooms
	4. Suburban or Near Urban	All							
	5. Countryside Zone 6 does not apply in BCB	All							
Cinemas, Theatres & Conference Centres	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 5 seats	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All	1 space per 3 seats					1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Assembly Halls, e.g., Bingo Hall	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 8 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Stadia	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 15 seats	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Churches & Places of Worship	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 10 seats or 1 space per 8 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Libraries	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 45 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Car sales excludes parking required for vehicles under sale – i.e. the standard applies to staff / customer parking.

d) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

e) Disabled parking requirement is met within the requirement for total vehicles. For each residential unit which is designated as ‘accessible’ there should be at least 1 space provided in accordance with disabled parking dimension requirements.

f) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

g) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

h) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

8.0 Parking Layout and Design Guidance

8.1 Parking layout and design should ensure that provision for all modes of transport is secure, accessible, sustainable and well-integrated within the development and surrounding environment. Parking provision should be provided in accordance with Bridgend's wider transport and placemaking objectives by promoting active travel, reducing car dependency, and enhancing safety, accessibility, and sustainability. Parking design should reflect the user hierarchy, as set out in this SPG and in the Wales Transport Strategy, giving first priority to wheeling, cycling and walking, followed by public transport, ahead of private motor vehicles.

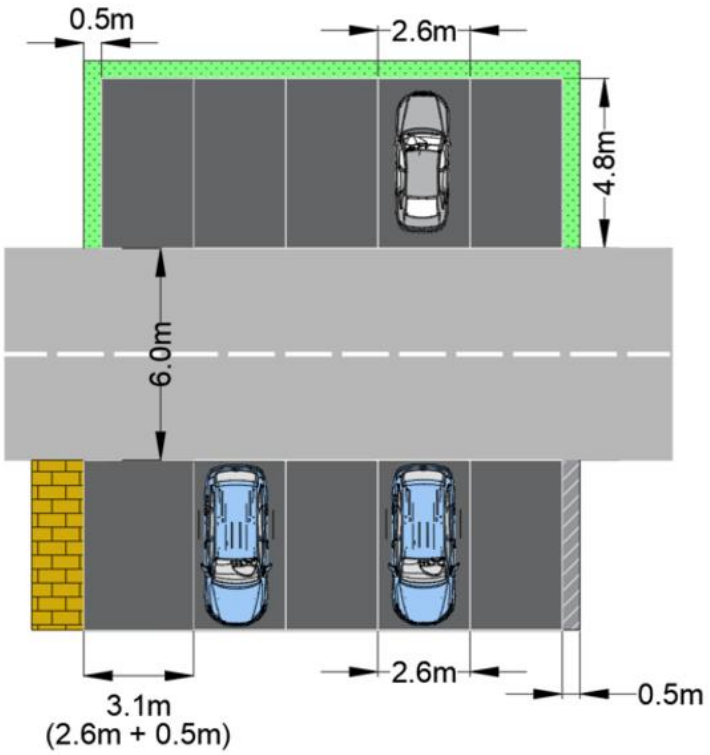
8.2 This section provides parking layout and design guidance for cars, bicycles, electric vehicles, powered two-wheelers, and for accessible spaces. The guidance aims to effectively integrate parking into developments whilst ensuring that provision is inclusive, efficient, and aligned with national and local policy objectives.

Standard Vehicle Parking

8.3 **Car parking spaces should have minimum clear dimensions of 2.6m (width) x 4.8m (length).**

8.4 When spaces are perpendicular to the carriageway, a minimum distance of 6.0m aisle / carriageway width should be provided behind the parking space to allow sufficient room for a vehicle to turn into / out of the space. The typical arrangements for parking bays perpendicular to the carriageway are shown in Figure 3.

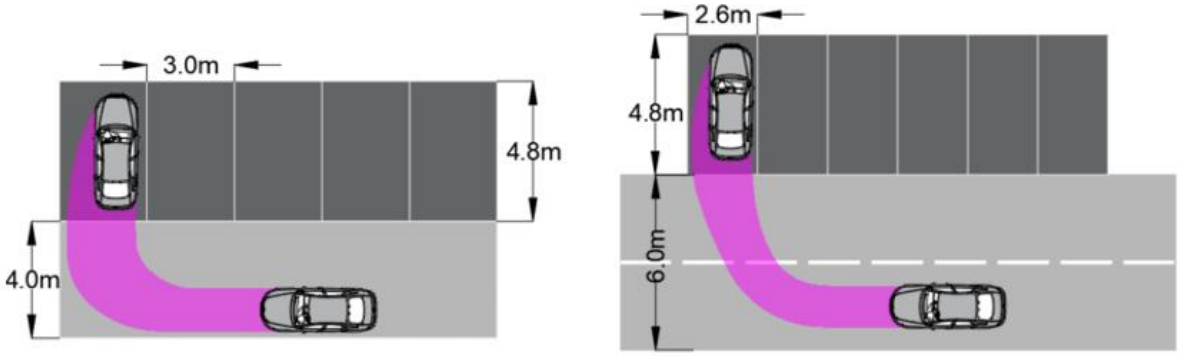
Figure 3: Perpendicular Parking Arrangement



8.5 Where a space lies adjacent to a wall, vertical structure or other obstructions (such as dense vegetation) the parking bay width should be increased by 0.5m to allow sufficient room for vehicle occupants to access / egress a vehicle. This can be accommodated within the width of a parking bay by increasing the width to 3.1m, or provided as a separate 0.5m strip.

8.6 The aisle width can potentially be reduced from 6.0 metres down to 4.0 metres by increasing the parking bay width from 2.6m to 3.0m. This allows room for a vehicle to turn in / out of the space without the potential for collision with adjacent vehicles or structures. This arrangement is shown in Figure 4.

