Topic Paper - Parking Standards 2026

Residential Parking Standards

Executive Summary

This Topic Paper seeks to justify and underpin the review of parking standards for the city as part of the preparation of a new Local Plan for Southend. The adopted standards for the city as of 2026 are set out in the Southend Development Management DPD.

A comparison between Census 2011 and 2021[1] suggests that car ownership has generally increased nationally and within Southend. However, the Census 2021 finds that Southend has lower car ownership 1.16 when compared to South Essex (1.42). Further, nearly a quarter of all households in Southend (24.5%) do not own a car, more than the average for South Essex (16.2%).

Table A: Car ownership (Census 2021)

	All Households	Cars per Household	Households with no cars (%)
Southend	78,256	1.16	24.5
South Essex*	313,732	1.42	16.2
Essex*	687,359	1.44	16.0

** Not including Southend (total for Essex includes Thurrock)*

Across the City there are varying levels of car ownership, which generally reflect the character, form and accessibility of the varying neighbourhoods that comprise Southend. The Southend Central neighbourhood has the lowest car ownership (0.78), where around 40.8% of households were reported as having no car.

The topic paper provides evidence to support the residential parking standards set out in the draft Southend Local Plan (Regulation 19), namely a reduction in the existing policy standard for flats in the Southend Central area from 1 space per dwelling to 0.5 car parking spaces and in the rest of the city 1 car parking space to 0.75 car parking spaces. For 4+ bed houses outside the central area 2 spaces per house has reduced to 1.5 spaces. The approach encourages flexible application in sustainable locations with high connectivity to sustainable public transport and recognises the proportion of households in Southend that do not own a car.

Table B: Proposed Vehicle Parking Standards

Car parking Standards - Residential			
Use Class	***Land Use***	***Southend Central***	***Rest of City***
C3	Flat	0.5 space per dwelling	0.75 space per dwelling
C3	House	1 space per dwelling	1 space per dwelling
C3	House (4+ bedrooms)	1 space per dwelling	1.5 space per dwelling
C3	Retirement Developments (e.g. warden assisted independent living)	1 space per dwelling	1 space per dwelling
C4	House in Multiple Occupation (HMO)	0.25 space per bedroom	0.5 space per bedroom
Cycle Parking Standards - Residential			
Use Class	***Land Use***	***City Wide***	
C3	Dwellinghouses	1 secure covered space per dwelling. None if garage or secure area is provided within cartilage of dwelling	

[1] The Census 2021 data based on ONS tables CT21_0271 and CT21_0272 and provides an approximation of car/ vans per household. This excludes caravans or other mobile or temporary structures.

C3	Retirement Developments (e.g. warden assisted independent living)	1 space per 8 units (visitors)
C4	House in Multiple Occupation (HMO)	1 space per bed space or cycle storage space is provided within cartilage of HMO

1. Introduction

Southend-On-Sea City (Southend) Council is preparing a new Local Plan which will guide and manage development proposals to 2045. As an integral part of the process, a comprehensive and up to date evidence base is essential for the new local plan. The parking standards topic paper provides evidence-base to support Southend's new local plan and to ensure appropriate standards and level of parking provision within the city.

The parking standard topic paper focuses on residential parking for cars or vans. It analyses 2011 and 2021 census data, examines specific case studies within Southend and reviews existing local, and sub-regional parking policies/ standards.

Robust and effective parking standards can contribute to sustainable transport choices, reduce the land take for development, promotes linked-trips and access to development for those without use of a car and tackle congestion.

Southend is a densely populated city and benefits from good public transport links and opportunity for walking and cycling, especially in the central area of the city. The demand for travel in Southend is expected to increase as the resident and visitor population grows, despite the prevalence and rise of home working.

Land resources in Southend are extremely limited, which provides for a significant planning challenge in delivery additional homes and jobs, whist safeguarding the character and natural amenities of the area and ensuring an effective and efficient transport network.

