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Royal Borough
of Windsor &
Maidenhead

Parking Supplementary Planning Document

Adopted
April 2026



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1 Introduction

1.1 Purpose

1.1.1 The Royal Borough of Windsor & Maidenhead recognises the important role that parking plays in the design and functionality of developments. The Parking Supplementary Planning Document (SPD) will support the council's strategic aim of 'a cleaner, greener, safer and more prosperous borough' as detailed in the Council Plan 2024-2028. In particular, the SPD will also help to meet one of the strategic priorities of the Council Plan of developing 'a more coherent approach to regeneration and place-making across the borough's key locations, and ensure economic and housing development benefits local communities'.

1.1.2 The SPD builds upon and provides more detailed advice and guidance on parking provision and design for new developments in the borough, building on policies in the adopted [Borough Local Plan](#) (BLP). The aim of this SPD is to ensure that parking provided as part of new developments achieves a balanced set of objectives:

- To provide sufficient car parking to meet the level of demand from residents and visitors, servicing and deliveries associated with new developments.
- To ensure that the provision of vehicle and cycle parking for new developments is integral to the design of schemes, facilitates highway safety and contributes to making high-quality places in the borough.
- To ensure that new developments provide well-designed, safe and usable vehicle and cycle parking.
- To promote and support more sustainable and active travel behaviours in alignment with the council's commitment to achieving net zero carbon emissions by 2050.
- To encourage and influence the efficient use of land.

1.2 Scope and Status

1.1.3 This document is the adopted version of the SPD. The preparation of the SPD was informed through both a scoping exercise, involving both the council's Overview and Scrutiny Place panel and an online Public Survey, and a statutory consultation on the draft SPD. The adopted SPD includes revisions that have been made in response to

representations received during the public consultation. Further detail on the consultation process and the representations received can be found in the Consultation Statement.

1.1.4 The SPD applies to most land uses within the borough, including:

- New housing developments
- Conversions and residential intensification of existing buildings
- Employment and retail development
- Recreational and other forms of development.

1.1.5 It is important to note that this SPD addresses parking provision and some aspects of design (including parking space dimensions) for new development only. The SPD does not include guidance on parking permits, and only relates to public car parking provision or on-street car parking as it relates to new developments. The standards in this document can also not be applied retrospectively to already permitted and built-out development. The guidance set out in this SPD does not extend to development granted consent through the General Permitted Development Order.

1.1.6 Applicants and developers, planning officers and Development Management Committees are expected to take the SPD into account when designing or making decisions on any form of new development in the borough. The adopted SPD is a material consideration in the determination of planning applications.

2 Policy Context

2.1 Overview

2.1.1 The SPD builds upon and provides more detailed advice and guidance on parking provision and design for new developments in the borough, building on policies in the adopted Borough Local Plan. It has been prepared within the framework of national, local, and neighbourhood-level planning policy. This section summarises the relevant policy documents that inform and shape the provisions of this SPD.

2.2 National Planning Policy Framework (NPPF) (2024)

2.2.1 In Chapter 9 of the NPPF 'Promoting sustainable transport', Paragraph 112 states that 'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

2.2.2 Paragraph 113 of the NPPF adds that 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport'. [Planning Practice Guidance](#) (Paragraph: 008 Reference ID: 42-008-20140306 Revision date: 06 03 2014) states that 'Maximum parking standards can lead to poor quality development and congested streets' and continues 'local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable'.

2.2.3 In December 2025, the Government published a consultation document on 'Proposed reforms to the National Planning Policy Framework and other changes to the planning system' (December 2025) together with a draft NPPF (December 2025). Once a new

NPPF is finalised, the new policies will become material considerations which must be taken into account in decision-making from the day of its publication.

2.3 Borough Local Plan 2013-2033

2.3.1 The Borough Local Plan (BLP) was adopted in February 2022. It sets out the vision and objectives that will underpin development in the borough and manage development and infrastructure to meet the environmental, social and economic opportunities and challenges facing the area within the plan period.

2.3.2 Relevant policies, with relevant aspects identified below, include:

- IF2 Sustainable Transport – ensuring sustainable locations of development and an assessment of sustainable transport criteria.
- QP1 Sustainability and Placemaking – contributing to the provision of social, natural, transport and utility infrastructure to support sustainable, healthy and active communities.
- SP2 Climate Change – all developments will demonstrate how they have been designed to incorporate measures to adapt to and mitigate climate change.
- EP2 Air Pollution – development proposals which may result in significant increases in air pollution must contain appropriate mitigation measures, (such as green infrastructure, sustainable travel, electric vehicle charging parking points, limited vehicle parking, awareness raising, and enabling smarter travel choices) thus reducing the likelihood of health problems for residents.

2.3.3 Policy IF2 ‘Sustainable Transport’ at criterion 3 states that ‘Development proposals should show how they have met the following criteria where appropriate’ including, at sub-criterion (g), ‘providing cycle and vehicle parking in accordance with the Parking SPD (or the parking standards set in Made Neighbourhood Plans if these are applicable), including disabled parking spaces, motorcycle parking and cycle parking as well as provision of electric vehicle charging points where appropriate’ (Policy IF2, criterion 3 and sub-criterion 3(g)).

2.3.4 Paragraph 14.6.3 identifies that ‘A Parking SPD will be produced by the council, which will include parking standards and parking design’.

2.3.5 Paragraph 14.4.15 states that 'Expected parking standards will be set for residential development but in applying these standards, the council will seek to ensure that this will not undermine the overall sustainability objectives of the BLP [Borough Local Plan], including the effects on highway safety.'

2.4 Neighbourhood Plans

2.4.1 BLP Policy IF2 at criterion 3, sub-criterion (g) requires that development proposals should 'provide cycle and vehicle parking in accordance with the Parking SPD (or the parking standards set in Made Neighbourhood Plans if these are applicable)'

2.4.2 In this regard, paragraph 14.6.3 of the BLP confirms that the parking standards in this SPD should be read in conjunction with any locally specific parking standards included in Neighbourhood Plans.

2.4.3 At the time of writing, eight [Neighbourhood Plans](#) have been adopted, with one more (Maidenhead) expected to be adopted in April 2026. The policies relevant to parking standards in each Plan are summarised below.

- Ascot, Sunninghill & Sunningdale – Adopted in April 2014, the plan includes a policy (NP/T1) covering parking and access but does not include locally specific parking standards.
- Datchet – Adopted in June 2023. The Plan does not include locally specific parking standards.
- Cookham – Adopted September 2025. The parking standards included in the Plan are based on 2004 Parking Strategy.
- Eton & Eton Wick – Adopted in September 2018. Relevant policies include TI2 – Car Parking – which states that development that reduces parking spaces in Eton's central retail core will not be supported.
- Horton & Wraysbury – Adopted in June 2020. The Plan states that Parking provision should be as per the table in Policy NP/HOU1 or in accordance with the standards adopted within the BLP if the minimum requirements in the BLP are greater.
- Hurley & the Walthams – Adopted in December 2017. The Plan does not include locally specific parking standards.
- Old Windsor – Adopted in December 2019. The plan refers to the 2004 Parking Strategy.

- Windsor (excluding Central Windsor) – Adopted in June 2021. Plan refers to the 2004 Parking Strategy and includes parking standards.
- Maidenhead – Expected to be adopted in April 2026, the plan includes a policy (GA-2) covering residential and non-residential parking and includes locally specific parking standards.