Figure 4: Perpendicular Parking Arrangement (Alternative)

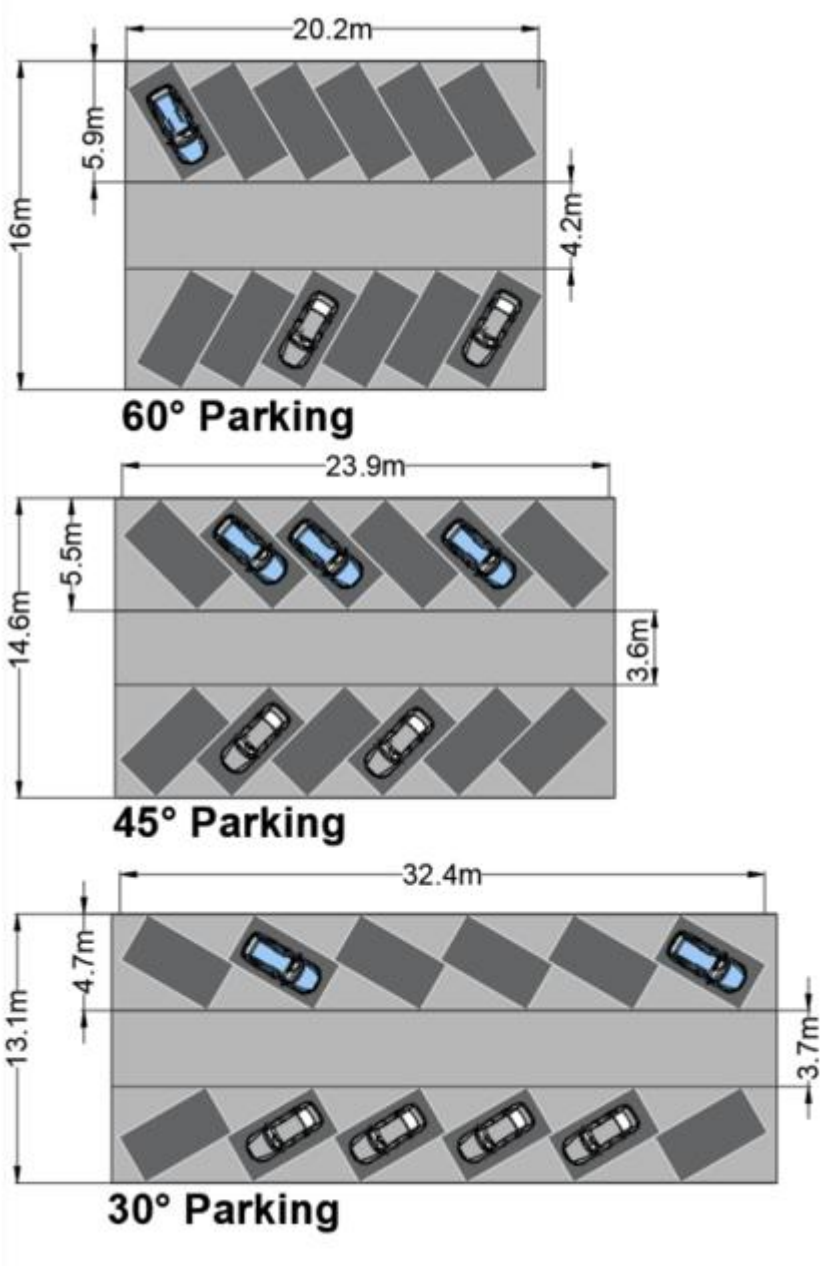


8.7 Where required, For some parking areas, the aisle widths can be reduced within parking layouts by positioning the parking bays at an angle, as illustrated in Figure 5. Angled spaces are not accepted on general access carriageways and will only be permitted within parking areas where conditions allow without compromising highway safety.

- At a 60 degree angle the carriageway width may be provided at 4.2m, with bays protruding 5.9m into the carriageway;
- At a 45 degree angle the carriageway width may be provided at 3.6m, with bays protruding 5.5m into the carriageway; and
- At a 30 degree angle the carriageway width may be provided at 3.7m with bays protruding 4.7m into the carriageway.

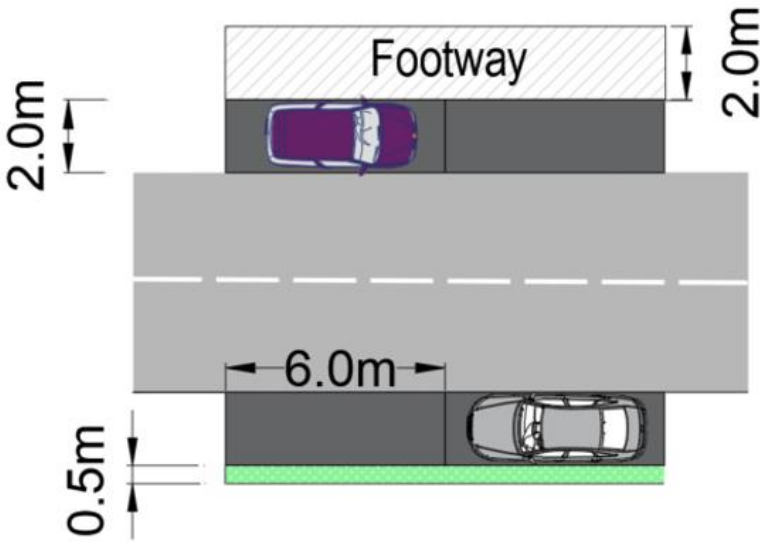
8.8 Angled parking can be more challenging for pedestrians to access and use depending on the space provided between vehicles. This should be considered when preparing parking layouts.

Figure 5: Angled Parking Arrangement



8.9 Parallel parking bays which are against a footway or suitable pedestrian provision should have minimum dimension of 2.0m (width) x 6.0m (length). This length allows vehicles to manoeuvre forwards and backwards within the bay as required. Spaces are required to be 0.5m wider (i.e. up to 2.5m) when located adjacent to an obstacle or vertical structure. The typical arrangement of parallel bays is shown in Figure 6.

