

Appendix 2

CORBY BOROUGH COUNCIL A GUIDE TO PARKING STANDARDS FOR NEW DEVELOPMENT

INTRODUCTION

1. Scope

This document, which has been approved by the County Council and all the District Councils concerned, provides a guide to the standards of parking provision required for all new developments within Northamptonshire.

2. Flexibility

Individual circumstances which would need to be substantiated by the applicant, may justify some flexibility in the application of these standards. Planning Authorities will have to take into account, however the possibility of future changes of use or occupier, the scope for expansion of the premises and the need for consistency in the consideration of parking requirements. In all such cases, specific negotiations with the appropriate Borough or District Council will be essential.

3. Changes of Use

Wherever possible, changes of use should meet the normal standards, though some flexibility may be considered acceptable, including where the development relates to the re-use of buildings recognised as being of architectural or historic interest.

4. Conservation Areas & Listed Buildings

Within Conservation Areas and at all sites involving Listed Buildings, Planning Authorities will take into account the special character and nature of the surrounding area, in determining the level of parking provision to be made.

5. Restriction of Permitted Development Rights

In exceptional circumstances, conditions may need to be imposed restricting the Permitted development rights to change from one Use Class to another, or even within the same Class.

6. Dual Use of Spaces

Dual use of parking spaces, whereby the provision to be made would be related to different land uses at different times of the day, should be considered wherever practicable. This can be beneficial to the development and contribute to an economic and efficient use of land.

7. Town Centres and Other Established Centres

Within Town Centres and other established centres where public car parks or other shared parking spaces are generally available, planning authorities may be willing to adopt a flexible approach in negotiations for new development, depending on the proximity and capacity of those parking facilities. For larger developments, planning authorities may wish to seek commuted payments towards the cost of additional public spaces within Town Centres as an alternative to full on-site provision for the development itself.

8. Design

All parking areas should be properly laid out and designed as an integral part of the development, and not within any part of the public Highway. The parking spaces and manoeuvring areas should be adequately defined with surface materials appropriate to the surroundings of the site.

9. Detached Parking Areas

Parking areas detached from the development site may be considered where they:-

- i) are under the control of the developer, and satisfactory and legally binding arrangements for their use in connection with the development can be agreed;
- ii) are within a reasonable walking distance and are safely related to the main site; and
- iii) meet normal planning requirements regarding use, access and other detailed layout and design criteria.

10. Servicing

In all cases, proper account will need to be given to the servicing arrangements for the development concerned. This could require the provision of on-site lorry loading/unloading/manoeuvring/waiting space depending on the nature of the development proposed.

11. Highway Capacity

The capacity of the adjoining Highways will be taken into consideration in the determination of parking requirements.

12. Dimensions

Minimum sizes of parking spaces are:-

Private Cars:	4.8m x 2.4m
Disabled persons' vehicles:	4.8m x 3.4m, but see also the Appendix giving more detailed advice on the layout of parking spaces for the disabled.

Commercial vehicles	Varying between 9m and 18m x 3.1m depending upon the type of vehicle most likely to serve the development.
----------------------------	--

Adequate access and manoeuvring space will be necessary in all cases. Those developments which would normally be expected to be serviced by articulated vehicles may require special arrangements to be made.

13. Layout

Within parking areas a clear zone of 6m is required between "head-on" 90° parking bays. This may be reduced to 4.2m for 60° bays and 3.6m for 45° parking (though this latter standard relates to one-way traffic only).

Special consideration should also be given to the number and location of the spaces reserved for disabled persons' vehicles and their relationship to the entrances to the proposed development.

14. Classification

So far as is possible, these standards relate to the classification of land use/developments specified in the Town and Country Planning Use Classes Order 1987.

15. Floor space

All floor space figures referred to are gross areas, measured externally, unless otherwise stated.

