



Supplementary planning guidance

Residential parking standards

October 2023

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About supplementary planning guidance

The Minister for the Environment may publish supplementary planning guidance in the form of guidelines and policies in respect of: development generally; any class of development; the development of any area of land; or the development of a specified site¹. Supplementary planning guidance is designed to operate under the Island Plan and is complementary but subordinate to it.

Supplementary planning guidance may cover a range of issues, both thematic and site specific, and provides further detail about either policies and proposals in the Island Plan, or other issues relevant to the planning process.

Where relevant, supplementary planning guidance will be taken into account as a material consideration when making planning decisions.

The current supplementary planning guidance is listed and can be viewed [online](#).

¹ Article 6 of the Planning and Building (Jersey) Law

1. Introduction

This supplementary planning guidance has been adopted and published in accord with part of Proposal 33 of the bridging Island Plan which states that the Minister for the Environment will develop supplementary planning guidance for sustainable transport zones (STZ) to:

- establish standards for the provision of motorised and non-motorised vehicle parking:
 - for various forms of development, including residential to meet all users' needs, including those of visitors; and / or
 - for the zone, or any part of the zone.
- set out any planning policy considerations and associated standards:
 - for the provision of associated facilities to support sustainable travel;
 - for the provision of electric vehicle charging infrastructure or services;
 - or other low emission technologies, and / or
 - to advance other policies set out in the Sustainable Transport Policy or a related policy plan.

Draft supplementary planning guidance was prepared, following engagement with the Department of Infrastructure, Housing and Environment (Transport and Operations), and published for consultation in March 2023. This generated constructive feedback on the long-awaited proposed revision to parking standards. The Minister has carefully considered the responses received and has made changes to the draft guidance. The revised guidance will assist with the consistent application and interpretation of **bridging Island Plan Policy TT4: Provision of off-street parking** (see policy at appendix 1).

Its adoption supersedes any previous guidance issued in relation to residential parking standards².

This guidance is principally aimed at those involved in the planning and design of any new residential development and it will also assist decision-makers in the determination of planning applications for residential development.

The operation and use of this guidance will be monitored during the plan period of the bridging Island Plan and its effect considered as part of any subsequent review of guidance or Island Plan policy. Changes to the relative accessibility of different parts of the island, as a result of the provision of active travel infrastructure; changes to the bus service; or the availability of and access to public parking provision, will also be kept under review, and may warrant changes to the spatial extent and definition of sustainable transport zones.

² Previous planning guidance includes, but is not limited to, Planning Policy Note No. 3: Parking guidelines (1988). It also supersedes any standards and guidance, related to the provision and standards for residential parking, set out in Access onto the Highway - Standards and Guidance (2019).

2. Context

The availability and location of parking provision, for cars as well as bikes, is one of the key influences on personal travel choice. The ability to park is fundamental to the use of all vehicles and the availability of parking at the start and end of each journey is a critical factor in the use of bikes, motorcycles or cars and whether we choose other modes of travel, such as walking or taking the bus.

Parking also has a key role in supporting those with disabilities where choice of travel modes may be more limited.

Its effect on travel mode choice influences all types of vehicular traffic flows with direct implications for vehicular congestion, carbon emissions, noise pollution and air quality; and wider implications for road safety, health and wellbeing.

As a small island, there is a finite supply of developable land, which is increasingly under pressure, and which must be used in a responsible and sustainable manner. The use of land for car parking is not an efficient one when the demand for development, and particularly the provision of new homes, is high. Its quantum, design and siting can also detract from the quality of the public realm and the character of both urban and rural settings.

The planning system can influence travel choice and the extent to which land is used efficiently, through the development and application of standards for the provision of parking space, for bikes, motorcycles and cars. It can ensure that people with reduced mobility and access needs have the parking that they need. It can also influence the type of bikes and vehicles that might be used through the provision of electric charging infrastructure.

These standards have been developed to contribute to the delivery of these objectives. They accord with and support the delivery of the bridging Island Plan, the Sustainable Transport Policy and the Carbon Neutral Roadmap.

3. Parking standards and their use

3.1 Parking provision as a material consideration

The parking standards set out in this guidance are to be considered within the context of the Island Plan; they do not override policy considerations established by the plan but should be used to guide and test the adequacy of development proposals, relative to the established policy requirements.

This advice note provides guidance on the cycle, motorcycle and car parking standards which decision-makers will be required to have regard to, as a material consideration, in assessing proposals for new residential development and the extent to which development proposals comply with them.³

These standards deal with the amount, type and specification of off-street parking that is required to be provided – for bikes, motorcycles and cars - as an integral part of a

³ See Article 6 (3) [Planning and Building \(Jersey\) Law 2002](#)

development proposal involving the creation of new homes or extended residential accommodation.

The development and adoption of residential parking standards helps to provide and ensure a more consistent approach to the assessment of development proposals, at both a pre-application and planning application stage.

The guidance also addresses the use of planning conditions and obligations that might be used to secure the provision, and to manage the future use, of parking space, or other sustainable transport services, provided in association with residential development.

Any variation from the adopted minimum parking standards will require justification, which may be related to the specific nature of the site, or the provision of commuted payments or services to support alternative sustainable transport for the users of the development. In the case of variation from maximum standards, this may relate to the intended use or occupants of the development (e.g. where there may be a greater proportion of people with disabilities), and should be addressed as part of a travel plan for the development.

In all cases, any deviation away from adopted parking standards will need to demonstrate that this would not cause problems of indiscriminate and inappropriate parking in the locality causing on-street parking congestion, negative impacts on access, implications for highway safety, and the quality of place.

3.1.1 Alternative sustainable transport measures: shared transport

To encourage a shift to more sustainable modes of transport, support may be given for residential development that does not meet adopted minimum car parking standards, where other sustainable transport infrastructure or services, is secured (or contributions towards them made), and where it can be demonstrated that any deviation will not lead to problems of indiscriminate parking in the locality. Sustainable transport measures might include, for example, the introduction of some form of shared mobility schemes such as car clubs, pool cars, or cycle hire schemes.

