



Wiltshire Council Local Transport Plan 4

Car Parking Standards for
Developments in Wiltshire

February 2026

Wiltshire Council

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Document History

Revision	Purpose Description	Revised	Authorised
1.0	Final for approval	18/09/2025	
2.0	Revised following MOW Comments	12/11/2025	

1. Introduction

This document is supplementary to Wiltshire Council's LTP4 Parking Sub-Strategy.

It sets out Wiltshire Council's Car Parking Standards for residential and non-residential private parking and replaces that element of the now superseded Wiltshire Local Transport Plan 2011-2026: Car Parking Strategy. The car parking standards have been reviewed to align with the vision and objectives of the Wiltshire Local Transport Plan (LTP4) 2025 – 2038, together with national and local transport policies and guidance documents. With a strong emphasis on mitigating the effects of climate change and boosting economic growth, electric vehicle infrastructure has become a key requirement included in this document.

The revised car parking standards provide a guide for new development across Wiltshire with the aim to achieve a balance between sustainability and mobility.

2. Policy Context

There are a number of national and local documents providing current policy or guidance on car parking and wider sustainability and accessibility matters. This document has thus been developed with these in mind.

Wiltshire Council's Our Wiltshire Plan (2025-2035)
Wiltshire will be a more resilient, inclusive, and sustainable county that empowers local communities through working together. The document sets out several priorities one of which is to create well maintained, safer roads, and more accessible, greener transport (including public transport), including to deliver the Wiltshire Local Transport Plan 4, helping to meet the council's carbon reduction ambition, improved road safety and greater economic activity.
Local Transport Plan (LTP4) (2025-2038)
Sets out Wiltshire Council's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge and Chippenham; market towns; and rural communities.
National Planning Policy Framework (2024)
Promoting Sustainable Transport – Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: "ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places" (NPPF 2024 para 109(b))
Wiltshire Local Plan (2015) (currently under review)
The Local Plan sets out the vision and framework for future development for an area. It provides the planning policies by which planning applications can be assessed and determined.

Manual for Streets (2007) and Manual for Streets 2 (2010)
Provides the context for development, promoting well designed residential streets. It is used for the design, construction, adoption and maintenance of new residential streets and is a starting point for any new development.
Wiltshire Council Residential Road Design Guide (future aspiration)
Local guidance to help create safe and attractive places for people to live in and circulate around. Provides design standards, dimensions and geometry detail for road construction.

Table 1.0 – Policy Context

3. Minimum Residential Car Parking Standards

3.1 Minimum Residential Car Parking Standards

There is no obligation on local highway authorities to provide parking for residential premises and there is no automatic right for residents to park on the highway.

The following minimum parking standards are based on allocated parking i.e. parking allocated to individual dwellings.

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Table 2.0 – Minimum Residential Car Parking Standards

Notes:

Garages

Garages will only count as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m (internal dimensions). This is to ensure that there is sufficient room for an average sized family car, a cycle and some storage provision.

Electric Vehicles (EV)

There is an expectation that a new residential building with associated parking must have access to electric vehicle charge points in accordance with guidance from 'Infrastructure for the charging of electric vehicles - The Building Regulations 2010 Part S (HM Gov - 2021 edition)'

Car Parking Space Dimensions

Please refer to the Section 5 - Car Parking Space Dimensions on page 16 for further advice on designing and laying out car parking spaces.

3.2 Discounting Strategy for Residential Developments

The above parking standards should ensure that sufficient parking is provided in new developments to cater for demand, however, there is some flexibility to allow for a lower level of provision where specific circumstances can be demonstrated and if the development meets the criteria for a Transport Statement or Transport Assessment, this should include the justification for discounting parking.

There are three Principal Settlements located across Wiltshire – **Salisbury**, **Trowbridge** and **Chippenham**. They are identified in the LTP4 as strategically important centres for services and employment and are the primary focus for development within Wiltshire. They are more likely to provide supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment. Market towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

LTP4 recognises the unique nature of principal settlements and market towns, and those settlements will be the primary focus when considering discounting of residential parking.