In seeking to meet development needs it is vital that development optimises the use of land in a sustainable manner. In some cases, this must include building at higher densities where there is capacity to do so and the area benefits from good accessibility and sustainable transport links. Conversely, densities will need to be guided by local context ensuring that they do not lead to the over-intensification of an area and undue stress on local services and infrastructure, including transport and parking capacity.

In this regard there will need to be a trade-off or balance between the provision of parking on site versus the density of a development (number of units that can be provided on site), and other land uses, such as amenity space, gardens, space standard, SUDs.

2. Policy Context

National Planning Policy Framework (2024)

Section 9 of the NPPF set out the Governments transport policy approach, making it clear that transport policies have an important role to play in facilitating sustainable development.

Paragraph 112 of the NPPF states that, if setting local parking standards for residential and non-residential development, policies should take into account:

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

Paragraph 113 states 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 (in accordance

with chapter 11 of the NPPF (Making effective use of land). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Local Policies

Local policy documents include but are not limited to Development Management Plan, 2015 and Southend Central Area Action Plan, 2018. Other older evidence-based documents are Parking Review 2011, Southend Parking Review Addendum 2013, Vehicle Parking Standard 2001, Parking Design Guide 2022, Parking Strategy 2021, Southend Boroughwide Parking and Access Strategy.

Policy DM15 of the DM DPD set out that all development should meet the parking standards (including cycle parking) as set out in Appendix 6 of the plan. In relation to the residential parking standards these are listed in **Table 1** below. The DM provides that these residential vehicle parking standards may be applied flexibly where it can be demonstrated that the development is proposed in a sustainable location with frequent and extensive links to public transport and/or where the rigid application of these standards would have a clear detrimental impact on local character and context. Reliance upon on-street parking will only be considered appropriate where it can be demonstrated by the applicant that there is on-street parking capacity. Point 3 of policy DM15 requires development to give priority and promote viable alternatives to private vehicle use. It highlights the needs of disabled persons and those with impaired mobility, cyclists and facilities for charging electric vehicles. However, it does not give any specific parking standard for these modes of transport.

Table 1: Development Management Plan (2015), Vehicle Parking Standards – Residential

	Southend Central Area	**Rest of the Borough**
Use	**Appropriate Standard***	**Minimum Standard****
1 bedroom Dwelling	1 space per dwelling	1 space per dwelling
2+ bedroom Dwelling (flat)	1 space per dwelling	1 space per dwelling
2+ Bedroom Dwelling (House)	1 space per dwelling	2 spaces per dwelling
Retirement development (e.g. warden assisted intendent living	1 space per dwelling	1 space per dwelling

*Standard to be applied. Lower or higher provision would need to be justified with Policy DM15(5)
**Minimum standard. Lower provision would need to be justified in accordance with Policy DM15(5)

The policy follows the approach as set out in paragraph 112 of the NPPF for setting parking standards. It draws evidence from existing sub regional parking standards and offers a flexible approach to reflect local circumstances.

Policy DS5 of the SCAAP states that, the provision of parking within Southend Central Area should have regards to the adopted parking standards and maintain parking capacity at a level that supports vitality and viability and does not undermine the Central Area's ability to accommodate visitor trips, whilst enabling the delivery of relevant opportunity sites.

3. Southend Characteristics – Car Ownership

A comparison between Census 2011 and 2021 indicates that car ownership has generally increased nationally and within Southend. However, Southend has lower car ownership levels when compared to surrounding areas. The number of cars per household in Southend in 2021 was 1.16 lower than the rest of South Essex 1.42 (**Tabel 2**). Across the City there are varying levels of car ownership, with Southend Central having the lowest levels. Approximately 40.8% of households in Southend Central do not own a car.