Initiatives such as these can play a role in supporting people to transition from car ownership, whilst still affording access to a bike or car when required for travel. Car clubs are most appropriate when paired with wider incentives, such as the wider management of residential parking, priority membership for residents, improvements in public transport and the provision of new active travel infrastructure.

There is scope for shared transport solutions to be delivered off-site but only where a developer can demonstrate that the provision of a shared transport facility or service is in close proximity and accessible to residents of the development. Any such provision would need to be specified and managed through a planning obligation agreement.

The provision of other alternative sustainable transport measures should have regard to the need to ensure equitable access for all users, including people with disabilities.

3.2 Definitions

3.2.1 Residential development

The standards in this guidance are designed to be applicable to all forms of residential development where planning permission is required, including new residential buildings; extensions to existing residential buildings; and changes of use to provide homes.

The key parameters for the amount of parking required to be provided, as set out in the standards, include:

- its location determined relative to series of defined sustainable transport zones; and;
- the number of bedrooms, homes or residents that could be accommodated by various forms of residential development.

Standards are provided for the development of houses and flats, and other forms of residential development including age-restricted homes (e.g. for people over-55) and sheltered housing, lodging houses and staff accommodation.

These standards do not apply to the development of residential institutions⁴ including residential care homes and extra-care homes, children's or nursing homes.

Where no specific provision for a form of residential development is defined, parking should be provided in accordance with a reasoned and site-specific assessment of provision, which will need to be set out as part of a planning application.

The standards set out in this guidance apply to all forms of residential tenure, including owner-occupied and rented housing. No distinction is made between tenures in terms of the amount of parking to be provided.

In the case of extensions to existing residential buildings, the amount of parking required will be assessed relative to the overall level of potential occupancy of the whole development.

For mixed use development, these standards should be used to assess the residential elements of the scheme only.

3.2.2 Parking space

The standards set out the requirement for the provision of off-street parking space for bikes, cars and motorcycles that is required to be provided as an integral part of any residential development proposal. Off-street car parking provision is generally required to be made where development involves the creation of new homes or the extension of existing residential buildings to avoid on-street problems such as pavement car parking or congested streets, resulting in a poorer public realm.

⁴ Residential institutions are defined under Schedule 2, Class J of the [Planning and Building \(General Development\) \(Jersey\) Order 2011 \(jerseylaw.je\)](http://jerseylaw.je)

The provision of garages will only contribute towards the provision of car parking space requirements where they exceed the minimum dimensions (set out at appendix 2) given the propensity for smaller garages to be used for things other than parking cars.

3.3 Design and specification

The design, quality and arrangement of parking space can have a fundamental effect on the quality of a place or development. Choosing how to accommodate car parking, in particular – on the dwelling plot, on-site in a parking court, undercroft or underground car-park – is a key decision that can have a major impact on the appearance and amenity of a development.

3.3.1 Cycle parking space

The design of cycle parking is as important as the quantity. Cycle parking should be of a good quality and be designed in a well-intentioned manner as an integral part of the development, not simply an afterthought to meet minimum standards.

The provision of good quality cycle parking will also serve to remove the dangers that can arise for pedestrians and especially those with mobility impairment, as a consequence of informal cycle parking (e.g. cycles secured to railings and other fixed structures which may impair ease of passage along access routes). Care should be taken to ensure that any cycle parking provided does not obstruct pedestrians or incorporate dangerous projections.

Cycle parking, for the occupants of houses, should generally be in the form of secure covered parking, such as within an appropriately sized garage, shed or store. This is required as dedicated space, over and above any external storage that is required to be provided as part of the specification of a home⁵.

Cycle parking facilities for residents and visitors of other forms of residential development, such as flats or communal homes, should be conveniently located on-site; secure; easy to use; adequately lit; and sheltered. In order to achieve this, cycle parking facilities should be located as close as possible to the entrance of the building they are intended to serve in order that convenience and security may be maximised. Cycle parking for residents should ideally be provided so that it can be accessible without someone having to leave the building to access it. Whilst communal forms of cycle parking might be provided, to reduce the risk of theft collective storage should ideally be divided into smaller compartments (of around 12 spaces).

Stands placed in isolated locations, dark recesses or at the rear of car parks will not be accepted as these will not be attractive in terms of security and are, therefore, unlikely to be used. Similarly, cycle parking facilities should not be provided in association with bin stores; where their use would require the use of stairs; and, where indoors, their use should not involve the use of more than one door. Visitor cycle parking should be signed, so that it is easy to access and use.

A cycle parking facility should allow for the frame and both wheels to be locked to the fixture. Cycle stands which only grip the cycle by a wheel (these include concrete slots)

⁵ See: Residential space standards SPG (2023)

will not be supported as they offer only limited security and can result in damage to wheel rims.

Acceptable types of cycle parking facility include: 'Sheffield' style stands; cycle lockers or cycle stores. Specifications for these facilities are set out at appendix 2A.

Guidance 3.3.1

Cycle parking, for the occupants of houses, should generally be in the form of secure covered parking, such as within an appropriately sized garage, shed or store.

Cycle parking facilities for residents and visitors of other forms of residential development, such as flats or communal homes, should be conveniently located on-site; secure; easy to use; adequately lit; and sheltered.

3.3.2 Non-standard cycle parking space

In order to be inclusive, cycle parking must be able to accommodate larger and adapted cycles also known as non-standard cycles. This group of cycles might include cargo bikes, recumbent bikes, tricycles and other adapted cycles. These bikes can be up to 2800mm long by 1200mm wide and, therefore, cycle parking should be designed to accommodate for these.

Accompanying signage is also advised for these spaces so these spaces are reserved for those who need it.

3.3.3 Motorcycle parking space

Where parking for motorcycles is to be provided, its location is an important factor; the chosen area should be safe and secure and should benefit from good general surveillance.

The specification of motorcycle parking space provision is set out at appendix 2B.

Guidance 3.3.3

Motorcycle parking should be safe and secure and benefit from good general surveillance.

3.3.4 Car parking space

Well-designed car parking should be conveniently sited so that it is safe, secure and easy to use.