Reduced residential parking requirements will be considered across Wiltshire in areas of high accessibility particularly in town centres taking into account the following:

1. The accessibility of the development by sustainable travel modes. The availability of walking and cycling infrastructure, and acceptable distances to a wide range of key facilities, shops, employment etc. The availability or provision of cycle parking
2. For conversions of existing buildings, where there are significant urban design or heritage issues, existing parking demand will be taken into account.
3. The availability of and opportunities for public transport – proximity to key transport hubs, bus services, railway stations and quality of infrastructure
4. Where any parking overspill can be controlled

Table 3.0 – Discounting Residential Car Parking

The applicant must present data and analysis addressing the points provided in the Discounting Strategy above by the submission of a Transport Assessment or Transport Statement. Including a consideration of the availability of non-vehicular access to services (walking distances), availability of public transport, local car ownership levels and topography.

Residential discounting should be directed in the first instance to the units with the lower bedroom numbers with these units being the priority for discounting. Larger “family” homes are less likely to be accepted for discounted parking.

4. Optimum Non-Residential Car Parking Standards

4.1 Optimum Non-Residential Car Parking Standards

There is no obligation on local highway authorities to provide car parking for businesses, services or public facilities and all new non-residential developments would be expected to accommodate sufficient car parking to meet demand. There is no automatic right for members of the public to park on the highway.

Wiltshire has developed a set of 'Optimum' car parking standards for non-residential uses, in response to the National Planning Policy Framework 2024 recommending a move away from the previous 'Maximum' standards. These new Optimum standards are shown in **Table 4.0** below.

The parking ratios stated are generally considered to be the minimum level of car parking required for each use class, however, these can be discounted in some circumstances, in accordance with the '*Discounting Strategy for Non-Residential Developments*' section below.

4.2 Non-Residential Electric Vehicle (EV) Provision

Electric Vehicle charging points are required for non-residential new-build developments in accordance with guidance from 'Infrastructure for the charging of electric vehicles - The Building Regulations 2010 Part S (HM Gov - 2021 edition)' as follows:

Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces -

- One of those parking spaces must have access to one electric vehicle charge point; and
- Cable routes for electric vehicle charge points must be installed in a minimum of one-fifth of the total number of remaining parking spaces
- Where there is at least one accessible space (as defined in Approved Document M), a chargepoint and/or cable route must be provided to a minimum of one accessible space.

As part of any submission a drawing showing EV provision shall be annotated with "EV" to represent a charging point and/or "EVC" to represent a cable connected parking space.

4.3 Disabled/ Accessible Car Parking

New non-residential developments within Wiltshire are expected to provide disabled/ accessible car parking to meet the requirements of The Equality Act 2010. Guidance on disabled/ accessible car parking can be found in the Department for Transport's Traffic Advisory Leaflet 5/95 'Parking for Disabled People' and 'Inclusive Mobility' (2021), and British Standard BS8300-1:2018.

Applicants should demonstrate within the submitted Transport Statement/Assessment that their proposals comply with the above guidance and requirements.

Table 4.0 - Optimum Non-Residential Car Parking Standards

Use Class	Land Use	Wiltshire Optimum Standard
B2: General Industry	General Industry	1 per 30m ² (less than 500m ²), 1 per 50m ² (*greater than 500m ² , min 8 spaces) + evidenced lorry parking or where end user not known, min 1 lorry space per 500m ²
B8: Storage and Distribution	Storage and Distribution	1 per 30m ² (less than 500m ²), 1 per 200m ² (*greater than 500m ² , min 8 spaces) + evidenced lorry parking or where end user not known, min 1 lorry space per 250m ²
C1: Hotels and Hostels	Hotels and Hostels	1 per bedroom (plus requirement for public facilities)
C2: Residential Institutions See definition 1 below	Hospitals Residential Care Home Nursing Homes Specialised Housing/ Supported Acc.	1 per 4 members of staff + 1 per 3 visitors 1 per 4 bedrooms + 1 per 2 staff **maximum staff on site at any one time 1 per 4 bedrooms + 1 per 2 staff ** maximum staff on site at any one time 1 per 3 bedrooms + 1 per 2 staff ** maximum staff on site at any one time
	Residential Schools and Colleges	1 per bed (including staff bed spaces) + 1 per 2 non-residential and ancillary staff
C3: Dwelling Houses See definition 2 below	Sheltered Accommodation/ Extra Care Retirement Homes/Communities	1 per 2 units + 1 per 5 units for visitors 1 per unit + 1 per 5 units for visitors
C4: HMO	HMO	1 per bedroom (subject to discount where appropriate)
E Class	Open E Class	1 per 5m ² public floor area
E (a)	Food Retail (inc. discount food stores) Non-Food Retail	1 per 35m ² (less than 1000m ²), 1 per 14m ² (*greater than 1000m ²) + evidenced home delivery and online collection bays 1 per 35m ² (less than 1000m ²), 1 per 20m ² (*greater than 1000m ²)