2.5 Other relevant SPDs and guidance

2.5.1 This SPD should be read alongside other relevant SPDs and guidance in the borough, and national guidance, which at the time of writing includes:

- Sustainability SPD – Chapter 7, Sustainable Transport
- Borough Wide Design Guide SPD – Chapter 6, Layouts
- Council Plan 2024-2028 – 2025-26 Council Plan refresh
- Highway Design Guide (2010)
- Local Transport Plan 2012-26 (LTP)
- Local Cycling & Walking Infrastructure Plan (LCWIP)
- Bus Service Improvement Plan (BSIP)
- Electric Vehicle Charging Infrastructure Plan (EVCIP)
- Environment and Climate Strategy
- Manual for Streets and Manual for Streets 2
- Cycle infrastructure design (LTN 1/20)
- Taking Charge: The National EV Infrastructure Strategy

3 Background and Evidence

3.1 Borough Context

- 3.1.1 The borough includes urban, suburban and rural areas. These include the main settlement areas of Maidenhead, Windsor and Ascot, as well as villages and hamlets. The borough enjoys enviable levels of connectivity to London, being less than 30 miles to the west of Central London, and to key regional and national destinations via the strategic road and rail networks.
- 3.1.2 Major roads, particularly the M4 motorway which runs east-west through the borough, as well as the M25, M3 and M40 motorways, facilitate direct road access to London, Reading and other parts of the UK. The borough also benefits from the services offered from its ten railway stations. Maidenhead station enjoys regular services on the Great Western Main Line to London Paddington, Reading and locations in South West England and Wales, with the Elizabeth line, which is now fully operational, providing further direct connections including to the City of London and Canary Wharf. Maidenhead station is also the southern terminus of the branch line to Marlow. Windsor & Eton Central is the southern terminus of the branch line from Slough, the latter also being served by services on the main line. Windsor & Eton Riverside is the western terminus for services from London Waterloo, while Ascot lies on the junction of the Waterloo to Reading and the Ascot to Guildford lines.
- 3.1.3 Alongside these strategic corridors, the borough benefits from a well-established local road network that underpins travel between its towns, villages and neighbouring centres. Key A-roads such as the A4 and A308 provide important internal east–west and north–south links, connecting Windsor, Maidenhead and surrounding settlements, and link with the M4 motorway. These well-used local routes play a vital role in supporting everyday movement and ensuring convenient access to employment, services and leisure facilities across the borough.
- 3.1.4 Numerous bus routes operate within the borough, connecting various towns and villages. For residents who may have difficulty using regular public transport, the council supports community transport services like "People to Places," ensuring essential transport needs are met.
- 3.1.5 The borough contributes to the workforce of nearby towns in the Thames Valley region, with residents commuting to Slough, Reading and London for their employment. More than one in ten of east Berkshire's jobs are located in the Slough Trading Estate. Reading

is another major town that provides jobs as well as a major shopping attraction. In turn, the borough provides some of the main tourist and visitor attractions for the surrounding area, with historic Windsor Castle and its Great Park, Eton College, Legoland Windsor and Windsor and Ascot Racecourses.

3.2 The evidence base

3.2.1 The evidence base is presented in Appendix B. This sets out:

- Rationale for the residential car parking standards
- Rationale for the non-residential car parking standards.

4 Principles for the provision of parking for new developments

4.1 Principles

4.1.1 The following general principles apply with this SPD:

- a) Car and cycle parking standards included in the SPD apply to all new development (including change of use).
- b) Where an increase in floor area or change of use would result in higher parking standards, additional spaces would only need to be provided to serve the extra demand and not make up for any deficiencies in existing provision.
- c) Planning applications must demonstrate that the parking needs of the proposed development can be met on site without prejudicing highway safety or other planning objectives.
- d) In new developments, small domestic garages which do not provide an internal floorspace of at least 3.3m by 7.0m will not count towards the car parking standard.
- e) In accessible locations that are well served by public transport and active modes of transport, have good facilities and are less reliant on private vehicle ownership, the council will take a flexible approach and consider levels of parking at a lower level than the parking standards set out in the SPD, taking into account site-specific circumstances.
- f) Development proposals that seek to provide lower levels of parking will only be permitted in exceptional circumstances. In such cases, applicants will need to provide robust evidence demonstrating that the reduced provision will not give rise to any unacceptable harm, including harm associated with on-street parking in the local area.
- g) Higher levels of parking will be positively supported when it can be demonstrated that provision is necessary to meet a site-specific need, whilst still adhering to the requirements in the Sustainability SPD, making efficient use of land and having no impact on the viability of a scheme's ability to provide policy compliant levels of affordable housing.

4.1.2 When considered appropriate and requested by the council, applicants will be expected to provide a Parking Assessment setting

out the approach taken to parking provision. This will typically be requested by the council when:

- A development proposes below-standard parking provision.
- A development proposes above-standard parking provision.
- To justify car-free developments.
- Development in areas with limited on-street capacity, such as town centres or other areas with known or potential on-street parking pressures.

4.1.3 The Parking Assessment should demonstrate that the impact of any on-site on-street and off-site parking generated from the proposed development has been considered as part of the development design process. The council's Highway Development Control team can provide applicants with advice on the scope and requirements of a Parking Assessment, including appropriate methodologies for undertaking a Parking Survey. This guidance will reflect the specific context and characteristics of individual sites and locations.

4.2 Flexibility in the application of the car parking standards

4.2.1 Whilst the parking standards applicable to a proposed development will normally reflect the zone in which the proposed development is located, outlined below in sections 5 and 6, in some circumstances an applicant may be able justify a variation in the application of the parking standards.

4.2.2 The provision of key services and facilities and improved walking, cycling and public transport networks and services by a development proposal, for instance in respect of a strategic site allocation, could materially change an area's connectivity.

4.2.3 Also, for instance, it would be undesirable were the parking standards to encourage the parking of vehicles in areas at some distance from a new development that the vehicles are being used to access, and/or create new or exacerbate existing on-street car parking problems, and/or suppress development.

4.2.4 If an applicant considers that the relevant parking standards in this Parking SPD should be varied in respect of a proposed development, they must produce robust evidence that a different parking standard would be appropriate (such as through a Parking Assessment). It will remain the responsibility of the council to decide whether the case has been made by the evidence that is provided.

4.2.5 Equally, where the council considers the evidence to suggest that the parking standards would not be appropriate, the council retains the right to state what parking would be appropriate. For example, in town centres, where car or van availability levels are generally lower, space for vehicle parking should normally be considered as a shared resource. By encouraging shared use parking between neighbouring developments or using public car parks, a different amount of parking may be appropriate in some places provided it does not place additional pressure on street parking.

5 Residential car and cycle parking standards

5.1 Overview

5.1.1 This section sets out the residential car and cycle parking standards for new development in the borough.

5.2 Residential car parking standards for new development

5.2.1 The residential car parking standards applicable to a proposed development are those for the zone in which the proposed development is located.

5.2.2 For each zone, the car parking standards allow for the provision of an equivalent number of parking spaces and, in some cases, more spaces to serve a new dwelling when compared to existing dwellings of an equivalent size.

5.2.3 The zones reflect, for zone 1, areas within the Town Centres as defined by BLP Policies TR1, TR2 and TR3, and for zones 2a and 2b and 3, categories defined by the levels of the Department for Transport's 'connectivity score' metric. This metric, which is an output of the DfT's Connectivity Tool¹, measures people's ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.

5.2.4 The four zones are:

- Zone 1 High Accessibility – Areas within the Town Centres as defined by BLP Policies TR1, TR2 and TR3.
- Zone 2a Medium Accessibility Inner – Areas with a connectivity score of 70 or more out of 100
- Zone 2b Medium Accessibility Outer – Areas with a connectivity score of 60-69 out of 100.

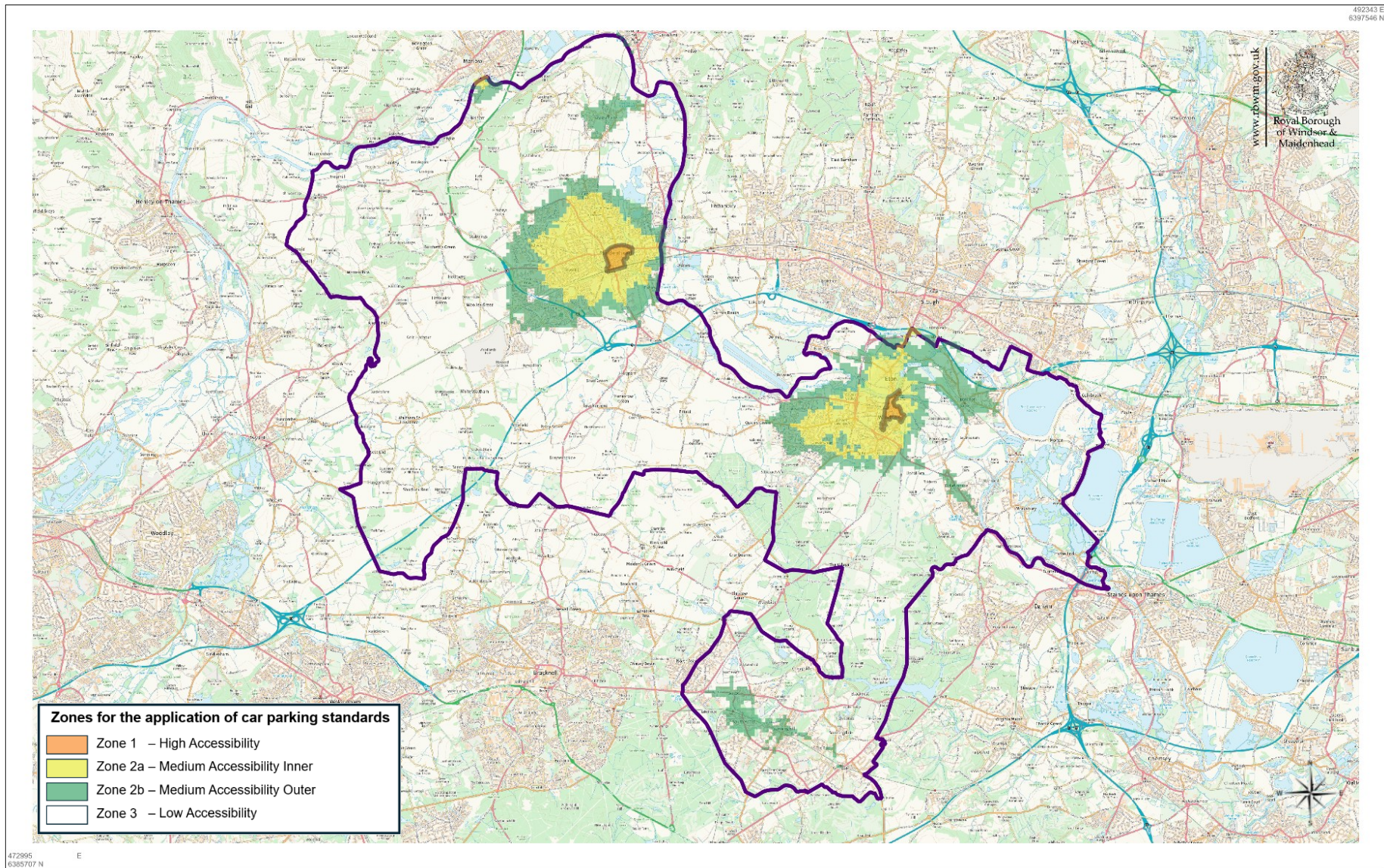
¹ A Connectivity Tool Lite version of the tool is available for general use at <https://www.gov.uk/guidance/connectivity-tool>