Figure 6: Parallel Parking Arrangement



Disabled Parking

8.10 The location, layout and design of disabled parking is an important consideration when preparing proposals for parking areas. The provision of fully accessible parking is a fundamental element of providing suitable access to buildings for people with disabilities.

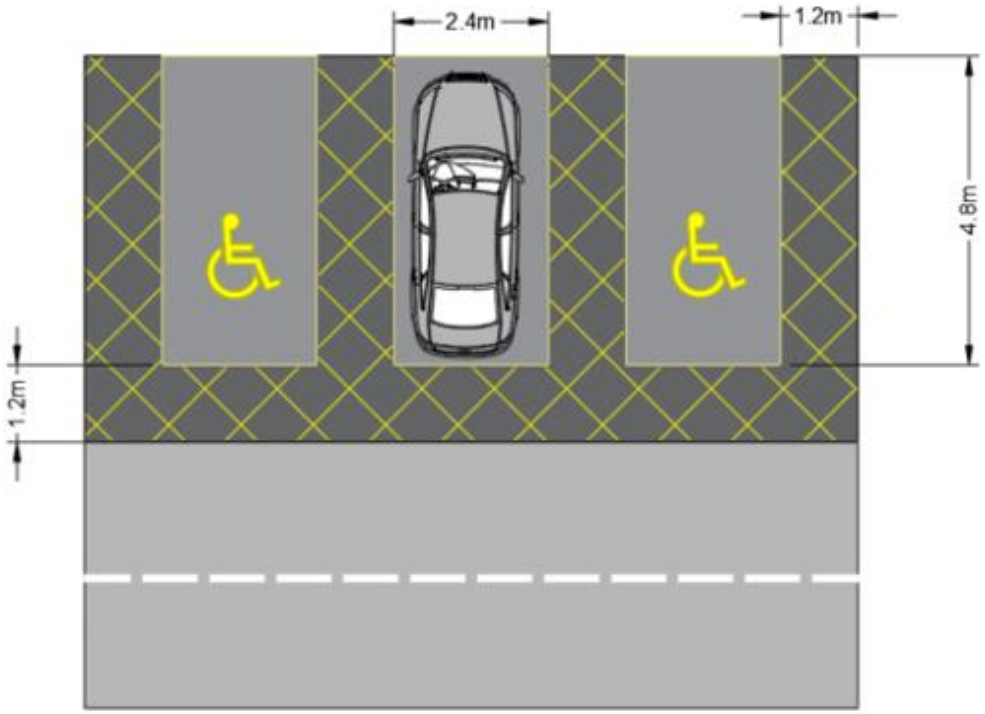
8.11 Designers should refer to '*Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'* when preparing car park layouts for people with disabilities.

8.12 Disabled spaces should be located as close as possible to building entrances, ideally within 50m. Accessible spaces should be located adjacent, or as close as possible, to the entrance to the facility they serve, and no more than 50m away. The route between parking and the facility entrance venue should be free of obstructions, level or ramped and easy to navigate.

8.13 Disabled parking spaces should be located on firm and level ground. The surface of such spaces should be located on surfaces which are even and stable, with any variation of surface profile not exceeding ± 5mm (e.g. between paving, surface features or different surfaces). Parking bays should ensure that both drivers and passengers can enter and exit vehicles., either of whom may have a disability.

8.14 As demonstrated in Figure 7, disabled parking spaces should have minimum dimensions of 2.4m (width) x 4.8m (length) with an additional 1.2m margin around three sides, as shown in Figure 7. The margin can be shared between adjacent bays.

Figure 7: Disabled Parking Arrangement



Cycle Parking

8.15 This guidance which is set out in this document on the suitable design and layout of cycle parking builds upon, and should be read in conjunction with, the Welsh Government's 'Active Travel Act Guidance' (July 2021)'.

8.16 The provision of convenient, secure, and high-quality cycle parking is essential for enabling cycling modes. In addition, locating cycle parking conveniently, close to destinations and / or transport interchanges, plays a vital role in prioritising active travel modes over other forms of transport as well as reducing overall journey times and effort by bike. Wherever possible, the walking distance between cycle parking and journey origins / destinations should be as short as possible. Cycle parking should be designed to be found to be more convenient to access than vehicle parking.

8.17 Developers and their designers should be mindful of security and personal safety implications. Providing secure parking facilities at both ends of a journey reduces the risk of theft and vandalism. Parking which is safe (and is also perceived to be safe) provides confidence to undertake a journeys by bicycle.

8.18 The design and implementation of high-quality infrastructure which is attractive as well as being easily useable and to both existing and potential cyclists is essential to ensure the uptake of cycling modes at new development.

Location of Cycle Parking

8.19 The following typical key considerations should be used when determining the suitable location of cycle parking:

- Security – cycle parking must allow users to secure their cycle with a variety of lock types.

- Lighting – essential for personal security and for parking after dark.

- Weather protection – careful consideration of surroundings can provide beneficial coverage whilst still allowing transparency for personal safety and security, for example roof overhangs, rather than having to install specific shelters. Dry cycle storage is important for long-stay parking facilities.

- Obstruction – parked cycles should not obstruct routes used by pedestrians and can be a hazard to blind and partially sighted people. Visual aids such as high visibility markings on the outer stands in a row or contrasting colour/texture paving may be used to delineate cycle parking areas, in addition to tapping rails.

- Integration - potential to integrate with existing street furniture, urban realm, signing or planting.

- Accessible - located on level ground or, if this cannot be achieved, perpendicular to the slope to avoid cycles rolling down the slope.

- Safety - Located in obvious, clean, maintained and overlooked areas to deter vandalism/theft, and to make users feel safe and welcome.

- Convenience - Located where a safe, comfortable, coherent, attractive and direct route is available to/from the facility.