It is required to meet the needs of different users including occupants, visitors, and people with disabilities.

The specification of car parking space, for single, grouped and disabled car parking provision is set out at appendix 2C.

Space for car parking may be accommodated in a variety of ways, in terms of location, allocation and design. Well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. Large, unbroken expanses of surface parking should be avoided; and the design of car parking should incorporate permeable/pervious surfaces, to better manage surface-water run-off.

It should incorporate green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity.

Its arrangement and positioning relative to buildings should limit its impacts, whilst ensuring it is secure and overlooked.

Guidance 3.3.4

Car parking space should be conveniently sited relative to the needs of all users, including occupants, visitors and people with disabilities.

Its design, arrangement and positioning, relative to buildings and its context, should limit its impacts, manage surface-water run-off, whilst being secure and overlooked.

Development involving the loss of front gardens and their boundary features to provide car parking space with direct access to/from the highway will not be supported where this would harm the character and appearance of the street scene or compromise highway safety⁶.

3.3.5 Space for servicing and visitors

In all forms of residential development, even those which might be in the town centre or 'car-free', consideration should be given to the provision of space for refuse collection, drop-off, emergency access and deliveries. For larger residential developments with communal parking areas, sufficient manoeuvring space should be provided to enable all vehicles including emergency, service and delivery vehicles, to enter and exit the site in a forward gear.

Guidance 3.3.5

All forms of residential development should give consideration to the provision of space for servicing.

Visitor parking is generally best served by unallocated parking which allows for changes in car ownership between individual dwellings over time and provides for both residents' and visitors' needs.

3.4 Electric charging infrastructure

To ensure that any development encourages a move to reduce transport emissions there is a need to support the uptake and use of electric vehicles (EVs) and bikes through the

⁶ As set out in Policy TT4: Provision of off-street parking (see appendix 1)

provision of appropriate electric charging infrastructure as an integral part of new development. Speeding up the adoption of electric vehicles is a policy objective of the island's Carbon neutral roadmap⁷.

A high-quality network of chargepoints (EVCPs) at home, and at other places where people regularly park, is essential to unlocking electric vehicle uptake. Installing the infrastructure for EV charging within new developments is cheaper and easier than retrofitting and encourages people to make the switch to electric vehicles. Recharging an EV at home is often cheaper and more convenient than using public chargepoints; and can also better enable the charging of an EV when there is less demand on the power grid i.e. overnight.

3.5 Planning conditions and obligations

Planning permission may be granted where it is subject to conditions requiring certain matters to be addressed before the implementation or occupation of any completed residential development. Planning conditions may be used to ensure that the requisite provision of parking space and electric charging infrastructure is made in accordance with approved plans prior to occupation and use of residential development.

Planning obligation agreements (POAs) may be similarly used to secure the direct provision of [and/or funding for] additional parking infrastructure, facilities or services that will be required as a result of development.

POAs may be used particularly to define and agree terms to support the implementation and long-term management of parking provision for development. Any proposal for the establishment and management of parking space used to support the operation of a car club in association with development should always be the subject of a planning obligation agreement.

It is important that any parking space provided to support residential development remains available to the intended users of it, and that it is not sub-let. Travel by car is only viable where there are parking options at either end of the journey, and the sub-letting of residential car parking spaces to other non-resident users, particularly in town, is likely to encourage commuting by car, with all the negative consequences of this mode, particularly at peak hours. Planning conditions or planning obligation agreements should, therefore, be used to regulate the future management and use of parking space.

3.6 Other considerations

A schedule of accommodation is required to be provided in support of a planning application for any residential development involving the creation of one or more homes: this should provide clear details about the amount and type of parking space to be provided.

Development proposals should clearly show how parking space, for cars, bikes and motorcycles, is to be accommodated.

⁷ See Policy TR1: [R Carbon Neutral Roadmap 20220525 JB.pdf \(gov.je\)](#)

Guidance 3.6

A schedule of accommodation should be provided in support of a planning application for any residential development involving the creation of one or more homes.

The schedule should clearly show how much; and the specification of; parking space, for cars, bikes and motorcycles, to be provided, for residents, visitors and people with disabilities, relative to adopted standards.

The technical guidance for access and egress to and from a site⁸; and that relating to the requirements for a road safety audit⁹, should also be taken into account and details as to how the requirements of this guidance have been satisfied, relative to the provision of parking space and its use, should be provided as an integral part of a planning application.

4. Sustainable transport zones

Ease of access to and choice about how we might get to the places that we need to go differs across the island. Accessibility is influenced by a range of factors such as what the journey is for; how far we need to travel; the availability of safe walking and cycling routes; the proximity of bus routes, stops and the frequency and extent of the bus service; access to a car and the availability of parking at either end of a journey.

Variation in accessibility of development related to the availability of and opportunities for public transport and active travel (walking and cycling) provides a basis to establish a policy framework for the development of parking standards that differ across the island. The extent to which on-street parking provision is controlled, and parking restrictions enforced, is also a factor.

The parking requirements for any new development will reflect its accessibility, with maximum and lower minimum standards applying in those parts of the island where greater opportunity exists for travel on foot, by bike and by public transport. Reflecting differing accessibility levels, the island has been divided into six zones - sustainable transport zones (STZs) - for the purpose of assessing parking needs:

The sustainable transport zones are described below and illustrated at figure 1. They are also defined, in detail, on the [Bridging Island Plan 2022 - 2025 Interactive Web App \(arcgis.com\)](#) to enable the location of sites, relative to each zone, to be easily identified.

- **Sustainable transport zone 1:** STZ1 reflects the boundary established for the St Helier town centre, as defined in the bridging Island Plan. This stretches from Cheapside in the west to Colomberie in the east; and St Helier waterfront in the south up to the Millennium Town Park in the north.

⁸ See [Access onto the Highway \(December 2019\).pdf \(gov.je\)](#)

⁹ See Government of Jersey Road Safety Audit Policy (2015)

St Helier town centre is the most accessible part of the island where the residential community has easy access by foot or bike to workplaces, shops, services and leisure opportunities, all supported by a high-quality public realm.