- Zone 3 Low Accessibility – The remainder of the borough outside of the high/medium accessibility zones as defined above.

5.2.5 A borough-wide overview of the zones is shown in Figure 5.1, overleaf. Please refer to Appendix A for more detailed inset maps of individual areas, specifically Maidenhead; Windsor, Eton and Datchet; Ascot, Sunninghill and Sunningdale; and Cookham and Bisham.

5.2.6 The residential parking standards for the zones are set out in Table 5.1.

Figure 5.1: Overview of the zones for the application of car parking standards



472895 E
6385707 N
Map CRS: EPSG:27700
Coordinate Units: Meters
Map Scale: 1:50,000
Project File: Parking_Boundaries.ggz
Page Size: 420 x 297 mm
Made with: QGIS 3.28 on Windows

Date - 25-03-2026

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Table 5.1: Residential car parking standards

Zone	Description of location	Number of bedrooms in dwelling	Parking standard
Zone 1 – High Accessibility	Within the Town Centres as defined by BLP Policies TR1, TR2 and TR3 (orange shaded area in Figure 5.1).	1 bedroom	0.5 spaces per dwelling
		2 bedrooms	1 space per dwelling
		3+ bedrooms	1.5 spaces per dwelling
Zone 2a – Medium Accessibility Inner	Suburban areas around the areas of High Accessibility based on census data and the DfT Connectivity Tool – areas scoring 70+ out of 100 (yellow shaded area in Figure 5.1)	1 bedroom	1 space per dwelling
		2 bedrooms	1 space per dwelling
		3+ bedrooms	2 spaces per dwelling
Zone 2b – Medium Accessibility Outer	Suburban areas around the areas of High Accessibility based on census data and the DfT Connectivity Tool – areas scoring 60-69 out of 100 (green shaded area in Figure 5.1)	1 bedroom	1 space per dwelling
		2 bedrooms	2 spaces per dwelling
		3 bedrooms	2 spaces per dwelling
		4+ bedrooms	3 spaces per dwelling
Zone 3 – Low Accessibility	The remainder of the borough outside of the high/medium accessibility zones as defined above (no shaded area on Figure 5.1).	1 bedroom	1 space per dwelling
		2 bedrooms	2 spaces per dwelling
		3+ bedrooms	3 spaces per dwelling

5.3 Considerations for the application of the residential car parking standards

- 5.3.1 The inclusion of standards of involving half-integers (0.5, 1.5) parking spaces per dwelling within the SPD is a strategic measure to support sustainable development and efficient land use. This approach aligns with national planning policy, which supports lower parking provision where accessibility is high and car ownership is typically lower. It also enables higher-density development, making better use of land and supporting the delivery of more homes in urban areas where spaces may be shared. For a scheme in Zone 1 where the standard suggests the number of parking spaces includes a half-integer, then the figure will always be rounded up, for example a requirement for 7.5 spaces would be rounded up to 8 spaces.
- 5.3.2 For example, when applying the standards above, a proposed development in a Zone 1 High Accessibility area would need to provide 1 parking space for every two 1-bedroom dwellings.
- 5.3.3 Houses in Multiple Occupation (HMOs) should have provision for parking spaces in line with other residential dwellings. For example, a 6-bedroom HMO would need to meet the standards outlined for 3+ or 4+ bedroom dwellings, depending on the relevant zone. However, the standards allow for flexibility where robust evidence is provided that this would not be appropriate.
- 5.3.4 It should be noted that the boundaries of the zones are not intended to be applied rigidly, and the flexibility (see section 4.2) in the guidance creates the opportunity for planning officers to consider local circumstances when assessing development proposals, allowing for different zone's standards to be applied where appropriate, particularly close to zone boundaries.

5.4 Visitor parking for residential developments

- 5.4.1 The term 'visitor parking' is used as a shorthand to refer to parking for visitors, servicing and deliveries.
- 5.4.2 It is for an applicant to demonstrate to the council that parking demand for visitors, servicing and deliveries – which we've termed 'visitor parking' by way of shorthand – has been considered and is provided for by a proposed new development. Options include:
- (a) Demonstrate that visitor parking demands can be met using parking space(s) to be provided or available principally for the use of residents, or

(b) Demonstrate that parking space(s) are required to meet visitor parking demands which would be additional to the parking space(s) to provided or available principally for the use of residents.

5.4.3 Applicants should recognise that the residential parking standards set out in 5.2 identify spaces to be provided principally for the use of residents.

5.4.4 In considering this matter, applicants may consider the division of parking spaces between those that are allocated and those that are unallocated. Unallocated parking spaces can be used by visitors, servicing and deliveries, as well as by residents. The main principle for unallocated visitor parking is to maximise the flexibility and economy of land use. The National Model Design Code guidance (Ministry of Housing, Communities and Local Government, 2021) identifies that unallocated spaces are an efficient way to provide parking. Manual for Streets (DfT, 2007) suggest that a combination of both allocated and unallocated parking can often be the most appropriate parking solution. Specifically, the influential research work by Noble and Jenks (1996) indicates that no additional provision needs to be made for visitor parking where 50% or more of the total parking stock is provided unallocated.

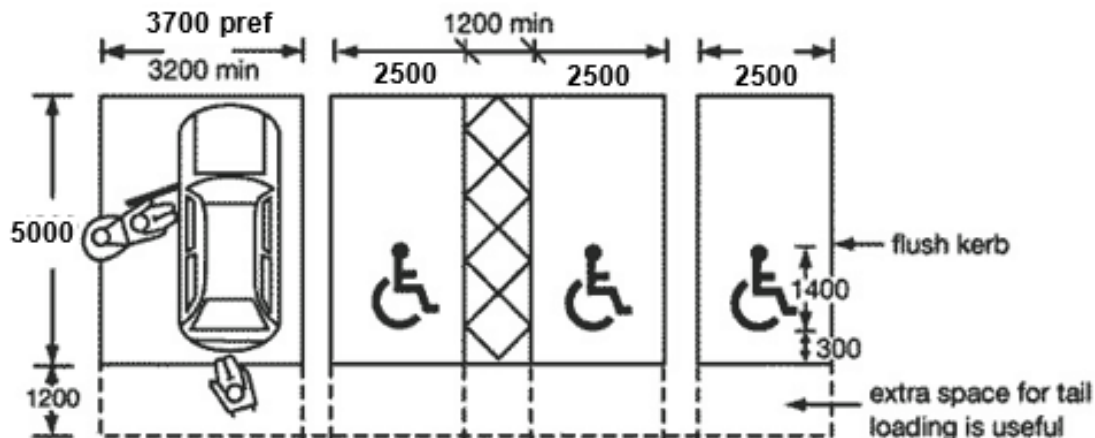
5.4.5 Where an applicant proposes a quantum of unallocated parking to serve a development, the design of the unallocated parking and the distribution of such spaces throughout the development should be safe, attractive, discrete, and located where there are points of demand.