Short Stay and Long Stay Cycle Parking

8.20 All development is required to provide both long-stay and short-stay cycle parking to accommodate the range of cycle parking needs for users of a new development. These are distinct types of cycle parking provision which have different design and layout requirements:

- Long-stay parking is intended for those such as residents and / or employees. It should be fully secure and provided undercover within the curtilage of the development.
- Short stay cycle parking is intended for those such as visitors and / or customers who may be staying for a few hours. Short-stay parking should therefore be located conveniently, as close as possible to building entrances (ideally within 30m) and be positioned to benefit from natural surveillance.

8.21 A key distinction in the infrastructure and located requirements for long-stay and short-stay parking will affect the difference in the risk of theft and / or vandalism. In long-stay cycle parks thieves / vandals may have the opportunity to work undisturbed for longer. Measures such as limiting access to registered keyholders should be considered.

8.22 In short-stay cycle parking, there is a natural trade-off between convenience of access and security which means that cycles are more visible to thieves / vandals. These differences will need to be carefully considered in the preparation of cycle parking proposals.

8.23 In the case of some development proposals, it may be appropriate to co-locate short and long stay cycle parking or share parking facilities with either existing developments or as part of a mixed-used proposal. Where this is planned, suitable justification and evidence should be provided that the needs of all users have been successfully met.

8.24 All development is also required to provide at least 30% of the provision of both short and long stay cycle parking as accessible by a range of "non-typical" bicycles (including, but not limited to, adaptive cycles, electric bicycles, tricycles, and cargo bikes used for transporting goods or children). Further details as to the appropriate design of accessible cycle parking are provided below.

Layout and Design Requirements

8.25 For clarity, a "cycle parking bay" refers to the amount of space which should be set aside within a design for accommodating a parked bicycle with associated stand. Default dimensions should be the first consideration for the design / layout of cycle parking. In some instances, and only by agreement with the Council, the permissible minimum dimensions can be used.

8.26 The BCB "default" and "permissible minimum" space requirements for a standard cycle parking "bay" are detailed in Table 14. These dimensions apply to both long and short stay cycle parking layouts.

8.27 The space requirements for accessible cycle parking are also provided in Table 14. At least 30% of the provision of all long and short stay parking should be accessible. No minimum dimensions for accessible parking are permitted.

Table 14: Standard Cycle Parking Dimension Requirements

Dimension	Standard		Accessible
	Default	Permissible Minimum	
Bay Length	2.0m	1.8m	3.0m
Distance between stands	1.2m	1.0m	1.2m
Distance to structure	0.9m	0.7	1.5m
Aisle Width	3.0m	1.8m	4.0m

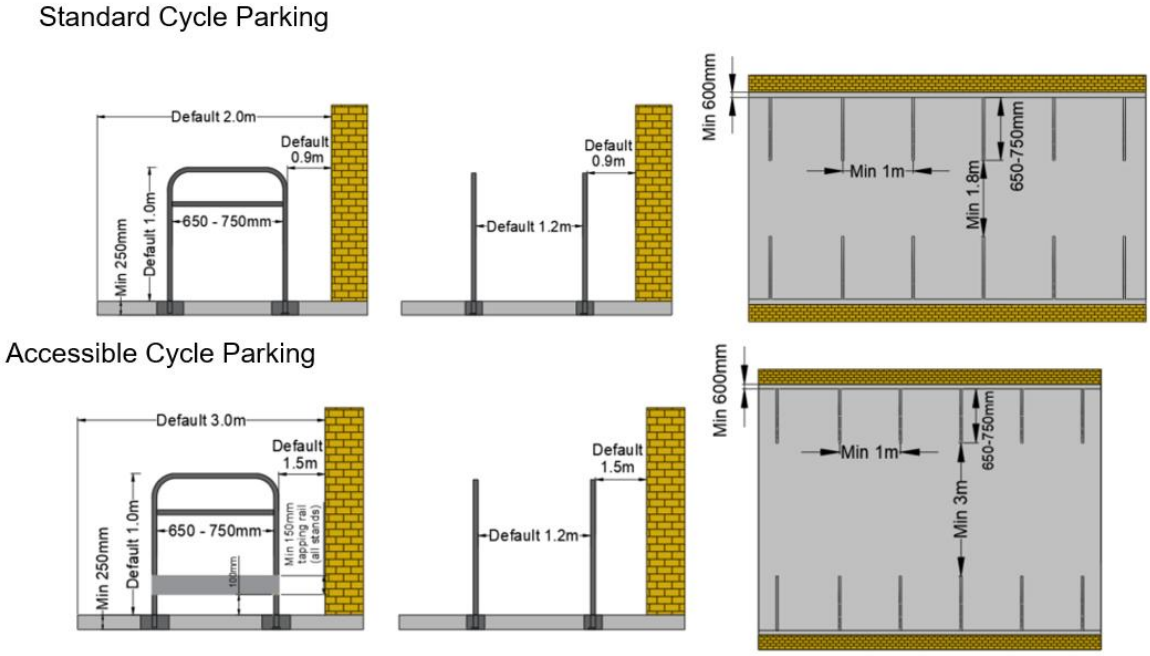
Note: The distance between stands can be shared where adjacent to another bay. Otherwise, the distance to structure measurement should be used.

8.28 Sheffield-type stands are typically preferred by local authorities as a suitable form of cycle parking infrastructure to comply with these dimensions for both long and short-stay parking. Other stand types can be used, and their design and layout should demonstrate how they comply with requirements. Sheffield-type stands are suitable for all forms of cycle parking because they are:

- Able to provide two cycle parking spaces per stand;
- Secure, allowing locking of both frame and wheels to anchor points within the ground;
- Adaptable to a variety of layouts and scales of cycle parking;
- Suitable for most types of cycle, including e-bikes, adaptive cycles and cargo bikes;
- Easy to install, use and maintain; and
- Ubiquitous, universally recognised as cycle parking by both cyclists and non-cyclists.

8.29 Sheffield type stands can be arranged either in a parallel configuration or positioned at a 45-degree angle relative to an adjacent wall. Further details, along with the arrangements of Sheffield-type cycle parking is illustrated in Figure 8.

