



Draft supplementary planning guidance

# Residential parking standards

March 2023

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## About supplementary planning guidance

The Minister for the Environment may publish guidelines and policies (supplementary planning guidance) in respect of: development generally; any class of development; the development of any area of land; or the development of a specified site<sup>1</sup>.

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.

Supplementary planning guidance is issued in a number of different forms including:

**Policy notes:** which can be issued by the Minister, usually following consultation with key stakeholders, in-between reviews of the Island Plan, to supplement and complement the existing planning policy framework;

**Advice notes:** which offer more detailed information and guidance about the ways in which Island Plan policies should be interpreted and applied in decision making;

**Masterplans, development frameworks and planning briefs:** provide more detailed information and guidance about the development of specific areas and sites throughout the island.

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

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<sup>1</sup> Article 6 of the Planning and Building (Jersey) Law

## 1. Introduction

This supplementary planning guidance has been developed and issued as a **draft for consultation** 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.

This guidance has been prepared following engagement with the Department of Infrastructure, Housing and Environment (Transport and Operations).

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.

**It is issued in draft to enable consultation with the public, development industry stakeholders, ministers and other States Members prior to review and adoption.**

Once adopted, this guidance will become a material consideration in the determination of planning applications. It will supplement and assist with the interpretation and application of **bridging Island Plan Policy TT4: Provision of off-street parking** (see policy at appendix 1).

Adopted guidance will formally supersede, Planning Policy Note No.3: 'Parking Guidelines' (September 1988) and all subsequent parking standards approved informally as interim measures by the Minister for Environment.

## 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.<sup>2</sup>

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 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 provided in association with residential development.

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<sup>2</sup> See Article 6 (3) [Planning and Building \(Jersey\) Law 2002](#)

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**

To encourage a shift to more sustainable modes of transport, support may be given for residential development that does not meet adopted minimum standards, where contributions towards 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.

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 vehicle 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.

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 institutions<sup>3</sup> 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 subsidised 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 space for the parking of bikes, cars and also motorcycle parking, where required in relation to larger schemes.

This guidance sets standards for off-street parking space 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.

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

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<sup>3</sup> Residential institutions are defined under Schedule 2, Class J of the [Planning and Building \(General Development\) \(Jersey\) Order 2011 \(jerseylaw.je\)](http://jerseylaw.je)



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.

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) 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.

### **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.

### **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.

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 safety<sup>4</sup>.

### **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.

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 provision of appropriate electric charging infrastructure as an integral part of new development.

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 chargepoints

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<sup>4</sup> As set out in Policy TT4: Provision of off-street parking (see appendix 1)

within new developments is cheaper and easier than retrofitting and encourages drivers to make the switch to electric vehicles; and recharging an EV at home is often cheaper and more convenient than using public chargepoints.

A realistic balance between chargepoints and passive provision can help meet demand for charging infrastructure whilst mitigating developer concerns over the costs. Active provision is defined as an actual, ready-to-use socket, connected to the electrical supply system. Passive provision is defined as the network of cables and power supply necessary so that at a future date a socket can be added easily. This allows the home or site owner to install the most advanced and appropriate type of chargepoint equipment at a later date, but at a cheaper cost than if full retrofitting was required.

### **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 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.

The technical guidance for access and egress to and from a site<sup>5</sup>; and that relating to the requirements for a road safety audit<sup>6</sup>, 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 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 is divided into four zones - sustainable transport zones (STZs) - for the purpose of assessing parking needs:

The sustainable transport zones are described below and illustrated at figure 1.

- **Town centre sustainable transport zone:** 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.

The town centre STZ reflects the boundary established for the St Helier town centre, as defined in the bridging Island Plan.

- **Town of St Helier sustainable transport zone<sup>7</sup>:** 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.

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<sup>5</sup> See [Access onto the Highway \(December 2019\).pdf \(gov.je\)](#)

<sup>6</sup> See Government of Jersey Road Safety Audit Policy (2015)

<sup>7</sup> 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.

The Town of St Helier STZ reflects the boundary established for the Town of St Helier, as defined in the bridging Island Plan.

- **Les Quennevais sustainable transport zone**<sup>8</sup>: 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.

The Les Quennevais STZ reflects the boundary established for this part of the built-up area, as defined in the bridging Island Plan.

- Accessible local centres sustainable transport zone<sup>9</sup>: there are a range of accessible local centres within the island's built-up area framework. 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.