5.5 Disabled and Blue Badge car parking in residential developments

5.5.1 Spaces suitable for use as disabled parking (or conversion to disabled bays) should be provided as 5% of the unallocated provision. It is preferable to provide these spaces in unallocated areas, including on-street. It is recommended that spaces for disabled people are generally located as close as possible to building entrances.

5.5.2 These bays should be designed so that drivers and passengers, either of whom may have a disability, can get in and out of the car easily and safely. Figure 2, below, provides the dimensions required for disabled parking bays.

Figure 5.2: Dimensions of a Disabled Parking Bay (Project Centre, 2020)



5.6 Car clubs

- 5.6.1 Car clubs have a vital role to play in reducing society's dependence on the car by giving members access to a car for essential journeys without the need to own one. In the UK, several studies have shown that car club vehicles can replace 5-6 privately owned vehicles, while former car owners increase their use of non-car modes by around 40% after joining a car club. Members who owned a car before joining see their mileage fall by an average of around 25%, with some research showing a reduction of up to two-thirds.
- 5.6.2 Car clubs can contribute towards tackling issues relating to congestion, parking, air quality and social isolation. They can also increase the viability of low-car housing and contribute to achievement of travel plan objectives.
- 5.6.3 Car clubs are most appropriate for urban locations with high population densities, good public transport access and parking constraints.
- 5.6.4 Developers of large residential developments (80 units or more) will be expected to provide a car club or expand a car club that is already operating in the area with provision in accordance with the following ratios:
- 80-199 units: 1 car
 - 200-399 units: 2 cars
 - 400-599 units: 3 cars

- 600-799 units: 4 cars
- 800-999 units :5 cars
- Every 500 units thereafter: 1 additional car

5.6.5 All car clubs operating in the borough must be fully accredited through the CoMoUK national accreditation scheme: <https://como.org.uk/accreditation>.

5.7 Residential cycle parking standards for new development

5.7.1 The residential parking standards for the zones are set out in Table 5.2.

Table 5.2: Residential cycle parking standards

Number of bedrooms in dwelling	Cycle parking
1 bedroom	1 cycle parking space
2 bedrooms	2 cycle spaces
3 bedrooms	3 cycle parking space
4 or more bedrooms	4 or more cycle parking spaces (at a ratio of 1 cycle parking space per bedroom)

Notes for Table 5.2:

For all levels:

- *Safe pedestrian routes from the cycle storage to the entrance of the building*
- *Can be garage, shed, internal private space, internal or external communal cycle store, or proprietary system; all must be covered overhead*
- *Where the storage is external, access must NOT be through the home.*

Cycle racks must all be a minimum of 2m long and must meet specified minimum spacing from obstructions which scales up with the number of bikes.

5.7.2 Development proposals should demonstrate how they adhere to standards for cycle parking laid out by the council. The council's Borough Wide Design Guide 2020 includes guidance on Cycle

storage in Section 9 including Principle 9.2 which states that 'All new development will be provided with on-plot space for bin and cycle storage in accordance with the council's current waste storage and cycle parking standards.'

5.7.3 The council will generally expect all developments to evidence their cycle parking facilities' quality, safety, security, accessibility and otherwise fitness for purpose through the following measures:

- Never needing to bring the cycle through the home or other building
- Cycle parking should be at ground floor level
- Cycle end-of-journey facilities should be located as close as possible to the cycle parking
- External cycle parking should always have 'eyes on the street'
- Including a range of cycle parking/storage types that cater for different users
- Providing a mix of casual / short stay and secure/longer term cycle parking
- Provision for e-bikes
- Consideration for cycle hire facilities.

6 Non-residential car and cycle parking standards

6.1 Overview

6.1.1 This section sets out the non-residential car and cycle parking standards for new development in the borough. It also includes the standards for institutional and managed residential uses.

6.2 Non-residential car parking standards for new development

6.2.1 The non-residential car parking standards applicable to a proposed development are those for the zone in which the proposed development is located.

6.2.2 The four zones, as identified in section 5 on the residential car parking standards, are applied as two zones for the application of the non-residential car and cycle parking standards. The two zones are:

- Zone 1 High Accessibility – Areas within the Town Centres as defined by BLP Policies TR1, TR2 and TR3.
- Zones 2a, 2b and 3 Medium/Low Accessibility – Areas outside of the Town Centres.

6.2.3 The non-residential car and cycle parking standards for the zones are set out in Table 2.

Table 6.1: Non-residential and institutional and managed residential uses' car and cycle parking standards

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ² Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
E(a)	For the display or retail sale of goods, other than hot food	1 space per 30 sqm	1 space per 25 sqm	First 500 sqm: 1 space per 250 sqm Thereafter: 1 space per 1,000 sqm	First 500 sqm: 1 space per 250sqm Thereafter: 1 space per 1,000 sqm
E(b)	Sale of food and drink (consumed on site)	1 space per 17sqm	1 space per 14sqm	1 space per 250 sqm	1 space per 125 sqm
E(c)(i)	Financial Services	1 space per 30 sqm	1 space per 20 sqm	1 space per 250 sqm	1 space per 125 sqm
E(c)(ii)	Professional Services				
E(c)(iii)	Any other services which it is appropriate to provide in a commercial, business or service locality				
E(d)	Indoor sport	1 space per 60 sqm	1 space per 30 sqm	-	1 space per 50 sqm

² Please see paragraph 6.3.2, which provides further guidance on the application of these standards in High Accessibility Zones.

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ² Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
E(e)	Medical or health services	2 spaces per consulting room (including staff)	3 spaces per consulting room (including staff)	1 space per 10 FTE staff	1 space per 4 consulting rooms
E(f)	Crèche, day nursery or day centre	1 space per 4 FTE staff plus 1 space per 8 children	1 space per 2 FTE staff plus 1 space per 4 children	1 space per 10 FTE staff	1 space per 10 children
E(g)(i)	Offices	1 space per 80sqm	1 space per 28 sqm	1 space per 125 sqm in high accessibility zone 1 space per 175 sqm in medium / low accessibility zones	First 5,000 sqm: 1 space per 1,000 sqm Thereafter: 1 space per 5,000 sqm
E(g)(ii)	R&D				
E(g)(iii)	Any industrial process, being a use, which can be carried out in any residential area				

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ² Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
F.1 (a)	Education	<p>Transport Assessment and Travel Plan required, proportionate to scale of development, to include (as a minimum) 1.5 spaces per 2 FTE teaching staff plus 1 per 4 FTE other staff plus 1 space per 60 students plus drop-off area to be agreed on case-by-case basis.</p> <p>Student parking to be assessed individually for higher education.</p>	<p>Transport Assessment and Travel Plan required, proportionate to scale of development, to include (as a minimum) 1 space per FTE teaching staff plus 1 per 2 FTE other staff plus 1 space per 30 students plus drop-off area to be agreed on case-by-case basis.</p> <p>Student parking to be assessed individually for higher education.</p>	<p>Transport Assessment and Travel Plan required, proportionate to scale of development, to include (as a minimum):</p> <ul style="list-style-type: none"> • Staff: 1 space per 20 staff • Students: 1 space per 10 students* <p>Student parking to be assessed individually for higher education.</p> <p>*For Primary Schools provision to be split between cycle and scooter parking.</p>	

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ³ Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
F.1(b)	Display of art	No spaces	1 space per 30 sqm	1 space per 10 FTE staff	1 space per 250 sqm
F.1(c)	Museum				
F.1(d)	Library				
F.1(e)	Public hall	1 space per 25sqm	1 space per 25sqm	Case by case basis	Case by case basis
F.1(g)	Law court	Case by case basis	Case by case basis	Case by case basis	Case by case basis
F.2 (a)	Individual shops – including food Up to 1000 sqm (convenience store)	0 spaces	1 space per 20 sqm	1 space per 250 sqm	1 space per 80 sqm
F.2 (b)	Hall or meeting place for the principal use of the local community	1 space per 25sqm	1 space per 25sqm	Case by case basis	Case by case basis
F.2(c)	Outdoor sport or recreation	Case by case basis	Case by case basis	Case by case basis	Case by case basis

³ Please see paragraph 6.3.2, which provides further guidance on the application of these standards in High Accessibility Zones.