Figure 8: Typical Standard and Accessible Cycle Parking Arrangement



8.30 The provision of a crossbar is essential to accommodate smaller bicycles within locations where children are expected to be frequent users, such as educational institutions, libraries, and recreational facilities. Additionally, tapping rails must be installed at both ends of on-street Sheffield stand runs to aid visually impaired pedestrians.

8.31 Proposals for alternative cycle parking solutions are permissible where they are shown to be suitable in terms of useability capacity, durability and security. In space-limited, or high-density settings like student housing and offices, two-tier parking systems may be appropriate for use. Two-tier systems must allow frame locking and meet minimum dimensions of a 2.5m aisle width (3.5m for double-sided), 2.7m vertical clearance, and 0.5m between stands.

8.32 Where alternative cycle parking arrangements are proposed, at least 30% should still be suitable for accessible cycle parking, which is considered to be most appropriately met through the provision of Sheffield-type stands.

8.33 The design of cycle parking layouts should ensure that there is sufficient space to enable cyclists to conveniently access parked bicycles. This includes provision of the specified aisle width in Table 14, but also in relation to routes to / from cycle parking. Overly cluttered or densely designed parking solutions will not be accepted. The co-location of bicycle and refuse storage is not suitable for making cycling an attractive mode of transport and should be avoided wherever possible.

8.34 The access routes between cycle parking facilities and the public highway must be provided without obstructions or obstacles, for example stepped routes, navigation between parked vehicles etc. The number of doorways or gateways which a cyclist would need to wheel / carry a bicycle through should be minimised to only those required to provide security. Whilst some cyclists may be able to carry bicycles over or around obstacles, this can be a significant barrier to the uptake of cycling and the use of larger or non-standard cycles and therefore is unlikely to be suitable for accessible cycle parking. Cycle parking should occur on level ground wherever practicable. In instances where this is not achievable, stands must be oriented perpendicular to the gradient to mitigate the risk of bicycle movement.

8.35 Long-stay cycle parking should be provided within a dedicated bicycle storage facility located within the curtilage of the proposed development for the purpose of safety and security.

8.36 Within residential developments, the storage of cycles within buildings, communal facilities, sheds, outbuildings or garages is acceptable only where it meets the dimensions in Table 14 and is conveniently accessible. Access must not require residents to carry or drag cycles through living accommodation. An external door or a suitable communal route must provide direct, unobstructed access, with sufficient width, turning space and door clearance for accessible and non-standard cycles. Garages must accommodate cycle storage without compromising any car-parking space counted towards the agreed provision.

8.37 Within workplaces, facilities such as changing rooms, showers, and lockers play a vital role in encouraging cycling and in meeting Travel Plan

requirements. Facilities should be adequate to meet current demand as well as accommodating future growth in active travel.

8.38 Cycle parking layouts should include the necessary facilities and infrastructure to enable the charging of e-bikes. The power-assistance provided by an e-bike enables a wider range of users to make more journeys by bicycle, and as such are supported by the Council. It is therefore important that e-bike charging is suitably accommodated within cycle parking design.

8.39 The majority of e-bikes require a standard 230V power socket to enable charging, however more efficient / formal arrangements are likely to be required for most publicly accessible parking. The relevant Fire Authority should be consulted in relation to the proposed location and arrangement of e-bike charging facilities.

Electric Vehicle Parking

Location of Electric Vehicle Parking

8.40 The design layout and location of electric vehicle parking should ensure that it:

- Is provided in line with the requirement for disabled parking (i.e. has routes from bays to building entrances which are safe, convenient, and fully accessible, and no more than 50m in length);
- Has good levels of mobile telephone signal coverage at the site, as many charge points require a mobile signal to process payments;
- Is well lit, and where possible subject to natural or CCTV surveillance
- Has sufficient room for maintenance;
- Will not result in an obstruction to the highway (including carriageway, footways or cycleways etc.); and
- Has sufficient protection from damage, for example from vandalism, tree roots, suspectable to floodings etc.

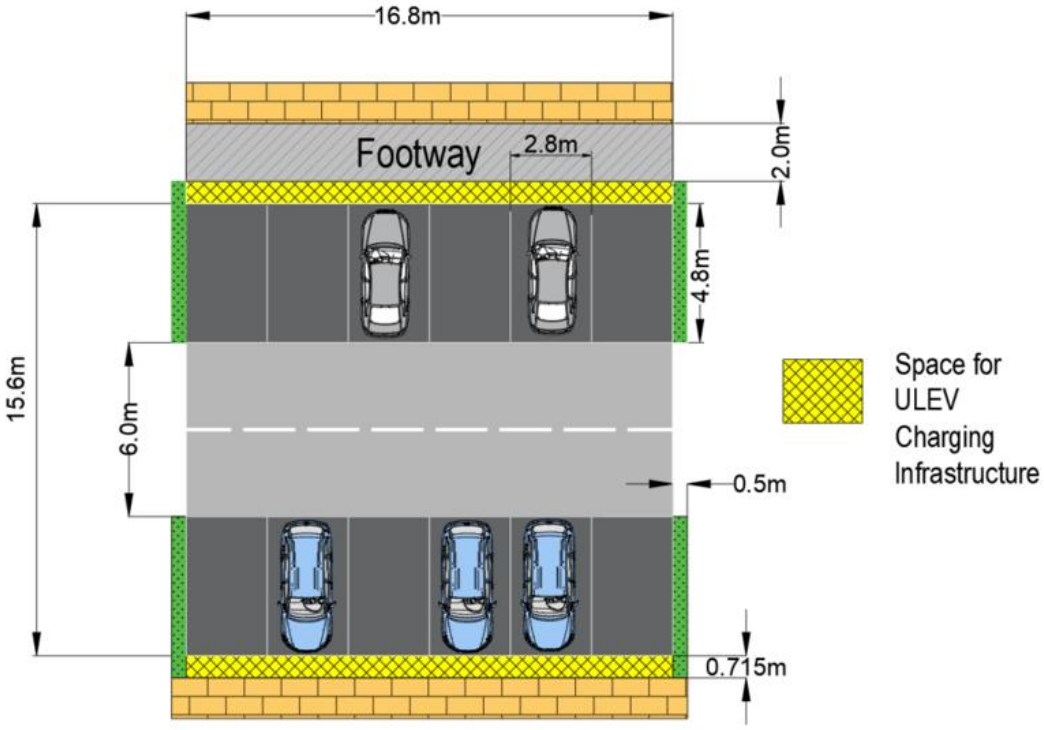
Dimensions of Electric Vehicle Parking Bays

8.41 The dimensions of electric vehicle parking bays are as per a standard vehicle bay (4.8m x 2.6m) with a preferred provision of 1.2m margin on all sides (i.e. as per a disabled parking bay).