Use Class	Land Use	Wiltshire Optimum Standard
E (b)	Café/ Restaurant/Pub Fast Food and Drive Through	1 per 5m ² public floor area inc. outdoor dining*** 1 per 5m ² public floor area inc. outdoor dining***
E (c) (i)	Financial and professional Services	1 per 30m ²
E (c) (ii)	Professional Services (not medical)	1 per 30m ²
E (c) (iii)	Other Services	1 per 30m ²
E (d)	Indoor sport, recreation, fitness	1 per 5m ² (less than 1000m ²) 1 per 22m ² (*greater than 1000m ²) + coach parking as necessary
E (e)	Medical or Health	1 per staff + 2 per consulting room, + 1 Ambulance Bay
E (f)	Nursery/Day Centre/Creche	1 per 2 staff + 1 per 6 children
E (g) (i)	Office	1 per 30m ² (stand alone office), 1 per 35m ² (office parks)
E (g) (ii)	Research and Development	1 per 30m ² (stand alone office), 1 per 35m ² (office parks)
E (g) (iii)	Industrial Processes	1 per 30m ² (stand alone office), 1 per 35m ² (office parks)
F1: Learning and Non-Res Institutions F1 (a)	Education Staff Visitors Pupils College Students Parents- Pre-school and infants Parents - Primary Parents - Secondary Higher and Further Education	2 per 3 staff 1 per 7 staff 1 per 10 2nd year 6th formers 1 per 4 students 1 per 12 pupils 1 per 20 pupils + designated drop off arrangements**** 1 per 30 pupils + designated drop off arrangements Staff: 1 per 2 staff + 1 per 15 students

Use Class	Land Use	Wiltshire Optimum Standard
F1 (b)	Display of works of art	1 per 40m ²
F1 (c)	Museums	1 per 40m ²
F1 (d)	Libraries	1 per 50m ²
F1 (e)	Public Hall and Exhibition Halls	1 per 5m ²
F1 (f)	Places of Worship, Church Halls	1 per 5m ²
Use Class Sui Generis	Land Use Cinemas, Music, Concert Halls Conference Facilities Dance Halls, Bingo Halls, Casinos Music and Entertainment Field Sports Stadia (over 1,500 seats) Vehicle Service/MOT Stations Tyre and Exhaust Centres Petrol Filling Stations	Wiltshire Optimum Standard 1 per 5 seats 1 per 5 seats 1 per 5 seats (less than 1000m ²), 1 space per 22m ² (*greater than 1000m ²) 1 per 5 seats (less than 1000m ²), 1 space per 22m ² (*greater than 1000m ²) Max.no. participants 1 per 15 seats 2 spaces per bay 2 spaces per bay 1 per 2 employees + retail requirement for E

Notes:

* Once the higher threshold is reached, the entire area is subject to the parking standard shown for the higher threshold.

** Maximum Staff - the calculation for the staff parking should be based on the likely maximum number of staff on site at any one time and should be supported by evidence.

*** The standard for outdoor seating may not always be applied onerously given that its use is seasonal and if it is shown that tables will be spaced apart in a more typical outdoor manner.