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ³ Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
F.2(d)	Swimming Pool	Case by case basis	Case by case basis	Case by case basis	Case by case basis
B2	General Industrial	1 space per 80 sqm	1 space per 40 sqm	1 space per 500 sqm	1 space per 1,000 sqm
B8	Storage or distribution	Case by case basis	Case by case basis	1 space per 500 sqm	1 space per 1,000 sqm
C1	Hotels	0.5 space per bedroom (guest) plus 1 space per 10 bedrooms (staff)	1 space per bedroom (guest) plus 1 space per 5 bedrooms (staff)	1 space per 20 bedrooms	1 space per 40 bedrooms
C2	Residential Institutions	Case by case basis ⁴	Case by case basis ²	Case by case basis ²	Case by case basis ²
C4	HMOs	As C3 Residential	As C3 Residential	As C3 Residential	As C3 Residential
Sui Generis	Public house, wine bar, or drinking establishment	1 space per 10 sqm	1 space per 5 sqm	1 space per 250 sqm	1 space per 125 sqm
	Hot food takeaways	1 space per 20 sqm	1 space per 10 sqm	1 space per 250 sqm	1 space per 250 sqm

⁴ Having regard to a Transport Assessment-Transport Statement.

Use Class	Description	Car Parking Standards		Cycle Parking Standards	
		Zone 1: High Accessibility ³ Zone	Zone 2a: Medium Accessibility Inner / Zone 2b: Medium Accessibility Outer / Zone 3: Low Accessibility Zone	Long-Stay Parking (Staff / Guests)	Short-Stay Parking (Customers)
	Places of worship	Case by case basis	Case by case basis	1 space per 10 FTE staff	1 space per 250 sqm
	Cinemas, theatres and conference centres	1 space per 10 fixed seats	1 space per 5 fixed seats	1 space per 10 FTE staff	1 space per 30 seats

6.3 Considerations for the application of the non-residential car and cycle parking standards

- 6.3.1 In comparative terms the borough's town centres benefit from better access to rail and bus services than the surrounding areas.
- 6.3.2 Many non-residential developments within these Zone 1 High Accessibility areas do not require new car parking to be provided, unless the scale of development is significant, or the nature of the development makes it appropriate to do so.
- 6.3.3 Whilst more urban places typically provide better opportunities to walk, cycle and use public transport to access services and facilities, some of the borough's largest business parks – located in the urban areas – have amongst the highest levels of car mode share for commuting journeys. Examples include Vanwall Business Park, Norreys Drive Industrial Estate and Foundation Park. Also, Maidenhead Town Centre has an above average proportion of its workforce who drive to work, despite being one of the most accessible locations within the borough.
- 6.3.4 Although there are good bus and rail links from Slough, which is the largest source of inbound commuters, connections are relatively poor for Bracknell, Wokingham and the county of Buckinghamshire, which account for the next largest sources of labour. This has exacerbated the demand for car-based commuting.
- 6.3.5 The mode choice for trips to non-residential destinations can also be influenced by measures such as high-quality walking and cycling facilities, improved access to rail and bus services and proactive travel plans. Businesses should, wherever possible, encourage employees to adopt sustainable modes of travel.

6.4 Disabled and Blue Badge car parking in non-residential developments

- 6.4.1 Non-residential developments should provide a minimum of 5% of their total parking allocation as disabled spaces. Developments for elderly persons and other developments which are likely to be used by people with disabilities may require a higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.
- 6.4.2 Disabled parking bays marked on the highway should be in white and in accordance with the Traffic Signs Regulations and General Directions 2016, off the highway marked in yellow with disabled logo. Disabled spaces should usually be located as close to the

entrance to the destination point as possible and dropped kerbs should be provided to enable easy access from disabled parking bays to/from the footway.

- 6.4.3 Developers should refer to Parts K & M of the UK Building Regulations regarding issues such as access routes, surfacing requirements, provision of drop-off areas, signing and ticket machines.

6.5 Car clubs

- 6.5.1 Car clubs can be considered for supporting business travel.

7 Provision of electric vehicle charging infrastructure

7.1 Overview

7.1.1 The provision of electric vehicle charging infrastructure applies to both residential and non-residential developments that provide car parking.

7.2 Standards

7.2.1 Provision for electric vehicle (EV) charging infrastructure should be made in accordance with the guidance set out in the council's Sustainability SPD ([Chapter 7: Sustainable Transport](#)). The council's local requirements are set out in Requirement Box 16 (within section 7.3 of the Sustainability SPD) which also provides a summary of the Building Regulations Part S requirements, as introduced in 2022 (see Appendix 10 in the Sustainability SPD). The Sustainability SPD also provides, in Appendix 10, an explanation of how the local and national requirements are applied, with some worked examples. Developers should ensure that proposals align with both this Parking SPD and the Sustainability SPD.⁵

7.2.2 Further to the above, in the interests of retaining the parking space and to ensure highway safety when parking a vehicle, applicants are expected to:

- position each EV charging point/unit located close to each marked parking space to ensure proper access and useability, and
- locate the EV charging point/unit outside of the marked parking space to avoid any conflict or encroachment.

⁵ The council's Electric Vehicle Charging Implementation Plan sets out the council's wider approach to delivering EV charging infrastructure across the borough. The planning requirements for new development are complemented by the council's own plan to enable the delivery of electric vehicle charging infrastructure to meet growing demand to 2035.

8 Motorcycle Parking

8.1 Overview

- 8.1.1 Evidence indicates motorcycle use in the borough is low compared to other areas, therefore this guidance does not provide specific standards for motorcycles.
- 8.1.2 Motorcycle parking will therefore be considered on a case-by-case basis, having regard to a transport assessment / transport statement.

8.2 Design considerations

- 8.2.1 Where this is necessary, motorcycle parking should be provided in a safe, secure, and accessible location. Spaces should be clearly marked and located close to the building entrances or in areas with natural surveillance. Provision should be made for anchor points or secure locking facilities.
- 8.2.2 Motorcycle parking spaces should have minimum dimensions of 1.2m in width by 2.5m in length, per motorcycle. Surfacing should be non-slip and weather resistant. Covered parking is encouraged, especially in long-stay locations.

9 Design considerations for parking

9.1 Overview

9.1.1 This section sets out the council's requirements for the design and dimensions of parking spaces of different types which new developments in the borough may provide.

9.1.2 These requirements complement the guidance provided in the Borough Wide Design Guide SPD on aspects of parking design including on general standards, parking layout, on-plot parking and on-street (Principles 6.7-6.10 and supporting text in paragraphs 6.27-6.40).

9.2 Parking space design & dimensions

9.2.1 In terms of parking space dimensions, car parking spaces should be of an adequate size to allow convenient parking and for the driver and passengers to get in and out of the vehicle. Table 9.1 below sets out the requirements associated with different parking space configurations.

Table 9.1: Requirements for design and dimensions of parking spaces which new developments may provide

Type of car parking	Requirements for design and dimensions
Standard parking space	<p>2.5m wide x 5.0m long (minimum)*</p> <p>Where the space is located in front of a garage, the distance from the face of the garage to the highway boundary shall be a minimum of 6m.</p> <p>* These dimensions reflect the increase in the size of vehicles. In the assessment of parking for other types of vehicles, this will be undertaken on a case by case basis, for example, for motorbikes and larger vehicles including mini-buses.</p>

Type of car parking	Requirements for design and dimensions
Parking within the curtilage of a property	<p>Spaces confined by walls, fences or landscaping should have 0.3m additional width for each constrained side.</p> <p>Where the driveway or hardstanding also serves as the main pedestrian access to the property, a clear route at least 1.2m wide will be required.</p> <p>No part of the vehicle must overhang the property boundary when parked.</p> <p>space size for dropped access application will be increased accordingly. Also maybe we can put something into Parking SPD for dropped access there is a formal policy?</p>
Parallel parking bays	<p>Minimum dimensions 2.4m wide x 6.0m long.</p> <p>Should be designed so that bays cannot be used for echelon parking.</p>
Perpendicular bays (90° to approach)	<p>6m is required for aisles between groups of bays for vehicle manoeuvring</p>
Echelon bays (60° to approach)	<p>Bays should be arranged to encourage reverse parking.</p> <p>4.2m required between aisles for manoeuvring.</p>
Echelon bays (45° or 30° to approach)	<p>Bays should be arranged to encourage reverse parking.</p> <p>3.6m required between aisles for manoeuvring.</p>
Single garage	<p>Minimum internal dimensions 3.3m wide x 7.0m long.</p> <p>Minimum door width 2.4m.</p> <p>Minimum vertical clearance 2.3m including reduction in drive-through height associated with up and over doors.</p>
Double garage	<p>Minimum internal dimensions 6.6m wide x 7.0m long.</p> <p>Minimum door width 2.4m for each garage space.</p>
Car port / car barn	<p>Minimum dimensions of 3m wide x 5.5m long per vehicle. Both side elevations should be clear and free from walls and fencing.</p> <p>For parking in front of the structure, at least 6m must be left in front of the car port to avoid vehicles overhanging the property boundary.</p>
Disabled spaces	<p>Should be located as close to the main entrance and connected to a walking route to maintain level access. An additional 1.2m along one side and at the rear of the parking bay is required for access. An assessment may be required to ensure that appropriate and accessible provision can be secured.</p>