This includes those areas served by the most frequent bus services between Jersey Airport and St Helier, including Route des Genêts/Longfield Avenue, St Aubin, Beaumont and First Tower; and those areas between Gorey Harbour and St Helier, including the built-up coastal area along the island's east and south coasts.

- Other areas sustainable transport zone<sup>10</sup>: this embraces the remainder of the island, including the rest of the island's built-up area of some local centres (including Five Oaks, Bagot/Longueville) and smaller settlements, along with the countryside, where transport choices are more restricted and where there is a more limited bus service.

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<sup>8</sup> Les Quennevais extends to and embraces La Moye; Le Saut Falluet; La Petite Route des Mielles; Tabor Heights; and Park Estate.

<sup>9</sup> Accessible local centres include: Beaumont - First Tower; Gorey Village; Grève D'Azette - Ville-ès-Renauds; St Aubin; Les Ruisseaux/Route de Noirmont; Route des Genêts/Longfield Avenue; and Ville Emphrie.

<sup>10</sup> Other areas includes: Bagot-Longueville; Bellozane; Carrefour Selous; Five Oaks; Grands Vaux; Maufant; Sion;; St Brelade's Bay; St John's Village; St Lawrence Church; St Martin's Village; St Mary's Village; St Ouen's Village; St Peter's Village; and Trinity Village; 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.



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 5.1.1).

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 parking requirements which result in part of one space being provided will 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 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, lodging houses and staff accommodation**

Houses in multiple occupation, where there is some sharing of living space and facilities, together with 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 houses in multiple occupation, 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**

Ten per cent of residential car parking spaces should be allocated for use by people with disabilities. Appendix 2 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.

### **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 appendix 3C), except for the town centre sustainable transport zone, 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.

### **5.4 Electric charging infrastructure**

Where car parking spaces are required to support residential development, 20% of all spaces should be provided with an active electric vehicle chargepoint (EVCP) i.e. one electric vehicle chargepoint should be provided for every five spaces. The remainder of the spaces should have a passive provision involving the provision of cables and power supply so that at a future date a socket can be easily added.

For residential development where less than five parking spaces are required, a minimum provision of one active EVCP per dwelling is required, where the dwelling has a parking space; with passive provision made for the remainder of the spaces provided.

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.

Similarly, all parking provision for people with disabilities 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. It should be managed and signed exclusively for use by disabled (EV and non-EV) drivers.

No specific form of provision is required for the charging of e-bikes. Batteries can be removed and charged in the home.



## 5.5 Maximum and minimum parking standards

### 5.5.1 Maximum standards of provision

The St Helier public realm and movement strategy<sup>11</sup> 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 Plan<sup>12</sup>. 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 town centre sustainable transport zone.

Where maximum car parking standards apply, in St Helier town centre, 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 will, however, require justification and be assessed against the merits of each application.

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; and
- the predominant type of accommodation is less likely to accommodate families.

### 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 the accessible local centres STZ and other areas STZ - 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.

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<sup>11</sup> [Public Realm and Movement Strategy \(gov.je\)](#)

<sup>12</sup> See [Policy TT2 – Active Travel](#) and its preamble

## 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**

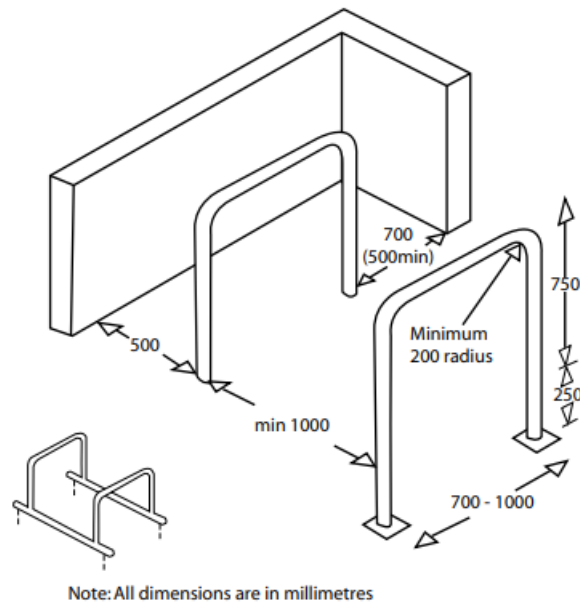
This can be provided in various configurations