**** Designated Drop-off Arrangements may be appropriate in special circumstances, for example where a primary school has a Resource Base Provision (for SEND children) to accommodate taxi / minibus parking within the school site.

Definitions

1. **Use Class C2** is defined as 'personal care for people in need of such care by reason of old age, disablement, past or present dependence on alcohol or drugs or past or present mental disorder, and in class C2 also includes the personal care of children and medical care and treatment "Use Class Order 1987.

Land Use	Definition
Residential Care Home	A residential building for the residency of older people who require extra support.
Nursing Home	A residential building which provides more intense support and care. This can include (though not limited to) medical care, dementia care and similar support.
Specialised housing/Supported Accommodation	A Residential unit which can cover a range of social care demands. This can include (though not exclusively) Adult social care, care leavers, Children Care homes, Mental Health Residential units, Dependency support, Disability independent living with support.

2. **Use Class C3** refers to dwelling houses, including houses, flats, and apartments. It encompasses properties used for residential purposes, whether as a primary residence or a second home, by a single person, a family, or a group of up to six people living together as a single household. Use Class Order 1987

Land Use	Definition
Retirement Community/Homes	Residential accommodation which caters for residents who may still be working/ active. Can include residents from 50 years onwards. May form part of a wider provision to allow for progression through retirement and care requirements.
Sheltered Accommodation / Extra Care	A residential unit which caters for residents who wish to live independently while accommodating the potential for on call support. Unlikely to require on site staffing.

4.4 Discounting Strategy for Non-Residential Developments

The council has identified a process, following best practice, to apply discounting to optimum car parking standards for private non-residential developments in Wiltshire. The below discounting process should however be supported through submission of a Transport Assessment/Statement where relevant, which may also include census data, trip data, travel to work surveys and car parking capacity assessments.

The discounting process has two stages:-

1. Assess the broad development location in terms of the Wiltshire Local Plan's Settlement Strategy and apply a **primary discount**.
2. Assess the actual site in terms of local accessibility to non-car modes of transport through the use of a questionnaire and apply a **secondary discount** based on the resulting score.

4.4.1 Primary Discount – Broad Development

For the first stage of the approach, the following primary discount would be applied to the optimum standard.

Location	Initial Discount
Town Centres in 'Principal Settlement'	10%
All other Areas	No Primary Discount

Table 5.0 – Primary Discount for Non-Residential Car Parking

The Principal Settlements are Salisbury, Chippenham and Trowbridge.

4.4.2 Secondary Discount – Local Accessibility

For the second stage of the process, a questionnaire will be used to assess local levels of accessibility of a development site.

The scoring system provides a percentage reduction (**Table 6.0**) in optimum parking standards, based on a set of criteria designed to allow for developments to be scored on the site's current level of accessibility to non-car modes of transport.

The score will enable the site to be assessed as having low, moderate or high local accessibility.

Category	Score	Discount
Low	0-10	0-5%
Moderate	10-20	5-10%
High	20+	10-25%

Table 6.0 – Secondary Discount for Non-Residential Car Parking

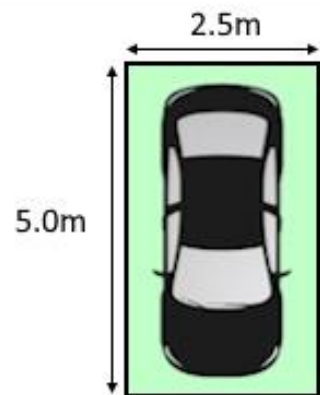
The full questionnaire is shown in **Table 7.0** below:

Table 7.0 – Accessibility Questionnaire

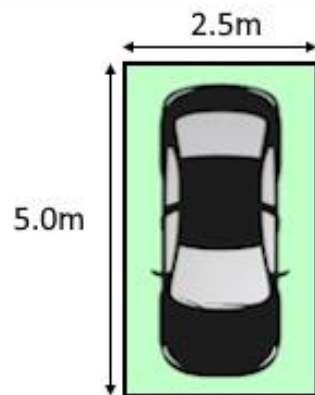
Criteria	Variation	Score
Quality of pedestrian facilities	Good: Footways min 1.5 m width, pedestrian routes well maintained, well lit, and designated for disabled access, choice of pedestrian access points to sites in at least three directions	3
	Moderate: Footways min 1 m width, choice of pedestrian access points to the site in at least two directions	2
	Poor: No footways adjacent to the site, pedestrians use an access where vehicles have priority, access only one point, no street lighting or disabled facilities	0
Criteria	Variation	Score
Quality of cycling facilities	Good: Secure and sheltered bike storage, good choice of safe access routes for cyclists, design and maintenance of surrounding area sympathetic to cyclists	3
	Moderate: On-road facilities and surfaces adequate for cyclists, cycle storage availability, some choice of safe access routes for cyclists	2
	Poor: Cycle parking to standard, poor on-road cycle facilities and surfaces, limited choice of safe access routes for cyclists	0
Criteria	Variation	Score
Walking distance (metres) to nearest bus stop	Less than 100m	3
	Less than 400m	2
	More than 400m	0
Frequency of bus service	Less than 30 minutes	3
	Less than 60 minutes	2
	Over an hour	0

Criteria	Variation	Score
Distance (metres) to nearest bus station or interchange (defined as any location with 3 or more routes)	Less than 200m	5
	Less than 400m	3
	Less than 800m	2
	More than 800m	0
Distance (metres) to nearest railway station	Less than 400m	5
	Less than 800m	3
	Less than 1200m	2
	More than 1200m	0
Frequency of train service - number of trains per hour in each direction	5+	3
	3 to 4	2
	1 to 2	1
	Less than 1	0

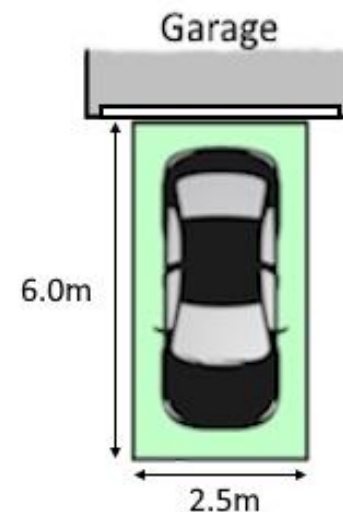
5. Car Parking Space Dimensions



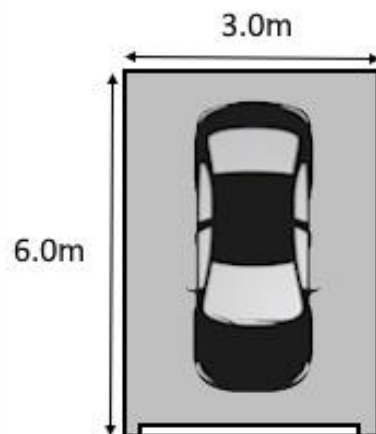
Standard Car Space/ Bay



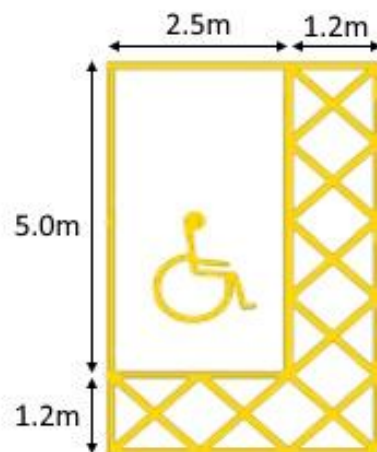
Driveway Car Space
(no garage)



Driveway Car Space
(with garage)



Garage Car Space



Disabled Car Space
(non-residential)

NOTES

- *any space adjacent to a solid boundary e.g. wall or fence, should have a minimum width of 3m
- *all perpendicular spaces require a minimum of 6m behind for manoeuvring