Type of car parking	Requirements for design and dimensions
Parent and child spaces	<p>Should be located as close to the main entrance and connected to a walking route to maintain level access. An additional 1.2m along one side and at the rear of the parking bay is required for access.</p> <p>An assessment will be required for proposals where parent and child parking is deemed necessary, to ensure that appropriate and accessible provision can be secured.</p>
Accessible dwellings	<p>Parking spaces for accessible units need to be Building Regulations Part M compliant. Parking spaces within dwelling curtilage need sufficient space to be widened to 3.6m. Parking bays within communal parking areas must have minimum clear access zone of 1.2m to one side.</p>

Appendices

Appendix A Inset maps of zones for the application of car parking standards

A.1 Purpose

A.1.1 This appendix contains detailed inset maps illustrating the zones for the application of car parking standards for key settlements within the Royal Borough of Windsor & Maidenhead. These maps illustrate the spatial extent of the zones, supporting the application of the standards as described in the SPD. The maps included are:

- Figure A.1 – Maidenhead inset map of zones for the application of car parking standards
- Figure A.2 – Windsor, Eton and Datchet inset map of zones for the application of car parking standards
- Figure A.3 – Ascot, Sunninghill and Sunningdale inset map of zones for the application of car parking standards
- Figure A.4 – Cookham and Bisham inset map of zones for the application of car parking standards

A.1.2 These maps support the application of the parking standards by helping identify the appropriate zone classification for specific locations.

Figure A.1: Maidenhead inset map of zones for the application of car parking standards

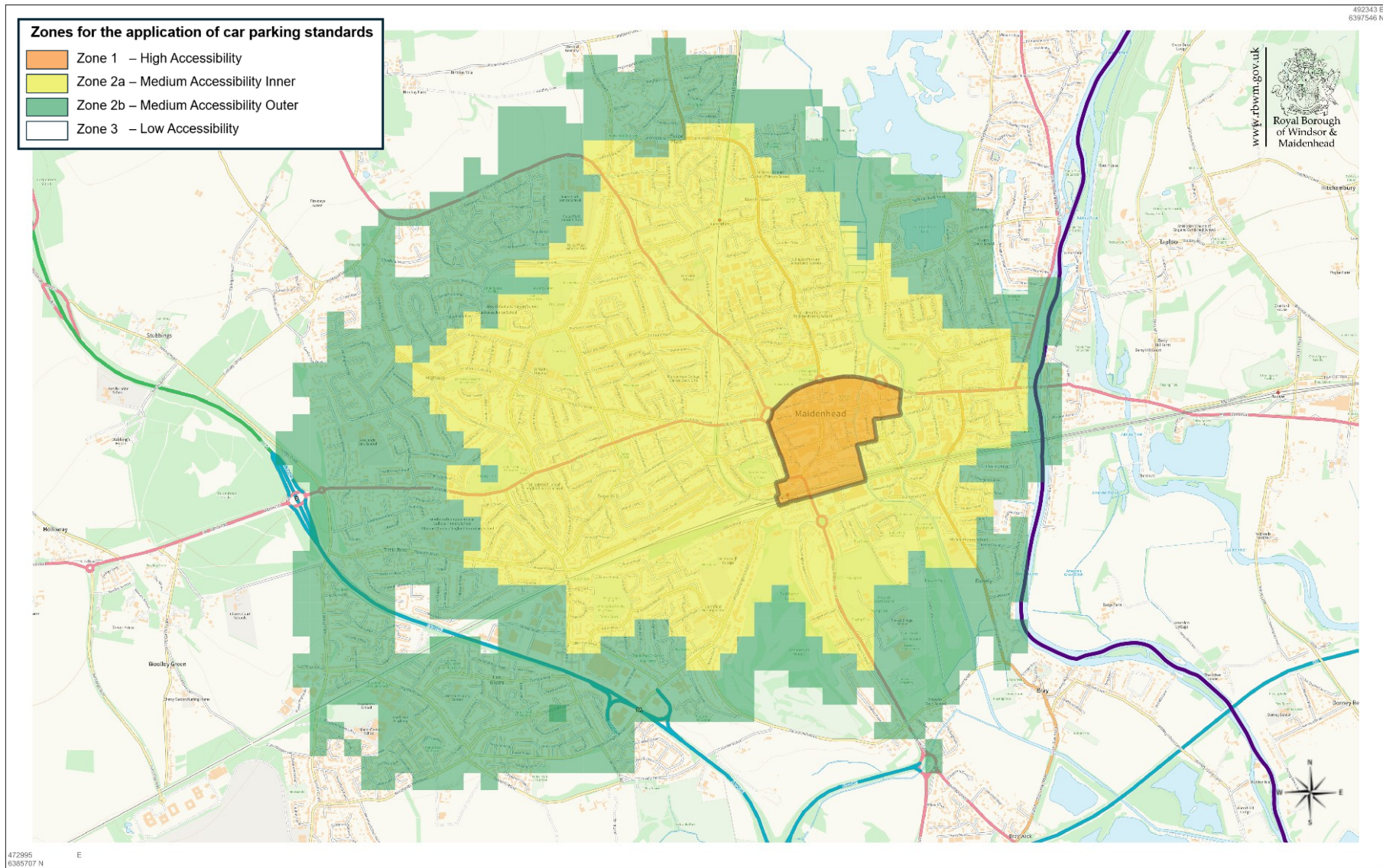


Figure A.2: Windsor, Eton and Datchet inset map of zones for the application of car parking standards