8.42 In order to accommodate side charging and pedestrian access, an absolute minimum margin of 0.6m is required on each side of an electric vehicle space. In instances where electric vehicle parking bays are provided adjacent to each other, the margin can be shared.

8.43 An illustrative arrangement of electric vehicle parking is provided in Figure 9.

Figure 9: Electric Vehicle Parking Arrangement



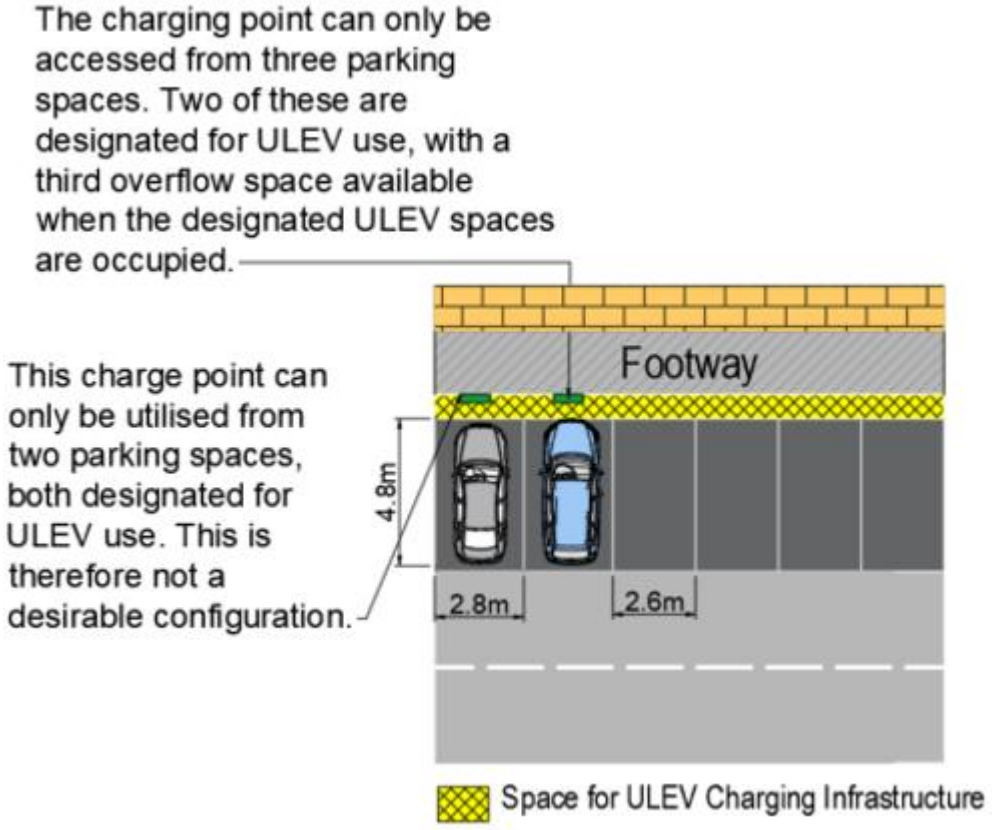
Positioning of Chargepoints

8.44 The location and position of charging infrastructure should never require vehicles to be parked on the footway or across a number of spaces in order for cables to reach. Chargepoints should not be positioned in a way where the cable will cause obstruction to the highway (including footways and other pedestrian / cycle routes).

8.45 In typical situations, a minimum clearance of 715mm should be retained between the edge of the parking bay and any other structure (i.e. building, wall etc.) to allow sufficient space for the provision of charging infrastructure. A preferred minimum of 1.2m should be provided between the chargepoint infrastructure and parking bay to enable access for all users.

8.46 The chargepoints should be positioned so as to serve as many spaces as possible. The majority of charging cables are between 4m and 8m in length and therefore charge points should be considered to have a nominal reach of 5m. The ideal positioning of chargepoints would be such that in the event that all dedicated charging spaces are filled, electric vehicle users can still access the charging facilities from adjacent 'standard spaces', as is demonstrated in Figure 10.