#### **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.

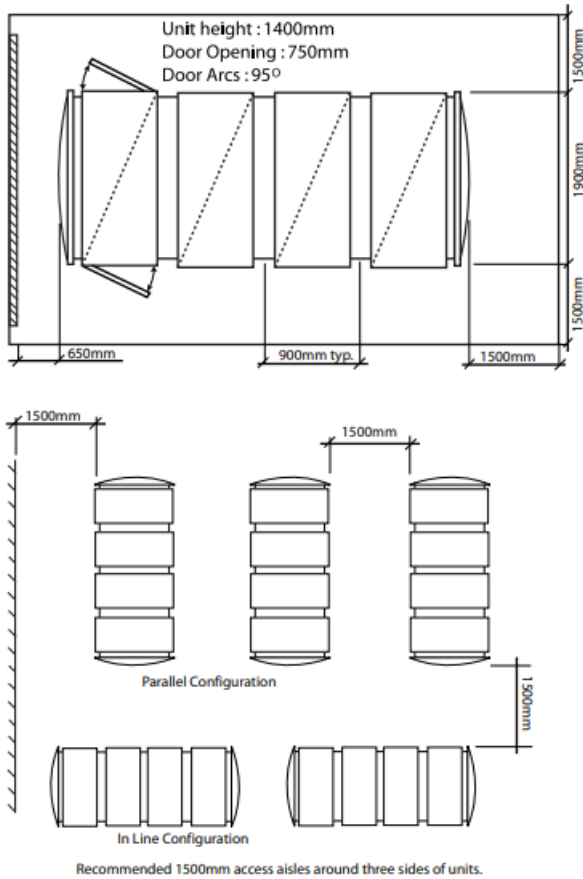


Figure 3: Cycle lockers

### 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.

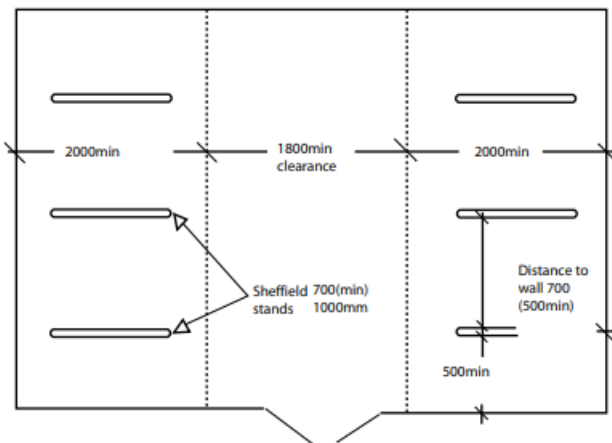


Figure 4: Cycle stores

## Appendix 2B: Specification - motorcycle parking space



### Motorcycle parking space

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

Motorcycle parking bays should be marked out individually to enable their use by people with disabilities. 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 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 500mm 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.

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

Spaces adjacent to a home should be capable of being widened (by an extra 1200mm) to 3700mm to allow for wheel-chair use. Extra length (of 1200mm) is also required to enable wheelchair access in the car boot.

## 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 – at the level of five percent or 0.2 per dwelling – should be made for non-standard bikes (see appendix 2A): adapted cycles, tricycles, cargo-bikes and cycles with trailers.

Cycle parking: residents	1-bed home	2-bed home	3-bed home	4+-bed home
Sustainable transport zone	Minimum level of provision per dwelling			
All zones	2	3	4	5+

Table 1: Residential bike parking standards - residents

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

Table 2: Residential bike 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



Car parking: residents	1-bed home	2-bed home	3-bed home	4+-bed home
Sustainable transport zone	Maximum level of provision			
St Helier town centre	1	1	1	1
	Minimum level of provision			
Town of St Helier	0.25	0.25	0.25	0.5
Les Quennevais	0.5	0.5	0.5	0.75
Accessible local centres	1	1	1	2
Other areas	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)
Town centre	0
Town of St Helier	0.1
Les Quennevais	0.1
	Minimum level of provision per dwelling (for schemes of five or more homes)
Accessible local centres	0.2
Other areas	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)
Town centre	0
Town of St Helier	0.1
Les Quennevais	0.1
	Minimum level of provision per bedroom (for six or more residents)
Accessible local centres	0.25
Other areas	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.