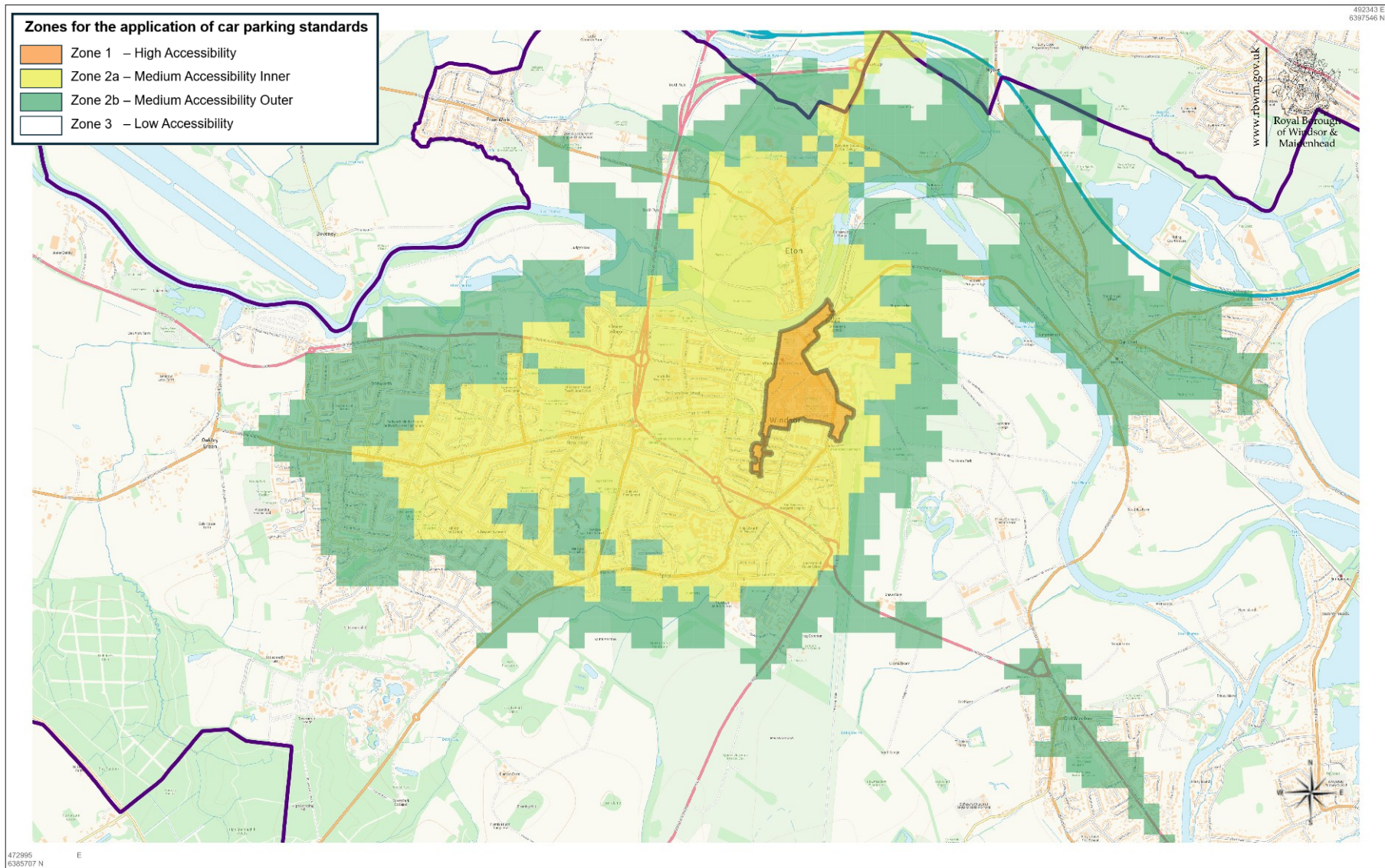
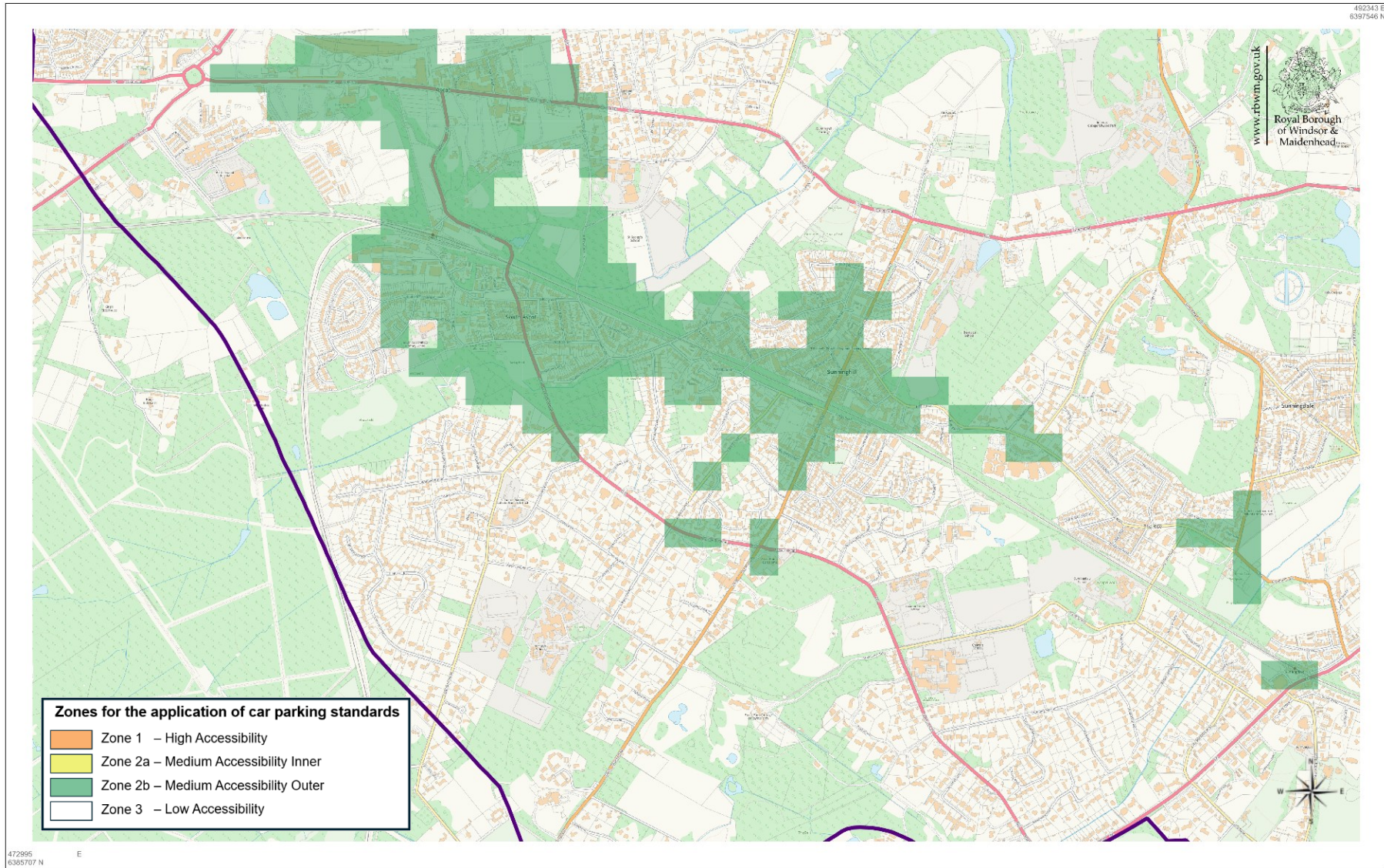


Figure A.3: Ascot, Sunninghill and Sunningdale inset map of zones for the application of car parking standards



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6385707 N

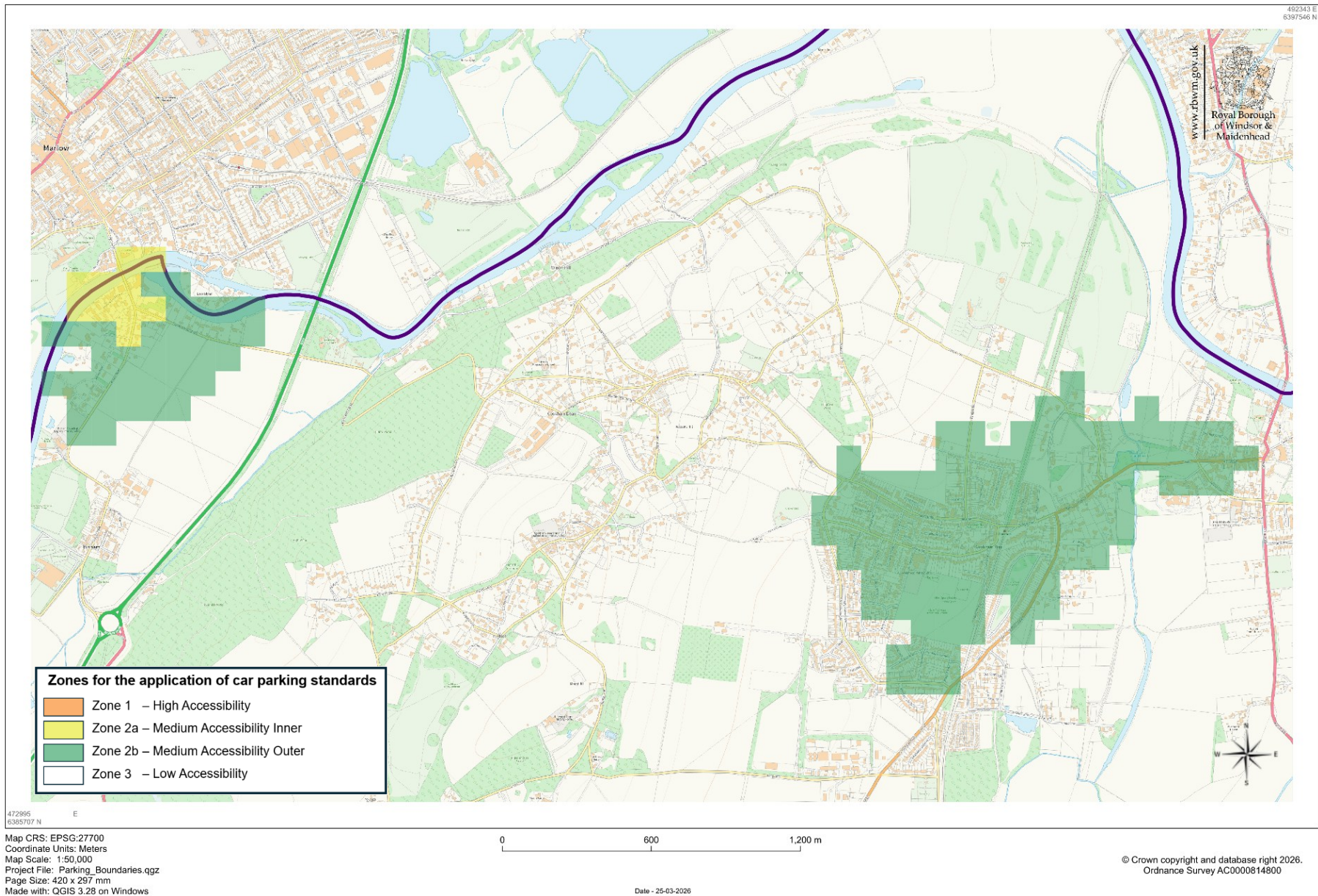
Map CRS: EPSG:27700
Coordinate Units: Meters
Map Scale: 1:50,000
Project File: Parking_Boundaries.qgz
Page Size: 420 x 297 mm
Made with: QGIS 3.28 on Windows

0 600 1,200 m

Date - 25-03-2026

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Figure A.4: Cookham and Bisham inset map of zones for the application of car parking standards



Appendix B Evidence base

B.1 Introduction

B.1.1 This appendix sets out:

- Rationale for the residential car parking standards
- Rationale for the non-residential car parking standards.