It is served by easy access to the bus station and bus routes to all other parts of the island and is well connected to the island's off-road and designated cycle network.

- **Sustainable transport zone 2:** STZ2 reflects the boundary established for the Town of St Helier¹⁰, as defined in the bridging Island Plan.

The wider town of St Helier, including its wider residential quarters, also benefits from good accessibility with a wide range of travel choices, with relatively easy access to services and public transport within reasonable walking or cycling distances.

Both the town centre and the wider Town of St Helier benefit from a range of public parking opportunities on- and off-street where parking is controlled.

- **Sustainable transport zone 3:** STZ3 reflects the boundary established for Les Quennevais built-up area,¹¹ as defined in the bridging Island Plan.

This secondary centre benefits from easy access by foot or bike to schools, shops, services and leisure opportunities. It is well-served by public transport and it benefits from an off-road connection for walking and cycling to St Helier, with a link to St Peter.

It benefits from a range of public and private parking opportunities on- and off-street where parking is subject to some control.

- **Sustainable transport zone 4:** there are a range of more accessible local centres and smaller settlements within the island's built-up area framework, as defined in the bridging Island Plan. These are smaller urban areas where most of people's daily needs can be met within a short walk or cycle; and where the extent and frequency of the bus service is greatest. These areas are located within STZ4.

STZ4 includes those built-up areas served by the most frequent bus services between Jersey Airport and St Helier; and Gorey Harbour and St Helier.¹²

- **Sustainable transport zone 5:** there are other local centres and smaller settlements, within the island's built-up area framework, where some or most of people's daily needs can be met within a short walk or cycle, and where a bus service is available, but its extent and frequency is currently relatively limited. These areas are located within STZ5.

STZ5 embraces those built-up areas, as defined in the bridging Island Plan as local centres including Bellozane Valley; Bagot-Longueville; Five Oaks; Grands Vaux, Trinity Hill; Maufant; Sion; St Brelade's Bay; and the parish centres of St Peter's village; St

¹⁰ Town extends from and embraces Grève D'Azette in the east, first Tower in the west, and up to Mont à L'Abbé, Vallée des Vaux and St Saviour's Hill in the north. Its southern edge is where it meets the sea.

¹¹ Les Quennevais extends to and embraces La Moye; Le Saut Falluet; La Petite Route des Mielles; Tabor Heights; and Park Estate.

¹² STZ4 includes the built-up areas, as defined in the bridging Island Plan, of: Beaumont - First Tower; Gorey Village; Grève D'Azette - Ville-ès-Renauds; St Aubin; Les Ruisseaux/Route de Noirmont; and Route des Genêts/Longfield Avenue.

Ouen's village; St Mary's village; St John's village; St Lawrence Church; and St Martin's village.

- **Sustainable transport zone 6:** this embraces the remainder of the island, including other parts of the island's built-up area including some local centres (including Trinity village and Carrefour Selous) and most of the smaller settlements, along with all of the island's countryside (defined as those areas outside of the built-up area), where transport choices are more restricted and where there is a more limited bus service.¹³

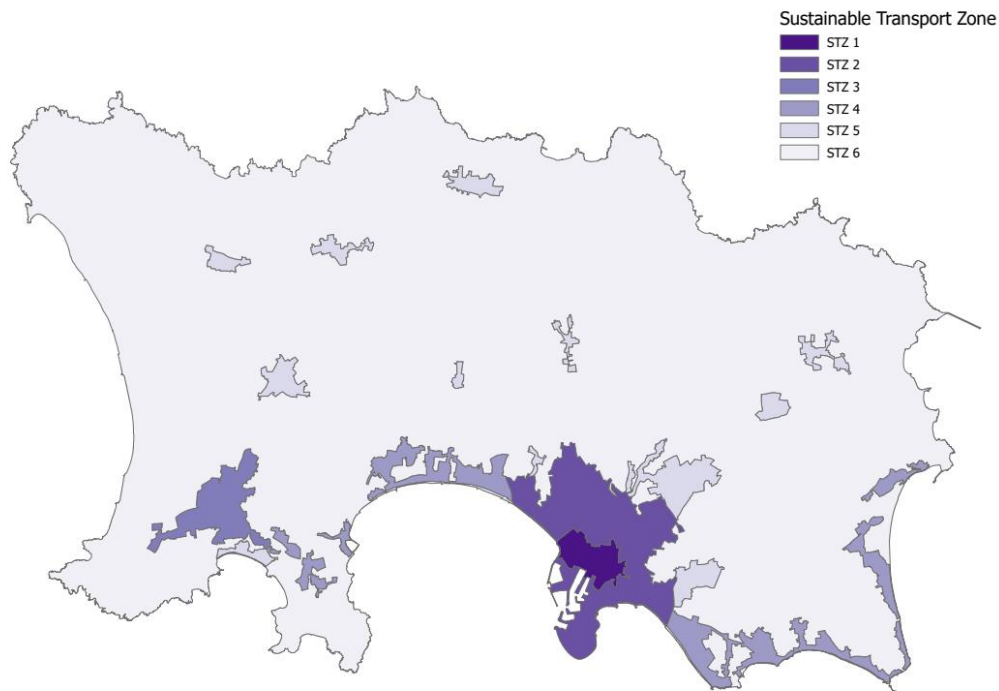


Figure 1: sustainable transport zones

Where a development site straddles the boundaries of sustainable transport zones it will be treated as if it were located in the most accessible zone.

Changes to the relative accessibility of different parts of the island, as a result of the provision of active travel infrastructure; changes to the bus service; or the availability of and access to public parking provision, will also be kept under review, and may warrant changes to the spatial extent and definition of sustainable transport zones.

¹³ STZ6 includes: Carrefour Selous; Clos de Roncier; Grouville Arsenal; Grouville Church; Le Clos de L'Atlantique/Parcq de L'Oeillère; Les Fourneaux; Mont au Prêtre; Mont Félard; Mont Mado; Mont-ès-Croix; Petit Port Clos; Rue des Landes; St George's Church; St Saviour's Hospital; Teighmore Park; Victoria Village; and the remainder of the island defined as green zone and protected coastal area.