Table 2: Car Ownership within Southend and the sub-region (Census 2021)

	All Households	All Cars in Area (Total)	Cars per Household	Households with no cars (%)
Southend	78,254	90,950	1.16	24.6
Southend Central Area	11,626	9,080	0.78	40.8
Rest of the City	66,628	81,870	1.23	21.7
South Essex*	245,627	349,745	1.42	16.2
Essex*	687,359	988,917	1.44	16.0

** Not including Southend (Essex total includes Thurrock)*

Car ownership in Southend between 2011 and 2021 has broadly increased, although overall car ownership has remined at just above one car per household. Between the last two census, the population of Southend-on-Sea increased by 4.0%, from around 173,700 in 2011 to around 180,700 in 2021. The number of cars has increased by 12.6%, from around 80,791 in 2011 to around 90,955 in 2021. The number of households has also increased by 4.5%, from 74,645 in 2011 to around 78,254 in 2021.

Table 3: Census data showing the number of cars or vans per accommodation type.

Area	Type	2021 Census	2011 Census	Change
Total				
Southend-on-Sea	**Total**	**1.16**	**1.08**	▲ **0.08**
	House	1.41	1.30	▲ 0.12
	Flat	0.72	0.65	▲ 0.07
Neighbourhood (wards used)				
Eastwood (Eastwood Park)	**Total**	**1.49**	**1.39**	▲ **0.10**
	House	1.56	1.46	▲ 0.10
	Flat	0.80	0.69	▲ 0.11
Leigh (West Leigh, Leigh, Chalkwell, Belfairs, Blenheim Park)	**Total**	**1.26**	**1.18**	▲ **0.08**
	House	1.47	1.36	▲ 0.11
	Flat	0.84	0.78	▲ 0.05
Prittlewell (Prittlewell and St Laurence)	**Total**	**1.29**	**1.20**	▲ **0.09**
	House	1.45	1.33	▲ 0.13
	Flat	0.66	0.57	▲ 0.08
Westcliff-on-Sea (Westborough)	**Total**	**1.01**	**0.95**	▲ **0.06**
	House	1.21	1.11	▲ 0.10
	Flat	0.78	0.73	▲ 0.05
Southend Central (Victoria and Milton)	**Total**	**0.78**	**0.69**	▲ **0.09**
	House	1.10	0.94	▲ 0.16
	Flat	0.64	0.56	▲ 0.08
Southchurch (Kursaal, St Lukes and Southchurch)	**Total**	**1.06**	**0.96**	▲ **0.10**
	House	1.32	1.19	▲ 0.14
	Flat	0.65	0.57	▲ 0.08
Thorpe Bay (Thorpe)	**Total**	**1.39**	**1.36**	▲ **0.02**
	House	1.56	1.53	▲ 0.03
	Flat	0.85	0.82	▲ 0.03
Shoebury (West Shoebury and Shoeburyness)	**Total**	**1.30**	**1.19**	▲ **0.11**
	House	1.46	1.34	▲ 0.12
	Flat	0.69	0.61	▲ 0.08

Table 4: Car Ownership by household type Southend-on-Sea, Southend Central and Rest of the City

			2021 Census		
Area	**Type**	**2021 Census**	**Households**	**No Cars or vans in household**	**Households without car (%)**
Total					
Southend-on-Sea	**Total**	**1.16**	**78,254**	**19,215**	**24.6**
	House	1.41	49,964	7,386	14.8
	Flat	0.72	28,290	11,829	41.8
Southend Central (Victoria and Milton)	**Total**	**0.78**	**11,626**	**4,749**	**40.8**
	House	1.10	3,536	945	26.7
	Flat	0.64	8,090	3,804	47.0
Rest of City	**Total**	**1.23**	**66,628**	**14,466**	**21.7**
	House	1.44	46,428	6,441	13.9
	Flat	0.75	20,200	8,025	39.7

4. Future Policy

The evidence demonstrates that the continuous increase in population, number of cars and accommodation has an impact on the level of parking. The increase in the number of cars is significant as compared to the increase in population and number of households. The number of cars is projected to intensify, potentially including within areas that experience parking stress, unless such increases are accounted for in future parking standards. The continuation of parking standards with the new Local Plan is therefore justified.