B.2 Rationale for residential car parking standards

B.2.1 In developing the residential car parking standards, we undertook a review of the council's previous residential car parking standards alongside the standards used by neighbouring and comparator authorities. This helped us understand the range of approaches currently in use, the assumptions that underpin them, and how they respond to varying levels of accessibility and development context. The review provided a benchmark against which to develop parking standards for the borough.

B.2.2 There is a continuum across the borough from its most urban to its most rural areas. As places become more urban in character, residents typically have greater opportunities to walk, cycle, and use public transport to access services and facilities. Conversely, as areas become more rural, these opportunities tend to diminish. Travel behaviour generally mirrors this pattern: higher levels of sustainable travel in urban areas gradually gives way to increased reliance on the private car in more rural locations.

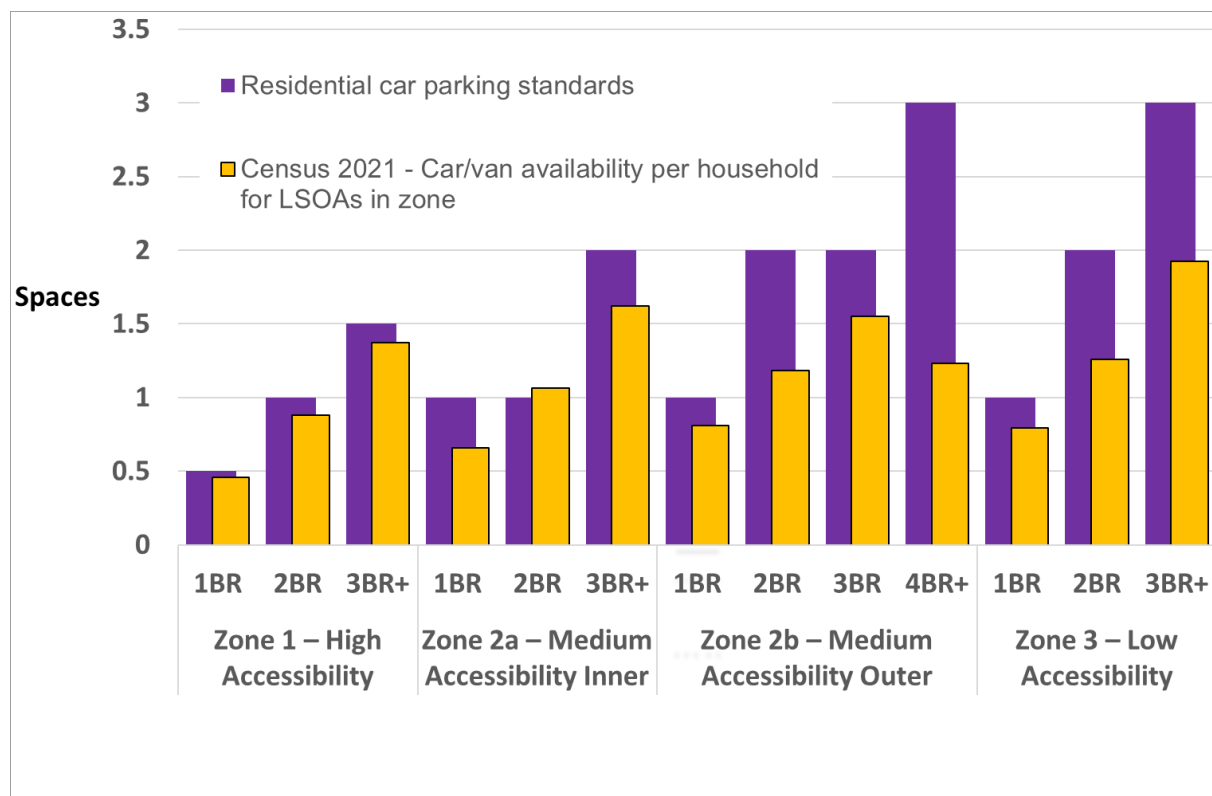
B.2.3 Reflecting this pattern, we have chosen to develop residential parking standards on a zonal basis. This approach allows parking provision for new developments to vary in line with the differing levels of accessibility and travel behaviour observed across the borough. In more urban areas – where opportunities for walking, cycling, and public transport use are typically greater – the expected need for private car parking is generally lower. Conversely, in more rural areas, where sustainable travel options are more limited, a higher level of car parking provision is usually necessary for new developments. A zonal structure enables parking requirements to be calibrated to the local context across the borough.

B.2.4 The Consultation Draft of the Parking SPD set out evidence on the patterns of car or van availability across the borough and on the correlations between car or van availability by household and the number of bedrooms by household. For this adopted version of the Parking SPD, we have undertaken new analysis to demonstrate the validity of the zonal residential car parking standards that were consulted upon.

- B.2.5 The new analysis uses datasets available at the Lower Super Output Area (LSOA) level. We have combined a new 2021 Census dataset on car and van availability, commissioned from the Office for National Statistics (ONS), with connectivity score data from the Department for Transport's Connectivity Tool.⁶
- B.2.6 Using the connectivity scores for each LSOA, we grouped LSOAs according to the connectivity score thresholds that defined the zones in the Consultation Draft of the Parking SPD. For the purposes of the analysis, the zone groupings were as follows: zone 1 comprised the LSOAs covering the designated town centres; zone 2a comprised LSOAs with connectivity scores of 70 or above; zone 2b comprised LSOAs with connectivity scores between 60 and 69; and zone 3 comprised LSOAs with connectivity scores of 59 or below.
- B.2.7 We analysed the car or van availability by number of bedrooms for dwellings for each group of LSOAs.
- B.2.8 Figure A.1 compares car or van availability per household for the LSOAs grouped by residential car parking standards zones with the corresponding residential car parking standards.
- B.2.9 The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, for 2 bedroom dwellings in zone 2a Medium Accessibility Inner, car or van availability (1.06 cars/vans per household) is only marginally higher than the corresponding parking standard (of 1 space per dwelling).
- B.2.10 On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.

⁶ The Connectivity Tool combines transport and land-use data to generate a connectivity score for every 100 metre by 100 metre grid square across England and Wales. The connectivity score represents people's ability to get where they want and need to go using walking, cycling and public transport – sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services. These scores provide a consistent and evidence-based way of distinguishing areas with differing levels of accessibility.

Figure A.1: Household car/van availability by size of dwelling for LSOAs as grouped by residential car parking standards zones, compared with corresponding residential car parking standards



Source: Royal Borough of Windsor & Maidenhead analysis of Census 2021 dataset

B.2.11 Zones have been mapped according to the connectivity scores of 100 metre by 100 metre grid squares; however, two forms of manual adjustment have been applied. Firstly, where one or two grid squares would otherwise be assigned to a lower-connected zone (e.g. zone 2b) but are completely enclosed by grid squares in a higher-connected zone (e.g. zone 2a), these squares have been reassigned to the higher-connected zone to maintain spatial coherence. Secondly, where individual grid squares located at a zone boundary comprise open land and are surrounded by grid squares in a different connectivity zone – whether a zone 2a grid square is enclosed by zone 2b grid squares or vice versa – they have been reclassified into the zone that reflects the connectivity of the surrounding area.

B.3 Rationale for non-residential car parking standards

B.3.1 The non-residential parking standards have been developed using a combined approach that draws on both the established standards previously applied within the borough and the parking standards adopted by neighbouring authorities. In addition, amendments have been made to the standards for educational establishments in response to consultation feedback and after a review of adjacent authorities' standards and seeking further specialist input.