Figure 10: Positioning of Charging Points

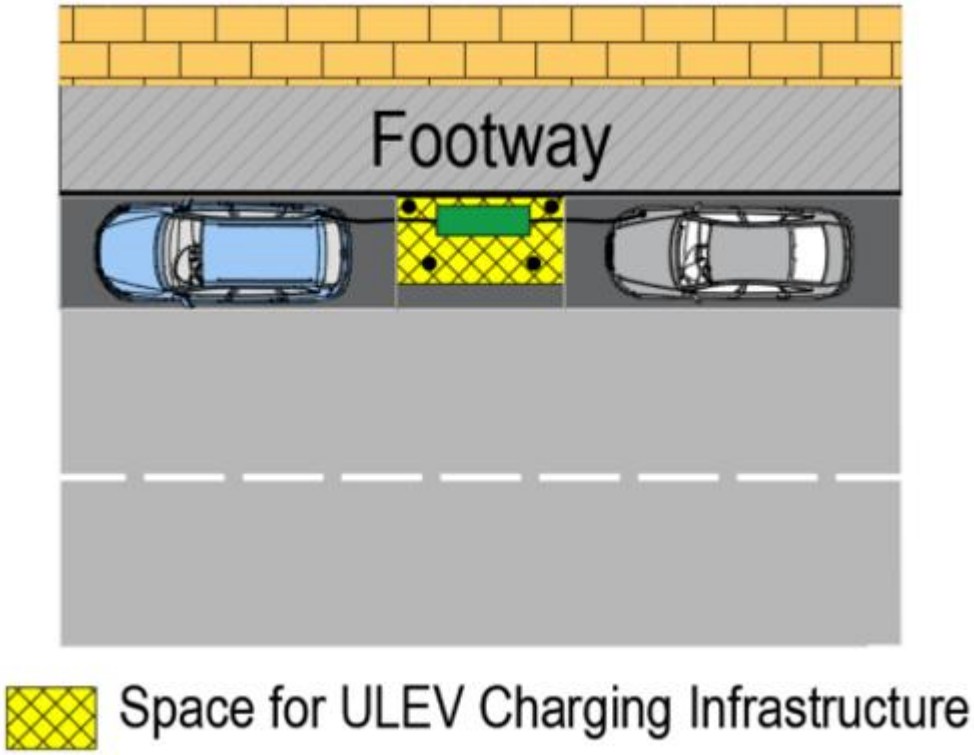


On-Street Electric Vehicle Parking

8.47 Chargepoints for on-street electric vehicle parking can be positioned within the footway or carriageway, however there should be no obstruction to the safe and suitable operation of the highway for all users. The position should not result in localised narrowing of footways and should not be located on the far side of the footway to the parking bay (i.e. on a wall mounting or similar) as this will lead to cables trailing over the footway.

8.48 Where the chargepoint is to be provided in the carriageway, or would otherwise obstruct the footway, it should be installed within a dedicated kerb build-out. A typical arrangement for “on-street” electric vehicle charging is provided in Figure 11. In cases where footway widths are less than 1.5m, the chargepoint should be positioned within the carriageway.

Figure 11: Electric Vehicle Parking Arrangement (On-street)



Residential Electric Vehicle Parking

8.49 Where electric vehicle charging is provided on driveways, chargepoints are typically positioned on a structure adjacent to the parking location. The installation of electric vehicle chargepoints at a residential properties falls under permitted development where the following criteria are met:

- More than 2m from the highway; and
- Under 1.6m in height, or $0.2m^3$ if wall mounted.

Passive Electric Vehicle Parking

8.50 The location, layout and design of passive electric vehicle provision should be provided during the early design stages and detailed within planning application submissions.

8.51 The location of passive electric vehicle parking should have the same considerations as active facilities, although it is acknowledged that passive provision by definition may not be as accessible or desirable as the active provision allocated from the outset of the design.

8.52 Spaces designated as having passive provision can be provided as standard size parking bays from the outset. Upon conversion from passive provision to active provision, the size of the parking space will need to increase to incorporate the necessary margins. As a result, developers should be aware that this may lead to a reduction in the total number of parking spaces. The design of car parks should also account for the changes in kerbs and lining which may be required. The future arrangement of the car park will be subject to agreement with the LHA at the time passive provision is brought into use.

Powered Two-Wheel Parking

8.53 Parking for powered Two-Wheel vehicles should be located in a safe, secure and convenient location where other vehicles cannot encroach or obstruct the parking area.

8.54 Motorcycles are known to be prone to theft. Therefore, parking facilities should be located in areas that benefit from natural surveillance. In certain

instances, the introduction of CCTV or other security means could be necessary.

8.55 The effective dimensions of motorcycles can vary from between 1.6m to 2.3m in length and 0.65m to 0.9m in width. A bay size of 2.8m x 1.3m will accommodate most powered two-wheel parking requirements in most instances.

8.56 Robust anchor points must be provided, accommodating a range of motorcycle wheel sizes and allowing secure locking without creating trip hazards. Layouts should include larger marked bays for riders with reduced mobility; stable surfaces resistant to stands sinking in hot weather; and consideration of covered long-stay parking, clothing and helmet lockers and litter bins. Locate parking where larger vehicles cannot screen theft. Further guidance is available in Manual for Streets.

Operational Parking

8.57 The typical parking dimensions required for common operational vehicles are provided in Table 15, although the precise requirements for operational vehicle parking will vary from site to site and should be subject to discussion and agreement with the LHA.

Table 15: Operational Vehicle Parking Dimensions

Vehicle Type	Bay Dimensions
Articulated Vehicles	16.5m x 2.55m
Articulated Low Loader Vehicles	18.0m x 2.55m
Rigid Vehicles	12.0m x 2.55m
Buses and Coaches (two-axle)	13.5m x 2.55m
Buses and Coaches (three-axle)	15.0m x 2.55m
Buses and Coaches (Articulated)	18.75 x 2.55m

8.58 In most cases, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time. Sufficient space should be provided in order to allow a vehicle to load / unload without compromising the operation of the highway Parking bays may be required if a vehicle is expected to be located on-site for a significant period of time (for example if stored overnight). If such parking bays are considered necessary, provision may be required to prevent these spaces from being used by other vehicles.

8.59 In some cases, the provision of operational parking spaces will be permitted on-street, for example through the provision of a layby. Such provision should be secured through a Traffic Regulation Order.

Appendix A

Sustainability and Parking Reduction Assessment

Purpose

The parking standards within this SPG already take account of the broad accessibility characteristics of different parts of BCB through the Parking Zone system. This Assessment therefore considers whether the specific characteristics of an individual site justify provision below the applicable Zonal Maximum Parking Standard.

The Assessment should not simply repeat the characteristics which resulted in the allocation of a particular Parking Zone. It should identify whether the development has accessibility, parking management or travel characteristics which are materially better than would normally be expected within that Zone.

A favourable sustainability score does not create an automatic entitlement to reduced parking. Before any reduction is applied, the Highway Suitability Gateway below must be satisfied.