There is a marked difference between the number of cars and households in Southend Central and the rest of the city. This is owing to the accessibility and availability of public transport options in the areas, as well as other factors including the household types being predominantly flat developments. It is therefore recommended that revising the standard for flat developments in the Southend Central area from 1 space per dwelling to a lower standard of 0.5 spaces per dwelling is justified, together with a combination of good parking management and expansion of alternative sustainable modes of transport. Similar, lowering the standard for flats within the rest of the city from 1 space per dwelling to 0.75 is justified.

In terms of houses a standard of 1 space per dwelling is considered justified for Southend Centel and the rest of the city. However, car ownership levels for 4+ bed houses within the rest of the city are markedly higher than other households where a higher standard of 1.5 is considered suitable.

The fractional reduction in standards proposed seeks to reflect that there are a high proportion of households with no cars across the city (nearly 25%), particularly the case for flatted development.

5. Case Studies

The case studies presented in Table 5 below show that the average number of car parking spaces in Southend Central provided for flats from the sample of planning applications was 0.60. For the rest of the City (outside of Southend Central) the number of car parking spaces per dwelling was 1.15 for houses and 0.79 for flats. These are broadly consistent with the proposed parking standards within the emerging new Local Plan as highlighted above.

Table 5: Planning application case studies

Southend Central

Completion Year	Planning Reference	Address	Neighbourhood	Development Type	Dwellings Gross	Actual Parking	Parking Ratio
2020-21							
2020-21	16/02281/FULM	177 London Road Southend-On-Sea Essex SS1 1PW	Southend Central	Flat & commercial units	16	10	0.63
2020-21	18/00245/FUL	Beaumont Court 61 - 71 Victoria Avenue Southend-On-Sea Essex SS2 6EB	Southend Central	Flats	8	8	1.00
2020-21	20/00146/FUL	The Tide, 175 London Road Southend-On-Sea Essex SS1 1PW	Southend Central	Flats	3	0	0.00
2021-22							
2021-22	16/01503/FULM	411 - 415 (Crown Secretarial College Ltd), Sutton Road, Southend-on-Sea, SS2 5PH	Southend Central	Flats & commercial units	44	44	1.00
2021-22	16/01528/PA3COU	47 (Victoria House), Victoria Avenue, Southend-on-Sea, SS2 6DR	Southend Central	Flats	60	44	0.73
2021-22	17/01663/FULM	69 - 71, High Street, Southend-on-Sea, SS1 1HZ	Southend Central	Flats & commercial units	10	0	0.00
2021-22	17/02266/FULM	The Esplanade, Western Esplanade, Southend-on-Sea, SS1 1EE	Southend Central	Flats & commercial units	49	49	1.00
2021-22	18/01506/PA3COU	110 - 114 (Northfield House), Baxter Avenue, Southend-on-Sea, SS2 6FF	Southend Central	Flats	74	52	0.70
2022-23							
2022-23	16/02277/FUL	6 (The Britannia), Eastern Esplanade, Southend-on-Sea, SS1 2ER	Southend Central	Flats & commercial units	9	9	1.00
2022-23	18/02151/FULM	27 (Car Park At), Victoria Avenue, Southend-On-Sea, SS2 6AL	Southend Central	Flats & commercial units	217	172	0.79
2022-23	19/02021/PA3COU	13 - 15, London Road, Southend-on-Sea, SS1 1PE	Southend Central	Flats	10	0	0.00
2022-23	20/01384/PA3COU	10 (Alexandra House), Alexandra Street, Southend-On-Sea, SS1 1BU	Southend Central	Flats	6	0	0.00
2022-23	21/00162/FUL	10 (Alexandra House), Alexandra Street, Southend-on-Sea, SS1 1JD	Southend Central	Flats	6	0	0.00
2023-24							
2023-24	19/01197/FUL	112, High Street, Southend-On-Sea, SS1 1JT	Southend Central	Flats & commercial units	5	0	0.00
2023-24	20/01119/PA3COU	45 (Chichester House), Chichester Road, Southend-On-Sea, SS1 2JU	Southend Central	Flats	16	0	0.00
2023-24	20/01396/FULM	47 (Victoria House), Victoria Avenue, Southend-On-Sea, SS2 6DQ	Southend Central	Flats	11	8	0.73
2024-25	18/00485/FUL	199 - 203 (Post Office), High Street, Southend-on-Sea, SS1 1LL	Southend Central	Flats	9	0	0.00
2024-25	21/00632/FUL	122 - 124, High Street, Southend-on-Sea, SS1 1JT	Southend Central	Flats	9	0	0.00
2024-25	23/00773/FUL	13-17, Alexandra Street, Southend-on-Sea, SS1 1BX	Southend Central	Flats	5	0	0.00
2025-26							
2025-26	24/01997/PA64	4, Southchurch Road, Southend-on-Sea, SS1 2NE	Southend Central	Flats	12	0	0.00
N/A							
N/A	23/00264/OUTM	7, Tylers Avenue, Southend-on-Sea, SS1 2BB	Southend Central	Flats & commercial units	58	0	0.00
N/A	23/00265/OUTM	Empire Theatre, Alexandra Street, Southend-on-Sea, SS1 1BU	Southend Central	Flats & commercial units	22	0	0.00