PARKING STANDARDS - PART A

CLASS A1 - SHOPS

i) Local shops outside defined shopping centres:-

Staff	1:100m ² floor space
Customers	1: 35m ² floor space

ii) New shopping centres in any location. Supermarkets, Retail Warehouses, DIY Stores:-

Staff	1:100m ² floor space
Customers	1: 20m ² floor space
Servicing	1 lorry space or loading bay : 2000m ² or part thereof plus adequate waiting and manoeuvring space for the largest types of vehicle likely to service the development.

iii) Retail developments exceeding 3000m² would be subject to individual assessment with a probable need for a more generous parking provision, including separate loading bays for each unit.

iv) Garden Centres:-

Staff	1 : 3 staff present at busiest time
Customers	1 : 50m ² internal and external sale and display area

Staff 1 : 3 staff present at busiest time

Customers 1 : 50m² internal and external sale and display area

CLASS A2 - FINANCIAL & PROFESSIONAL SERVICES

Offices/Banks/Building Societies etc:-

Staff	1 : 25m ² floor space
Customers	1 : 35m ² floor space

Where Class A2 uses are likely to change to At Shops without the need for specific consent, separate servicing facilities may be required.

CLASS A3 - FOOD AND DRINK

In all cases

Resident Staff	1 : 1 staff
Other Staff	1 : 3 staff present at busiest time
Servicing	1 delivery area: unit

plus for customers:

i) Public Houses, Licensed Clubs and other buildings with public bars:

Public Bar Area 1:3m² public area

ii) Restaurants/Cafes 1:3m² public dining area

Where such uses are intended to serve major national highway routes a more generous provision may be required.

iii) Transport Cafes:

Lorries	1:each unit area
Customers	Individually assessed

Individual circumstances of the open storage uses may require different parking facilities to be provided.

MOTOR VEHICLE REPAIRS. SALES AND SERVICES

(Sui generis - i.e. not included within any specific Use Class)

IN ALL CASES

Staff	1 : 25m ² total floor space or 1 : 3 staff, whichever is the greater;
Lorries	1 unloading/manoeuvring space: unit

PLUS:

- i) Service/Repairs

Customers	1 : 10m ² service/repair area or 4 : every service/repair bay
-----------	---

- ii) Spare Parts

Customers	1 : 25m ² of sales counter and stock room
-----------	--

- iii) Car/Lorry Sales (Including open display & storage areas)

Customers	1 : 50m ² display area
-----------	-----------------------------------

- iv) Car/Lorry Auction

Customers	1 : every 5 vehicles stores or 1 : 15m ² display and vehicle storage area, whichever is the greater.
-----------	--

- v) Car Hire

Customers	1 : 2 hire vehicles
-----------	---------------------

- vi) Automatic Car Wash

Customers	5 Waiting spaces
-----------	------------------

PART C

CLASS C1 - HOTELS AND HOSTELS (Including Guest Houses)

Resident Staff	1 : 1 staff plus 25 visitors' parking for residential staff
Other Staff	1 : 3 staff present at busiest times
Resident Guests	1 : each bedroom
Dining Area	1 : 3m ² if open to non-residents
Bar Area	1 : 3m ² if open to non-residents
Conference Rooms	1 : 3 seats if open to non residents, or 1 : 6m ² , whichever is the greater
Servicing	1 lorry : each unit

The requirement for a lorry space may be omitted at Guest Houses. A reduced standard in respect of resident guest spaces may be acceptable at specialised hostels e.g. Hostels for the Homeless.

CLASS C 2 - RESIDENTIAL INSTITUTIONS

i) Elderly Persons' Homes, Nursing Homes, and other specialised homes for those in need of care:-

Resident Staff	1 : 1 staff plus 25% visitors' parking for residential staff
Other Staff	1 : 2 staff present at busiest times
Visitors	1 : 5 beds
Servicing	Subject to individual assessment

ii) Hospitals

Staff	1:2 staff
Outpatients/Visitors	1:3 beds
Servicing	Subject to individual assessment

ii) Residential Schools, Colleges or Training Centres

Resident staff	1:1 staff plus 25% visitors' parking for residential staff
Other staff	1:3 staff present at busiest times
Other residents	To be individually assessed
Servicing	To be individually assessed
Visitors	To be individually assessed

In all cases, (i), (ii) and (iii), conditions may need to be imposed restricting changes of use with the Use Class.