Car Parking Space Dimensions

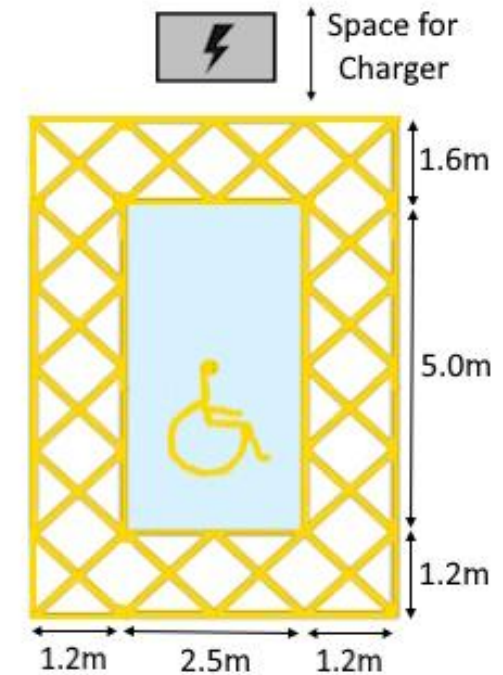
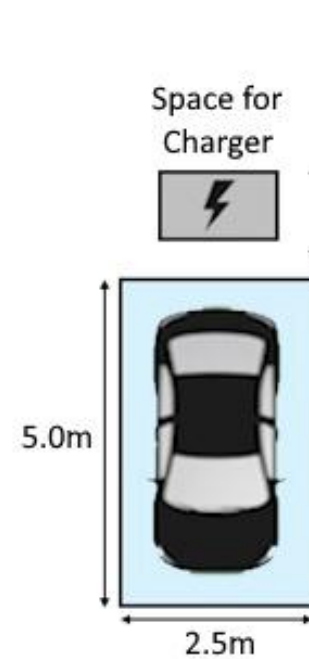
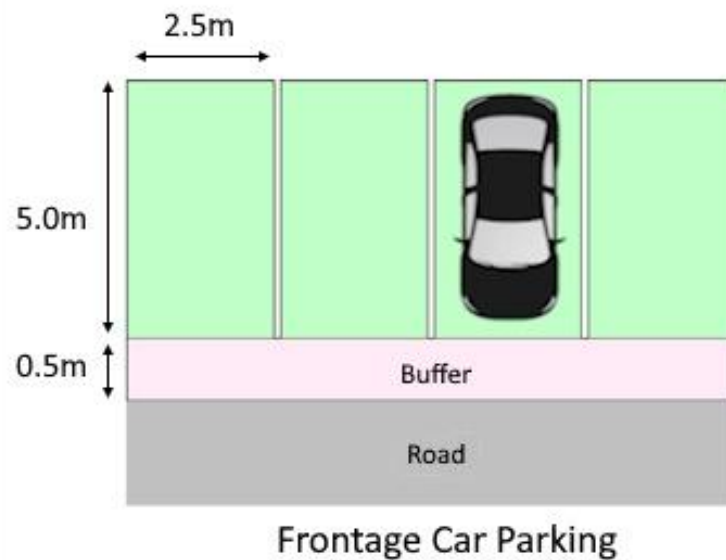
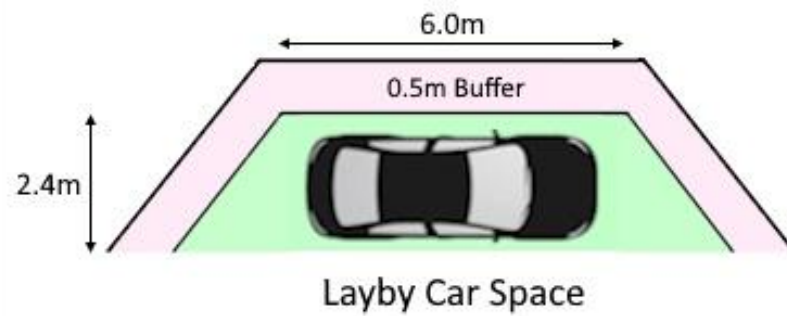
NOT TO SCALE

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NOTES

- *any space adjacent to a solid boundary e.g. a wall or fence, should have a minimum width of 3m
- *all perpendicular spaces require a minimum of 6m behind for manoeuvring

Car Parking Space Dimensions

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