Southend Central Total

Development Type	Dwelling Gross	Actual Parking	Parking Ratio
Total	**659**	**396**	**0.60**

Rest of City

Completion Year	Planning Reference	Address	Neighbourhood	Development Type	Dwellings Gross	Actual Parking	Parking Ratio
2019-20							
2019-20	18/00810/FULM	10 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Prittlewell	Flats	92	92	1.00
2019-20	19/01163/FUL	Car Park Centurion Close Shoeburyness Southend-On-Sea Essex SS3 9UT	Shoeburyness	Houses	18	18	1.00
2022-21							
2020-21	18/00279/FUL	Shoeburyness Sorting Office George Street, Shoeburyness, SS3 9AB	Shoeburyness	Houses	10	5	0.50
2020-21	19/00659/FUL	Shoeburyness Sorting Office George Street, Shoeburyness, SS3 9AB	Shoeburyness	Houses	2	1	0.50
2020-21	20/00482/FUL	53 Grovewood Avenue, Eastwood, Essex, SS9 5EQ	Eastwood	Houses	8	10	1.25
2021-22							

Completion Year	Planning Reference	Address	Neighbourhood	Development Type	Dwellings Gross	Actual Parking	Parking Ratio
2021-22	16/02282/FUL	Eastwood United Reform Church, Rayleigh Road, Leigh-on-Sea, SS9 5HX	Eastwood	Houses	12	12	1.00
2021-22	20/01619/FUL	6, Lavender Grove, Westcliff-On-Sea, SS0 0QP	Prittlewell	Flats	7	7	1.00
2022-23							
2022-23	17/00908/FUL	1 - 3 (Chalton House), First Avenue, Westcliff-on-Sea, SS0 8HS	Leigh	Houses	8	16	2.00
2023-24							
2023-24	18/01390/FUL	30, St Helen's Road, Westcliff-On-Sea, SS0 7LB	Westcliff	Flats	2	0	0.00
2023-24	20/01207/PA3COU	302, Westborough Road, Westcliff-On-Sea, SS0 9PX	Westcliff	Flats	8	0	0.00
2023-24	20/01577/FUL	1 (Rear of), Shoebury Avenue, Shoeburyness, SS3 9BH	Shoeburyness	Houses	10	10	1.00
2023-24	22/01088/RES	1 Smallholdings (land adjacent), Eastwoodbury Lane, Southend-on-Sea, SS2 6XF	Prittlewell	Houses	18	18	1.00
2024-25							
2024-25	18/01811/FUL	1305 (Southend Kebab And Pizza House), London Road, Leigh-on-Sea, SS9 2AD	Leigh (south)	Flats	3	0	0.00
2024-25	19/00552/FULM	25, Roots Hall Avenue, Southend-On-Sea, SS2 6HN	Prittlewell	Flats	12	8	0.67
2024-25	19/00914/PA3COU	483 - 485, London Road, Westcliff-On-Sea, SS0 9LG	Westcliff	Flats	2	0	0.00
2024-25	20/00371/FUL	157, Hamlet Court Road, Westcliff-On-Sea, SS0 7EL	Westcliff	Flats	3	0	0.00
2024-25	20/01783/PA3COU	105, Hamlet Court Road, Westcliff-On-Sea, SS0 7ES	Westcliff	Flats	6	4	0.67
2024-25	20/01941/PA3COU	348, London Road, Westcliff-On-Sea, SS0 7JJ	Westcliff	Flats	2	0	0.00