Highway Suitability Gateway

A reduction below the Zonal Maximum Parking Standard will only be supported where the LPA, in consultation with the Local Highway Authority, is satisfied that likely parking displacement would not result in an unacceptable impact upon highway safety or the safe and efficient operation of the highway.

- Consideration will include:
- existing parking demand and parking stress;
- carriageway and footway widths;
- visibility requirements and junction operation;
- pedestrian crossing points and pedestrian desire lines;
- wheeling and cycling routes;
- bus routes and bus stops;
- access for emergency and service vehicles;
- turning areas and manoeuvring space;
- existing Traffic Regulation Orders and parking controls;

- known speeding or traffic management concerns;
- the existing arrangement and function of the highway;
- existing or known highway safety issues;
- the availability, suitability and management of alternative public or private parking.

Where surrounding streets are likely to accommodate displaced demand, proportionate parking survey evidence may be required.

Failure to satisfy the Highway Suitability Gateway means that the sustainability score will not, by itself, justify reduced parking provision.

Sustainability Assessment

A maximum score of 10 points is available.

Award only the highest evidenced score in each criterion, with a maximum of two points per criterion and ten overall. Count services only where they offer a practical journey for the intended users during the relevant operating, commuting and return periods. The completed assessment must explain how the claimed benefit is materially better than the normal conditions in the applicable zone; the same measure must not score twice.

Table 1: Sustainability Assessment

Criterion	0 points	1 point	2 points
Access to everyday facilities	Fewer than two relevant everyday facilities within 800m walking distance	At least two relevant everyday facilities within 800m walking distance	At least two relevant everyday facilities within 400m walking distance
Public transport accessibility	No appropriate regular bus or rail service within 800m walking distance	Regular bus or rail service within 800m walking distance	Regular bus or rail service within 400m walking distance with practical access to key destinations
Public transport frequency	Fewer than two services per hour, or materially limited service	At least two services per hour during the principal operating or commuting period	At least four services per hour during the principal operating or commuting period, or

Criterion	0 points	1 point	2 points
			equivalent high-frequency rail provision
Wheeling and cycling connectivity	No suitable direct connection	Suitable walking, wheeling or cycling connection to a relevant destination or Active Travel Network route within 800m	Direct, coherent and usable walking, wheeling or cycling connection within 400m which materially improves access to key destinations
Parking management and demand reduction	No substantive measures proposed	One substantive measure secured	Two or more substantive measures secured, or robust site-specific evidence demonstrates materially lower parking demand

Relevant everyday facilities may include food shops, schools, healthcare facilities, local centres, employment, community facilities and other destinations likely to reduce the need to travel by private car.

Walking and wheeling distances must be measured along routes which are genuinely available to users and not as straight-line distances. The quality, gradient, crossing provision, lighting, continuity and accessibility of the route should also be considered.

A route should not score solely because it exists geographically. It must be reasonably direct, usable and appropriate for the likely users of the development.

Parking Management and Demand Reduction Measures

Measures which may contribute towards the parking management and demand reduction score include:

- controlled or managed shared parking;
- car-club provision;
- demonstrably effective Travel Plan measures;

- public transport incentives;
- secure cycle facilities materially exceeding the minimum standard;
- shared vehicle arrangements;
- workplace or residential parking management measures;
- evidence of demonstrably lower parking demand associated with the proposed use or management model;
- other secured measures which can reasonably be expected to reduce private car parking demand.

Measures which merely repeat minimum requirements elsewhere in this SPG should not normally attract additional sustainability points.

Parking Reduction

Subject to the Highway Suitability Gateway being satisfied, the following reductions from the Zonal Maximum Parking Standard may normally be considered:

Table 2: Parking Reductions

Sustainability Score	Maximum Reduction
0–3 points	No reduction demonstrated through this Assessment
4–5 points	Up to 10%
6–7 points	Up to 20%
8–10 points	Up to 30%

The percentage reduction represents the maximum reduction that may be justified through this Assessment and does not create an entitlement to that reduction.

The appropriate reduction will be determined having regard to the nature of the development, likely parking demand, the characteristics of the site and the conclusions of the Highway Suitability Gateway.

Residential Development

For residential development outside Zone 2, application of the Assessment should not normally result in provision of fewer than one vehicle parking space per dwelling.

Provision below one space per dwelling may be considered only in exceptional circumstances where the development is demonstrably car-free or very low-car, has excellent access to alternative modes of travel, appropriate management arrangements are secured and there is no unacceptable consequential impact upon surrounding streets or the wider highway network.

Any reduction in residential parking must also have regard to visitor parking demand and the ability of surrounding streets to safely accommodate any displaced parking.

Exclusions

- Reductions through this Assessment do not apply to:
- minimum cycle parking requirements;
- minimum operational parking, servicing, loading or manoeuvring requirements;
- disabled parking provision identified as necessary for the development;
- any dedicated accessible parking requirement;
- any other minimum provision specifically identified elsewhere in this SPG.

Application

The applicant should submit sufficient evidence to allow the Sustainability Assessment and Highway Suitability Gateway to be verified.

The level of evidence should be proportionate to the scale and nature of the development. This may include walking and wheeling route plans, public transport timetables, parking surveys, parking accumulation assessments, Travel Plan measures, details of parking controls or other relevant transport evidence.

Where the Local Planning Authority or Local Highway Authority considers that the evidence does not accurately represent the likely parking or transport effects of the development, a lower reduction, or no reduction, may be applied.

Example Methodology

All distance-based assessment should be as travelled and not as the ‘crow flies’, this includes cycle and walking distances. Ilustrative examples are provided in Figure 1 (correct methodology) and Figure 2 (incorrect methodology) for walking to facilities.

Figure 1: Walkable Routes Distance-Based Assessment



✓

Total distance: 232 meters

Figure 2: 'As the Crow Flies' Distance-Based Assessment



✗

Total distance: 94 meters

Note: Example based on a calculation of walking distance between Derwen Road and Bridgend Railway Station.


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