5. Residential parking standards

The residential parking standards set out at appendices 3A - C present levels of cycle (including e-bike), motorcycle and car parking required to support residential development in different parts of the island based on their accessibility and the potential capacity of residential development proposed.

The nature of residential development to which these parking space standards apply is specified. Standards are also provided for the provision of parking space for people with disabilities; visitors; and for electric charging infrastructure.

Maximum levels of car parking provision are proposed in STZ1 (St Helier town centre) only. This is the most accessible part of the island's built-up area that is well-served by public transport and other travel options, and where there is some management of on-street parking. The application of maximum standards here will enable and optimise the density of development and help manage the impact of more vehicular traffic on the local road network.

Where maximum car parking standards apply, there is no minimum standard for the provision of car parking space set thereby offering the potential for lower levels of car parking provision and forms of car-free residential development. The provision of car-free development proposals will, however, require justification against a series of tests (see section 5.5.1).

For the remainder of the island, minimum levels of car parking provision define a balance between the need to accommodate cars whilst at the same time supporting a move to more sustainable patterns of mobility.

All minimum car parking requirements which result in part of one space being provided for a residential development proposal should be rounded down to the next whole number (except where the level of provision would result in less than one space).

Guidance 5.0

In all sustainable transport zones, proposals for residential development should meet or exceed the minimum cycle and motorcycle parking space standards set out in appendices 3A and 3B; and be in accord with the specifications for such set out in appendices 2A and 2B.

In STZ1, residential development proposals should not exceed the maximum car parking space standards set out in appendix 3C; and should be in accord with the specification for such set out in appendix 2C.

In STZ2-6, residential car parking space provision should meet or exceed those minimum standards set out in appendix 3C; and should be in accord with the specification for such set out in appendix 2C.

All minimum car parking requirements which result in part of one space being provided for a residential development proposal should be rounded

down to the next whole number, except where the level of provision would result in less than one space.

5.1 Forms of residential development

The standards in this guidance are designed to be applicable to all forms of residential development where planning permission is required, including new residential buildings; extensions to existing residential buildings; and changes of use to provide homes.

5.1.1 Age-restricted homes (e.g. for people over-55) and sheltered housing

It is considered appropriate for the development of age-restricted homes (e.g. for people over-55) and sheltered housing to be treated similarly to the development of other houses and flats in terms of the quantum of parking space to be provided.

In the case of sheltered accommodation, where homes are provided for semi-independent living, there may be less of a requirement to provide parking space for the benefit of residents, but this may be offset by the need for an enhanced provision of space for visitors, including those providing support and care.

Development proposals for sheltered accommodation that seek to provide levels of parking which vary from the adopted standards, for cars and bikes, will need to be supported with appropriate justification.

5.1.2 Houses in multiple occupation

Houses in multiple occupation, where there is some sharing of living space and facilities, including staff accommodation will, up to a threshold of five occupants, be assumed to generate a demand for car and cycle parking equal to a single dwelling unit with the same number of bedrooms.

For lodging houses and staff accommodation with the potential to accommodate six or more residents, cycle parking provision should be made on the basis of one space per resident; and car parking space provision should accord with the standards set out in appendix 3.

5.2 Inclusive access

Where car parking space is required to be provided, at least one space should always be capable of being accessible to people with disabilities. In larger development, at least ten per cent of residential car parking spaces should be allocated for use by people with disabilities. Appendix 2C sets out the dimensions of 'dedicated' parking spaces, i.e. those designed for drivers eligible for a disabled person's badge. A higher percentage is likely to be necessary where there are proportionally more older residents for housing development of age-restricted or sheltered homes.

New development that is likely to cater for those making use of a mobility scooter, such as sheltered homes, will be expected to make provision for storage areas and charging points on the ground floor. The form and number of charging points to be provided will be determined on a site-by-site basis.

Guidance 5.2

Where car parking space is required to be provided, at least one space should always be capable of being accessible to people with disabilities, in accord with the specifications for such set out in appendix 2C.

In larger development, at least ten per cent of residential car parking spaces should be allocated for use by people with disabilities.

5.3 Visitors

The requirement to provide dedicated visitor spaces, for all forms of parking, is applicable to residential development throughout the island (with different thresholds applying to different STZs (see appendices 3A and 3C), except for the town centre sustainable transport zone (STZ1), where there is no requirement for visitor space to be provided given that the town centre is already very accessible and where other car and cycle parking opportunities are available.

Guidance 5.3

Visitor parking spaces, for cycles and cars, should meet or exceed the minimum standards set out in appendices 3A and 3C.

5.4 Electric charging infrastructure

Where car parking spaces are required to support any form and scale of residential development all spaces should be provided with passive electric charging infrastructure, except in the case of a home with more than one parking space where passive electric charging infrastructure should be provided for at least one car parking space.

Passive provision requires a car parking space to be served by a live, tested electricity supply, adequately protected and terminated at the parking space by means of an isolator so that, at a future date, an electric vehicle chargepoint (EVCP) can be easily installed.

Where active¹⁴ EVCPs are provided, they are required to have smart functionality¹⁵, allowing the charging of an electric vehicle when there is less demand on the island's power network.

Where car parking provision is made for car clubs, all car club parking spaces should be provided with an active electric vehicle chargepoint (EVCP). Any such provision should be considered separately to the provision of electric charging infrastructure in support of non-car club parking space provision.

¹⁴ Active provision is defined as an actual, ready-to-use electric vehicle charge point (EVCP), connected to an electrical supply system.

¹⁵ Smart chargers should be provided, as defined in [Regulations: electric vehicle smart charge points - GOV.UK](https://www.gov.uk/government/consultations/regulations-electric-vehicle-smart-charge-points) (www.gov.uk)

Electric charging infrastructure for electric cycles should be provided with cycle parking facilities. One chargepoint should be provided for every house; with one chargepoint provided for every ten homes, or part thereof, in larger developments.

Where electric vehicle charging infrastructure is provided in covered parking spaces,¹⁶ for either cars or bikes, the developer is encouraged to engage with the States of Jersey Fire and Rescue Service to consider measures to manage risk which might include installation of a sprinkler system; and greater physical separation or compartmentalisation of spaces.