2024-25	21/00467/RES	22, Seaview Road, Shoeburyness, SS3 9DX	Shoeburyness	Houses	9	18	2.00
2024-25	22/01015/FUL	1 - 3, Westcliff Avenue, Westcliff-on-Sea, SS0 7RA	Westcliff	Flats	9	6	0.67
2024-25	22/01569/FUL	199, Elm Road, Leigh-on-Sea, SS9 1SB	Leigh	Houses	1	2	2.00
2024-25	22/01908/FUL	877A, London Road, Westcliff-on-Sea, SS0 9SZ	Leigh (south)	Flats	2	0	0.00
2024-25	22/02275/FUL	22 - 24, St Benet's Road, Southend-on-Sea, SS2 6LF	Prittlewell	Flats	6	6	1.00
2024-25	24/00216/FUL	72, Coniston, Southend-on-Sea, SS2 6SN	Eastwood	Houses	1	2	2.00
2025-26							
2025-26	17/01180/FULM	636, Southchurch Road, Southend-on-Sea, SS1 2PT	Southchurch	Flats	14	14	1.00
2025-26	20/00680/FUL	73 - 75, Station Road, Westcliff-On-Sea, SS0 7SA	Westcliff	Flats	5	0	0.00
2025-26	22/01046/FUL	32, Cobham Road, Westcliff-on-Sea, SS0 8EA	Westcliff	Flats	3	2	0.67
2025-26	23/00730/PA64	5, Crowstone Road, Westcliff-on-Sea, SS0 8BA	Leigh (south)	Flats	5	3	0.60
2025-26	24/00092/FUL	58, Lord Roberts Avenue, Leigh-on-sea, SS9 1NE	Leigh	Houses	2	2	1.00
2025-26	24/00631/FUL	177, Hamstel Road, Southend-on-Sea, SS2 4LA	Southchurch	Flats	2	0	0.00
2025-26	24/00855/FUL	The Grand Leigh on Sea	Leigh	Flats	16	18	1.13
2025-26	24/01049/FUL	269 and 275 (Rear of), Victoria Avenue, Southend-on-Sea, SS2 6NE	Prittlewell	Flats	9	4	0.44
2025-26	25/01518/FUL	146, York Road, Southend-on-Sea, SS1 2EA	Southchurch	Flats	2	1	0.50

Rest of City Total

Development Type	Dwelling Gross	Actual Parking	Parking Ratio
Total	**309**	**279**	**0.90**
Total Houses	**99**	**114**	**1.15**
Total Flats	**210**	**165**	**0.79**

6. Houses in Multiple occupation (HMO) Parking

An HMO is broadly defined as a property occupied by 3 or more unrelated persons from 2 or more households and there are shared facilities such as a toilet, bathroom or kitchen. A household can be a separate individual, a couple or a family. Examples include bedsits, shared houses, lodgings and accommodation for workers or employees. The full legal definition of a HMO is given under the Housing Act 2004.There are two national statutory planning instruments that are relevant to the use of buildings as HMOs;

- the Town and Country Planning (Use Classes) Order 1987 (as amended) commonly referred to as the 'Use Classes Order' and
- the General Permitted Development Order (GPDO, 2015).