C3 - DWELLINGHOUSES

IN ALL CASES:

Driveways	5.5m minimum length clear of Highway
Hardstanding plus driveway	11m minimum length clear of Highway
Off-plot parking adjoining Highway	Maximum four space widths with a continuous crossover of the Highway
Garages	Recommended minimum size 5m x 2.75m

i) Dwellings and Flats

1 Bedroom	1 space plus minimum 25% visitors' parking. In areas which are remote from public transport facilities, Planning Authorities may require additional spaces to be provided.
2/3 Bedrooms	2 spaces
4+ Bedrooms	3 spaces plus optional space for caravan/boat parking.

Some flexibility may be acceptable in respect of flat conversions from industrial or other buildings, though a minimum of one off-street parking space for each unit is desirable.

ii) Sheltered Housing (Category II Accommodation)

1 space per 3 units of accommodation.

2 spaces per resident Warden

iii) Elderly Persons Dwellings (Category I Accommodation)

1 space per unit where parking is provided in communal areas.

PART D

CLASS D1 - NON RESIDENTIAL INSTITUTIONS

i) Surgeries/Health Centres

Professional Staff	1 : 1 Staff
Other Staff	1 : 3 Staff
Patients	2 : each consulting room

Additional provision in excess of the normal standard for shops (Class A1) should be made for any chemist's shop with pharmacy included as part of the development.

ii) Public Halls (including galleries, museums, libraries, places of worship)

Staff	1:3 Staff
Visitors	1:5 seats or 1:30m ² public area, whichever is the greater

A reduced standard may be acceptable for specific uses (e.g. Places of Worship, Scout and Guide Headquarters), depending upon size, catchment area, the availability of nearby public parking spaces, and the need or otherwise to impose restrictive conditions preventing changes of use within the Use Class.

iii) Educational Establishments

a) All Schools

Full time staff	1 : 1 Staff
Other Staff	1 : 2 Staff
6th Formers (where appropriate)	1 : 20 Sixth Formers

Extra provision may be necessary for community out-of-school hours use.

Waiting space for parents' cars may be necessary on grounds of Highway safety. This may be provided within the school curtilage or as a lay-by adjacent to the Highway (or both) depending on the circumstances.

Hard surfaced play areas at all schools (including Special Schools) should be provided with adequate vehicular access and be made available for parking during parents' evenings, concerts and for other out-of-school hours use.

Parking and manoeuvring space for contract buses may be necessary.

b) Special Schools/Units for Children with Special Educational Needs

In addition to (a) above

Visiting professional staff	1 : 10 children
Parents	1 : 2 children

c) Further Education Establishments

Full time staff	1 : 1 Staff (Maximum number at any one time)
Other Staff	1 : 2 staff
Students	1 : 10 students

iv) Nurseries/Playgroups/Creches (Including those within private dwellings)

Staff	1 : 2 Staff
-------	-------------

The availability of on-site waiting facilities for parents' cars and the nature of the adjoining roads, will be material factors in deciding whether or not permission should be granted.

v) Day Centres

Staff	1 : 2 Staff
-------	-------------

Special provision will need to be made for the parking, waiting and manoeuvring of minibuses/ambulances etc used for the transport of the elderly or other persons in need of care.

D2 - ASSEMBLY AND LEISURE

i) Cinemas. Theatres. Bingo Halls

Staff	1 : 3 staff present at busiest time
-------	-------------------------------------

Customers	1 : 3 seats
Performers	1 : 10m ² dressing room space

ii) Dance Halls. Discotheques

Staff	1 : 3 staff
Customers	1 : 10m ² of public floorspace
Performers	: 3 spaces

iii) Swimming Pools

Staff	1 : 3 staff
Participants	1 : 10m ² pool area

Separate provision may need to be made for spectators if public car parks are not located nearby.

A lay-by or other setting down place for coach(es) may be necessary if the pools are used by schools and other organised groups.

Additional provision may be necessary where saunas, Jacuzzi, fitness centres etc are also provided.

iv) Sports Facilities and Leisure Centres

Staff	1 : 3 staff
Players	1 : 2 players maximum possible at any one time
Spectators	1 : 4 spectators based on maximum possible at any one time

Parking spaces for players should take into account the possible overlap that may occur during "changeover" times.