Guidance 5.4

All car parking spaces should be provided with passive electric charging infrastructure, except in the case of a home with more than one parking space where passive electric charging infrastructure should be provided for at least one car parking space.

Where electric vehicle chargepoints (EVCPs) are installed to serve car parking spaces, they should have smart functionality.

Electric charging infrastructure for electric cycles should be provided with cycle parking facilities. One chargepoint should be provided for every house; with one chargepoint provided for every ten homes, or part thereof, in larger developments.

5.5 Maximum and minimum car parking standards

5.5.1 Maximum standards of provision and car-free development

The St Helier public realm and movement strategy¹⁷ prioritises pedestrian activity within the cultural and economic heart of St. Helier, whilst enabling the essential servicing and logistics of the town centre. Its implementation is supported by the bridging Island Plan¹⁸. The limited capacity and constrained nature of the town centre road network, coupled with the objective of seeking to reduce the impact of vehicles on our townscape, justifies the adoption of maximum standards of parking provision within the St Helier town centre sustainable transport zone (STZ1).

Where maximum car parking standards apply, in St Helier town centre (STZ1), there is no minimum standard for the provision of car parking space set thereby offering the potential for lower levels of car parking provision and forms of car-free residential development in this part of the island.

The provision of car-free development proposals in St Helier town centre (STZ1) will, however, require justification and be assessed against the merits of each application.

¹⁶ Covered parking spaces are defined as any parking spaces that are enclosed by a roof, except sheds, garages or carports that are intended to be used solely by the occupant of, or a visitor to, a dwelling or otherwise open parking spaces.

¹⁷ [Public Realm and Movement Strategy \(gov.je\)](https://www.gov.je/Public-Realm-and-Movement-Strategy)

¹⁸ See [Policy TT2 – Active Travel](#) and its preamble

Car-free development will normally only be supported where:

- it is well-located, with good access to services, facilities and alternative transport options;
- the development will provide ten or fewer homes;
- the predominant type of accommodation is less likely to accommodate families; and
- a contribution to the provision of other off-site sustainable transport measures, such as shared mobility services, where they are in close proximity and accessible to residents of the development.

There are some forms of development – such as the change of use of offices to flats – where it can be very difficult for car-parking provision to be made on site, simply owing to a lack of space within the site boundary. In these circumstances, it may be appropriate to support car-free development and to secure a contribution to the provision of other off-site sustainable transport measures, such as shared mobility services, where they are in close proximity and accessible to residents of the development.

Guidance 5.5.1

Car-free development should normally only be supported where:

- **it is well-located, with good access to services, facilities and alternative transport options;**
- **the development will provide ten or fewer homes;**
- **the predominant type of accommodation is less likely to accommodate families; and**
- **a contribution is made to the provision of other off-site sustainable transport measures, such as shared mobility services, where they are in close proximity and accessible to residents of the development.**

The change of use of existing buildings to provide new car-free residential accommodation may also be supported, to enable their viable re-use, where the provision of on-site car parking space is difficult to deliver.

5.5.2 Minimum standards of provision

Minimum standards of parking provision are sought for residential development in all other parts of the island – namely STZ2-6 - having regard to the accessibility of its location; the type and mix of homes; the availability of and opportunities for public transport; and local car ownership levels.

Appendix 1: Bridging Island Plan Policy TT4: Provision of off-street parking

Policy TT4: Provision of off-street parking

Development that has the potential to generate vehicular movements and a requirement for car and other forms of parking will be supported only where it provides an appropriate level of accessible, secure and convenient off-street motor vehicle parking, that is well-integrated with the development, and which accords with adopted parking standards in terms of number, type, quality, security and accessibility, to meet all users' needs, with priority given to parking for people with mobility impairments.

To encourage a shift to more sustainable modes of transport, support may be given for development that does not meet adopted minimum standards, where contributions towards alternative parking elsewhere, or sustainable transport infrastructure or services, is secured, and where it can be demonstrated that any deviation will not lead to problems of indiscriminate parking in the locality. Any such contribution would need to be secured through a planning obligation agreement.

The development of land for the provision of off-street car parking space in Town will not be supported except where it is provisioned as a "meanwhile use" against agreed timeframes for use as short-stay (shopper) parking.

To encourage the more efficient use of land and to enhance environmental quality, the redevelopment of off-street parking provision in the built-up area will be encouraged and supported.

Development involving the loss of front gardens and their boundary features to provide parking with direct access to/from the highway will not be supported where this would harm the character and appearance of the street scene or compromise highway safety.

Appendix 2A: Specification - cycle parking space



Cycle parking: size

- When designing parking facilities, the space required for a parked bike should be taken as 2,000mm (length) by 600mm (width).
- Non-standard bikes, including adapted cycles, tricycles, cargo-bikes and cycles with trailers are larger, varying in width and length, and require more space. The space required for a parked non-standard bike should be taken as 2,800mm (length) by 1,200mm (width).

Accompanying signage is also required in these spaces so that cyclists travelling by the traditional bicycle reserve these spaces for those who need it.

Cycle parking: specification

The provision of space for cycle parking should be dedicated to this purpose and should be treated as additional to the gross internal area and other storage space required relative to the occupancy of a dwelling.

- **Cycle parking space: provision for individual homes**

Long-stay cycle parking, for the occupants of houses, should be in the form of secure covered parking, such as within an appropriately sized garage, shed or store.

- **Cycle parking space: grouped forms of provision**

This can be provided in various configurations.

Elevated forms of grouped cycle-parking provision, requiring bikes to be lifted, are not considered appropriate as they are not easy to use for many people. They are also not suited to e-bike storage, as these cycles tend to be bulkier and heavier.

Sheffield stand

A typical Sheffield stand layout is shown below (figure 2). The stand provides good support to the cycle and allows the cyclist to secure both the frame and wheels without risk of damage.

Stands should be 750mm high and a minimum of 700mm long. A desirable minimum distance of 1,000mm should be provided between stands to accommodate two cycles per stand. Stand ends should either be embedded in concrete, bolted to the ground or welded to parallel bars at ground level to form a 'toast rack' system.