The GDPO permits the conversion of dwellings (Use Class C3) to small HMOs (Use Class C4) without the need for planning permission.

Data from Council's Basic Land and Property Unit (BLPU) indicates that there is a total of approximately 2,500 HMOs bedspaces across the City. The data has regard to HMO licensing, planning and building control records, electoral register and Council tax records. This is partly because smaller HMOs do not require mandatory licensing or planning approval. Over 90% of HMO's identified are concentrated in the central parts of the City in the Westcliff, Southend City Centre and Southchurch neighbourhoods. Of the remaining HMOs over half of these are located in the southern area of Leigh. All these areas are characterised by tightly knit housing with limited off-street parking spaces.

Figure 1: Distribution of HMO's in Southend (BLPU data – Feb 2025)

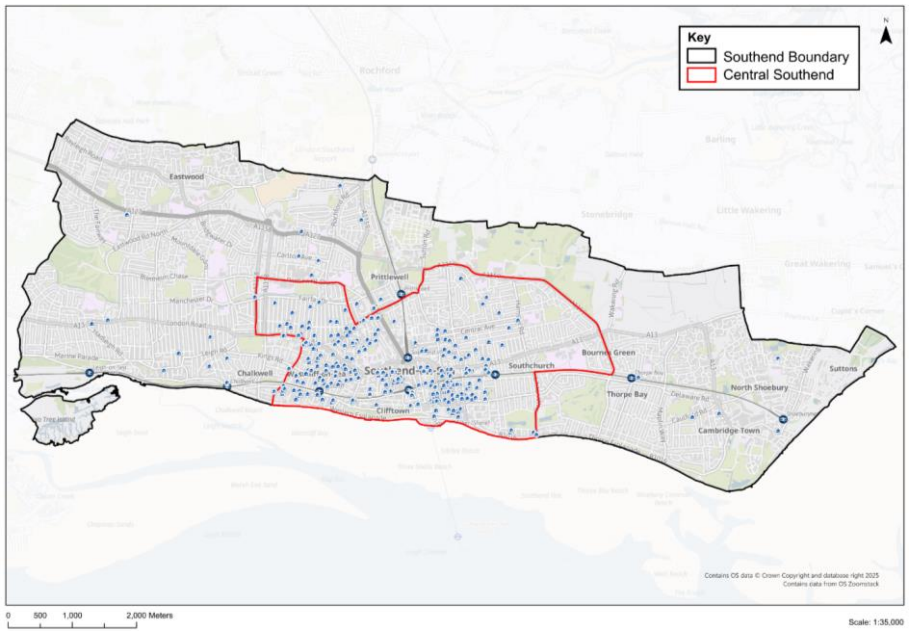


Table 6 - HMO Parking-Other Councils

Local Authority	Policy Document	Parking (vehicle)
London Borough of Barking and Dagenham	Local Plan 2020-2037	Car-free development
Bath & North East Somersets Councils	Transport and Development SPD 2022	0.5 space per dwelling- city centre, 1 space per dwelling- others
Birmingham City Council	Birmingham Parking Supplementary Planning Document 2021	0.5 unallocated space per bedroom (zone b and c). Alternative provision level considered on a case by case basis
Blackpool Councils	Site Allocation and Development Management Policy 2023	No parking
Bournemouth Borough Council	BCP Parking Standard SPD 2021	1 per HMO
Brighton-Hove City Council	Parking standard SPD	0.15 per bedroom for central area and 0.25 per bedroom for outer area
Bristol City Council	Site Allocations and Development Management Policies 2014	1 space per flat, 1.25 per house
Canterbury City Council	Canterbury District Local Plan 2017	1 space per unit
Charnwood Borough Council	Leicestershire highway design guide	3 per dwelling minimum where planning permission is required, but up to 6 desired.
Great Yarmouth Borough Council	Parking Guidelines for new developments in Norfolk 2022	0.5 per bedroom
Milton Keynes City Council	Parking standard SPD 2023	1 per bedroom
Northampton Borough Council	Northamptonshire Parking Standard (2016)	1 space per bedroom
Oxford City Council	Oxford Local Plan 2036	Case by case basis
Reading Borough Council	Revised Parking Standards and Design	0.25 per bedroom
Southampton Council	HMO SPD 2016	2 spaces per 3bed HMO
Trafford Council		0.5 space per unit
Warwick District Council	Vehicle Parking Standard 2007	1 space per 2 bedrooms
Worcester City Council	Planning for parking	3 spaces per 4bed HMO