Separate provision may be needed for coaches, particularly at major sporting venues.

Parking facilities for major sporting venues may be located some distance from the development in association with other public/private parking areas, subject to satisfactory legal agreements to secure long-term use.

v) Marinas. Sailing Clubs, and Water Based Uses

Resident	staff 1 : 1 staff plus 25% visitors' parking for residential staff
Other staff	1 : 3 staff
Participants	1 : 3 boat moorings
	1 : 2 windsurfers for club members, plus additional provision, individually assessed, if casual board-sailors permitted.
	1 : 2 water ski-iers
	1 : 5 non participatory members/patrons

1 : 2 sailing boats based at the Club

Additional provision should be made in accordance with the normal standards for any ancillary developments, e.g. shop, restaurant etc.

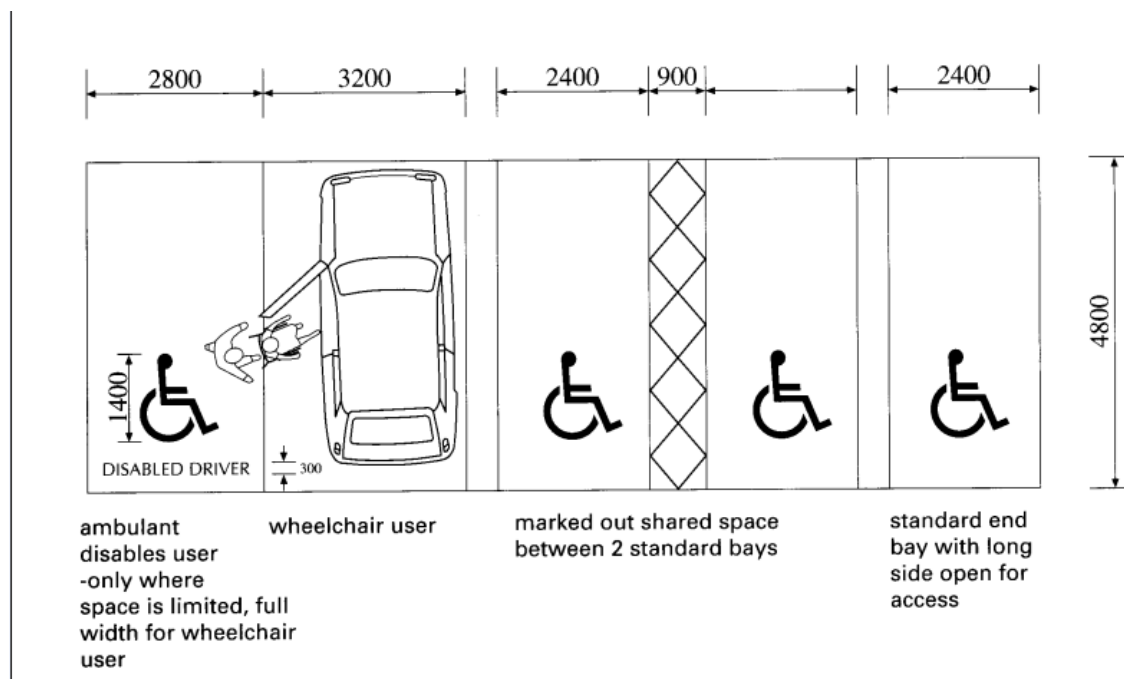
Disabled Parking Features

Car Parking

- Located close to accessible entrance
- Desirably under cover
- For pedestrian areas, within 50 metres of destination uncovered, 100 metres covered.

Parking Bays

- Wide enough for wheelchair access to and from the car
- Designated for use by disabled people and clearly signed at entrance



Relevant premises & Public Carparks.

Offices, Shops, Factories, Schools and any premises to which the public have access.

Number of bays

Ratio 1 to 25 (or part thereof)

Width of bays

width (min)

Total Number of Bays		3200	2800	2400
1		1	-	-
2		1	1	-
3		1	1	1
More than 3		2	2	Remainder