Adequate space should be provided at either end of the stand to enable cycles to be easily removed. (Desirable size 700, minimum 500mm)

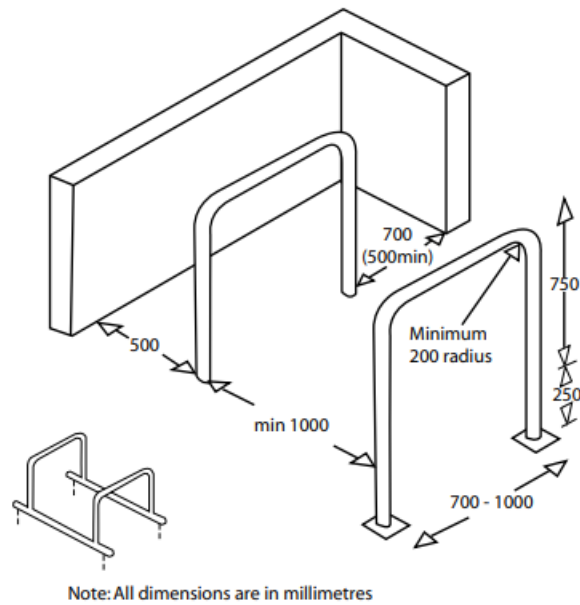


Figure 2: Sheffield stand

Cycle lockers

When provided in conjunction with surveillance, cycle lockers offer a secure parking facility which allows accessories to be stored and provides weather protection (see figure 3).

Lockers may be operated by coin or token or be secured by cycle lock. Credit cards or 'smart' cards may also be used.

Lockers should be a minimum of 750mm wide, 1,900mm long and 1,200mm high. A minimum space of 1,500mm should be provided in front of the locker door for ease of access.

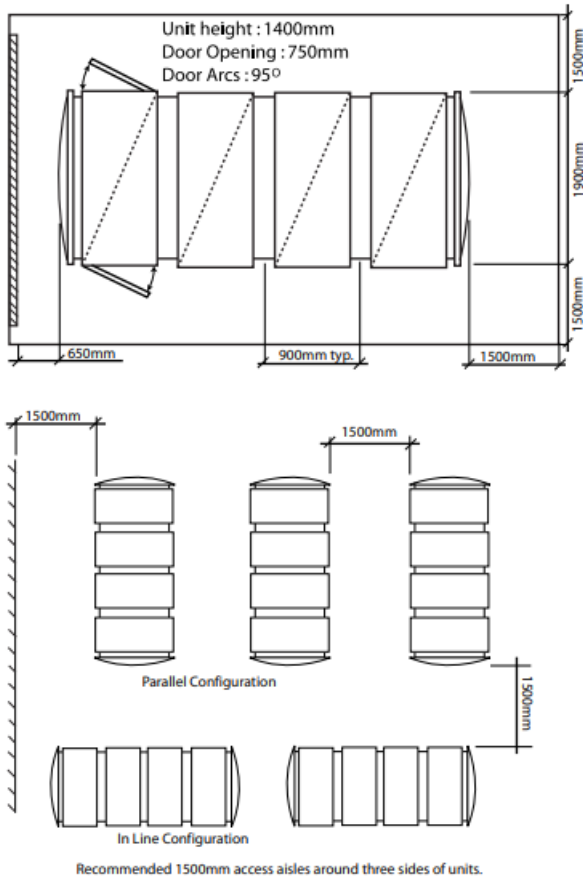


Figure 3: Cycle lockers

Cycle stores

Cycle stores may be used in lieu of lockers where space permits. They can either be under continuous supervision or have a shared key arrangement, where each cyclist has a key to the outer door.

Sheffield stands should be provided inside (see above) in order that cycles may be individually secured.

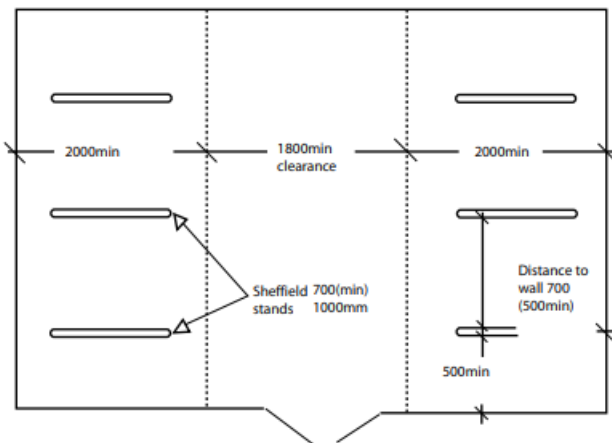


Figure 4: Cycle stores

Appendix 2B: Specification - motorcycle parking space



Motorcycle parking space

- a minimum motorcycle parking space standard is 2.0 x 1.0 metres.

Where motorcycle parking is required, at least one motorcycle parking bay should be marked out individually to enable use by people with disabilities. Accompanying signage is also required at these spaces so that they are available for those who need them.

The remainder of the provision can be grouped, to enable greater levels of provision to be made.

The provision of anchor points such as low-level rails or posts will ensure secure parking and can encourage use.

Appendix 2C: Specification - car parking space



Car parking space

- a minimum car parking space standard to enable wheelchair access, for people with disabilities, is 3.7 (2.5 + 1.2) x 6.2 (5.0 + 1.2) metres

An extra 1200mm width and length is required (compared to a standard car parking space) to allow for wheel-chair use and access.

- a minimum car parking space standard is 2.5 x 5.0 metres

Where parking spaces are bounded by a wall or fence, an additional 300mm will need to be added to facilitate door opening.

Spaces that are bounded on both sides are required to be 3m wide.

Where grouped spaces are provided parallel to the kerb spaces of 6.0m in length should be provided to enable access and egress.

Where grouped spaces are provided perpendicular to the kerb an additional 500m should be provided as part of the width of the footway to accommodate the overhang of vehicles.