Appendix 1

Table A1: Census 2021 and 2011 Parking Statistics by Southend Neighbourhood

Commented [MS1]: Check numbers against excel. They don't add up

Commented [LW2]: Table updated

Area	Type	2021 Census			2011 Census		
		Number of cars or vans in the area	Total Accommo-dation	Cars per Accommo-dation type	Number of cars or vans in the area	Total Accommo-dation	Cars per Accommo-dation type
Total							
Southend-on-Sea	**Total**	**90,950**	**78,254**	**1.16**	**80,791**	**74,645**	**1.08**
	House	70,619	49,964	1.41	64,637	49,823	1.30
	Flat	20,331	28,290	0.72	16,154	24,822	0.65
Neighbourhood							
Eastwood (Eastwood Park)	**Total**	**6,032**	**4,059**	**1.49**	**5,532**	**3,981**	**1.39**
	House	5,705	3,648	1.56	5,284	3,621	1.46
	Flat	327	411	0.80	248	360	0.69
Leigh (West Leigh, Leigh, Chalkwell, Belfairs, Blenheim Park)	**Total**	**27,209**	**21,671**	**1.26**	**25,049**	**21,267**	**1.18**
	House	21,015	14,283	1.47	19,736	14,495	1.36
	Flat	6,194	7,388	0.84	5,313	6,772	0.78
Prittlewell (Prittlewell and St Laurence)	**Total**	**11,531**	**8,927**	**1.29**	**10,080**	**8,413**	**1.20**
	House	10,340	7,112	1.45	9,248	6,963	1.33
	Flat	1,191	1,815	0.66	832	1,450	0.57
Westcliff-on-Sea (Westborough)	**Total**	**4,692**	**4,626**	**1.01**	**4,181**	**4,385**	**0.95**
	House	3,070	2,536	1.21	2,841	2,549	1.11
	Flat	1,622	2,090	0.78	1,340	1,836	0.73
Southend Central (Victoria and Milton)	**Total**	**9,080**	**11,626**	**0.78**	**7,017**	**10,162**	**0.69**
	House	3,873	3,536	1.10	3,289	3,509	0.94
	Flat	5,207	8,090	0.64	3,728	6,653	0.56
Southchurch (Kursaal, St Lukes and Southchurch)	**Total**	**15,235**	**14,384**	**1.06**	**13,213**	**13,795**	**0.96**
	House	11,588	8,762	1.32	10,331	8,709	1.19
	Flat	3,647	5,622	0.65	2,882	5,086	0.57
Thorpe Bay (Thorpe)	**Total**	**5,494**	**3,956**	**1.39**	**5,350**	**3,920**	**1.36**
	House	4,681	3,004	1.56	4,614	3,025	1.53
	Flat	813	952	0.85	736	895	0.82
Shoebury (West Shoebury and Shoeburyness)	**Total**	**11,677**	**9,005**	**1.30**	**10,369**	**8,722**	**1.19**
	House	10,347	7,083	1.46	9,294	6,952	1.34
	Flat	1,330	1,922	0.69	1,075	1,770	0.61