- a minimum specification for a single garage is 3.0 x 6.0 metres

To be effective as a place to park a car (as well as a place for the storage of bicycles), garages will need to be a minimum of 3.0m x 6.0m in internal dimension.

Where a driveway serves a garage, the driveway will need to be at least 6.0m long, measured from the back of the highway, to allow space for the garage door to be opened. In exceptional circumstances, the use of a roller shutter door will be accepted as an alternative, allowing a driveway of length 5.0m to be provided. Garage doors should be a minimum of 2.1 m wide to allow effective use of the parking space.

Appendix 3A: Cycle parking standards



In these standards, a space refers to a facility for a single bike.

A single 'Sheffield' type stand for example provides capacity for two spaces, where adequate space for cycles is provided either side.

Within communal cycle parking facilities, provision should be made for non-standard bikes (see appendix 2A): adapted cycles, tricycles, cargo-bikes and cycles with trailers, at the level of five percent of the cycle parking provision.

All cycle parking requirements which result in part of one space being provided should be rounded up to the next whole number.

Cycle parking: residents	1-bed home		2-bed home	3-bed home	4+ -bed home
	1p	2p			
Sustainable transport zone	Minimum level of provision per dwelling				
All zones	1	1.5	2	2	2

Table 1: Residential cycle parking standards - residents

Cycle parking: visitors	
Sustainable transport zone	Minimum level of provision per dwelling (for schemes of ten or more homes)
STZ1	0
All other zones	0.1

Table 2: Residential cycle parking standards – visitors

Appendix 3B: Motorcycle parking standards



In these standards, a space refers to a facility for a single motorcycle.

Motorcycle parking	
Sustainable transport zone	Minimum level of provision per car parking space (for schemes of ten or more homes)
All zones	0.1

Table 3: Residential motorcycle parking standards

Appendix 3C: Car parking standards



All car parking requirements which result in part of one space being provided should be rounded down to the next whole number except where the level of provision would result in less than one space.

Where car parking space is required to be provided, at least one space should always be capable of being accessible to people with disabilities (see specifications in appendix 2C).

Car parking: residents	1-bed home	2-bed home	3-bed home	4+-bed home
Sustainable transport zone	Maximum level of provision			
STZ1	1	1	1	1
	Minimum level of provision			
STZ2	0.25	0.5	0.5	0.75
STZ3	0.5	0.5	0.75	0.75
STZ4	0.5	0.75	1	2
STZ5	0.75	1	1	2
STZ6	1	1	2	2

Table 4: Residential car parking standards - residents

Car parking: visitors	
Sustainable transport zone	Minimum level of provision per dwelling (for schemes of ten or more homes)
STZ1	0
STZ2 - 3	0.1
	Minimum level of provision per dwelling (for schemes of five or more homes)
STZ4 - 6	0.2

Table 5: Residential car parking standards - visitors

Car parking: HMOs etc	
Sustainable transport zone	Maximum level of provision per bedroom (for six or more residents)
STZ1	0
STZ2 - 3	0.1
	Minimum level of provision per bedroom (for six or more residents)
STZ4 - 6	0.25

Table 6: Residential car parking standards - Houses in multiple occupation, lodging houses and staff accommodation

Appendix 4: Glossary of terms

Accessibility: the ability of all people to reach, enter or move between places or facilities. This might be at an island level or might be at the level of a specific location, such as a particular site or building.

Cycle: is a pedal cycle, bicycle, a tricycle or a cycle having four or more wheels, not being in any case a motor vehicle. Cycle is synonymous with bike.

Disabled person's badge: or 'blue badge' issued for someone who has a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking; or

Who is registered with the Jersey Blind Society Incorporated or has a certificate from that Society to the effect that he or she is blind.

Development: the undertaking of any building, engineering, mining or other operation (including demolition) in, on, over or under the land. Development also includes the material change of use of land or of a building.

The planning definition of the term is given in Article 5 of the Planning and Building (Jersey) Law 2002, and planning permission is required for development.

Certain forms of development are classed as 'permitted development' and are granted automatic planning permission by the Planning and Building (General Development) (Jersey) Order 2011.

Dwelling or dwelling-house: a self-contained unit of accommodation where all rooms in a household are behind a door, which the household controls; and where it is not a building containing one or more flats

e-bike: An e-bike or electric bike is a bicycle equipped with an electric bike motor to assist you when you're pedalling. The motor will get its power from a rechargeable battery mounted on the bike. To classify as an e-bike, the motor has to help you rather than propel you on its own.

Flat: means a self-contained separate set of premises that – (a) is constructed for use as a dwelling; (b) includes within it, for the exclusive use of the occupiers, a toilet and washing and cooking facilities; and (c) forms part of a building which is divided horizontally from another part of that building;

Houses in multiple occupation: means a dwelling where the use of where there is some sharing of living space and facilities .i.e the living accommodation is not self-contained, by people who do not form part of the same household.

Lodging house: means any premises on which is conducted the business of providing lodging for six or more people with or without board, for reward, other than premises registered under the [Tourism \(Jersey\) Law 1948](#)

Motorcycle: means a mechanically propelled vehicle with less than three wheels (this is distinct from an e-bike, which requires you to pedal).

Planning obligation agreements: are legal agreements between a developer and the Minister for the Environment. They are made in order to ensure that the implications of new development are balanced by the provision of necessary infrastructure and services, the cost of which will be met by the developer.

It may require a developer to carry out certain works or make a capital contribution which reflects the implications of new development and may include the following provisions.

They can also be used to control and manage works on land which lies outside the boundary of the site which is the subject of an application.

Public realm: commonly defined as any space that is free and open to everyone including streets, squares, forecourts, parks and open spaces and also the space between and within buildings that is publicly accessible.

Residential institution: Class J of the Planning and Building (General Development) (Jersey) Order 2011 defines residential institutions as – (a) a home or institution providing for boarding, care and maintenance of children, old persons or persons under disability; (b) a convalescent home; (c) a nursing home; (d) a hospital; (e) a refuge; (f) a hostel.

Staff accommodation: residential accommodation that is provided specifically to meet the needs of people employed by the same business, usually required to house seasonal migrant workforce employed in the island’s agricultural and tourism industries.