

# NORTHAMPTONSHIRE PARKING STANDARDS

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Northamptonshire  
County Council

# Northamptonshire Parking Standards

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## Chapter 1

### Parking Standards

This document sets the parking standards that Northamptonshire County Council will use when assessing developments. The document updates the parking advice previously detailed in the Parking SPG (March 2003) and the Northamptonshire Place and Movement Guide (December 2008). The parking standards outlined in this document are set as a minimum, so encouraging well designed parking as part of the development. The document also sets new dimensions for parking spaces as vehicles have become larger.

Car ownership within Northamptonshire is high and expected to grow by over a fifth in the next twenty years. Much of the county currently experiences problems with insufficient parking that leads to frustration for residents and businesses; therefore it's important that future developments provide adequate and convenient parking.

The previous countywide parking standards, Parking SPG (March 2003) applied a maximum parking standard, and in it parking was used as a demand management tool thereby using a lack of available parking to encourage drivers to use other modes of transport and move away from car ownership. This model of parking control has not proved effective within the county, as car usage has, as previously stated, continued to rise and this has lead to car parking issues spreading to neighbouring streets and verges. This together with the trend within new development for reduced road widths has exasperated the problem further.

The County Council is actively committed to encouraging modal shift but realises that alternative modes of transport will only be used where journeys are appropriate and real choice is available. In support of sustainable travel this document also revises the cycle parking standards so encouraging travel choice.

The aims of the parking standards document are to support the provision of sufficient, usable parking within development without compromising highway safety whilst supporting good design and sustainable travel.

## Chapter 2

### Policy Background

#### National Policy

The National Planning Policy Framework (NPPF) sets out the national policy in relation to car parking for new developments. The NPPF supersedes the planning policy guidance and statements which previously set the context for parking.

Paragraph 39 states that *if setting local parking standards for residential and non-residential development, local planning authorities 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*
- *an overall need to reduce the use of high-emission vehicles.*

Northamptonshire Parking Standards document meets the aims of the criteria above by acknowledging that car ownership levels have and are continuing to increase in the county, hence the need for new development to provide sufficient, useable parking. The document also promotes cycling facilities and electric vehicles and in doing so supports the wider aims of para 39 by reducing greenhouse gases.

#### **DCLG, National Planning Practice Guidance (NPPG)**

In the section of the NPPG regarding Travel Plans, Transport Assessment and Statements in decision making, paragraph 8 (dated 06 March 2014) is clear that the Government is opposed to the setting of maximum parking standards and that parking provision should be appropriate to the needs of the development and not reduced below an unreasonable level. In this document the parking standards are set as minimum.

## **Manual for Streets**

Manual for Streets (MfS) chapter on car parking covers many of the issues that are replicated within this document:

- Why sufficient well located parking is necessary
- Where parking should be allocated within new developments

However the dimensions for parking layout are not the same as in this document, these have been revised to align with the trend for larger cars. This document also does not support the use of average car ownership data from the census as a method for determining parking levels within new developments as this has proved to be insufficient.

MfS includes specific details as to the importance of providing cycle parking within developments;

*“Providing enough convenient and secure cycle parking at people’s homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking”.*

## **Local Policy**

### **West Northamptonshire Joint Core Strategy (2014)**

The West Northamptonshire Joint Core Strategy (WNJCS) sets out the long-term vision and objectives for the whole of West Northamptonshire for the plan period up to 2029.

The WNJCS contains a number of policies relating to transport for the west of Northamptonshire. The main focus is on the need to improve access to, promote the use of and make provision for walking, cycling and public transport networks and facilities. The plan also has policies relating to new sustainable development and the

Northamptonshire Parking Standards document is an important tool in delivering those developments.

### **North Northamptonshire Joint Core Strategy**

The North Northamptonshire Joint Core Strategy (NNJCS) sets out the long-term vision and objectives for the whole of North Northamptonshire for the plan period up to 2031.

The plan acknowledges that good transport and communication connections underpin a strong network of settlements and are essential to the economic prosperity of North Northamptonshire.

Policy 8, North Northamptonshire Place Shaping Principles requires the provision of parking in accordance with adopted standards. It is anticipated that the standards in this document will become those adopted standards.

### **Northamptonshire Transportation Plan (2012)**

The 2012 Northamptonshire Transport Plan (NTP) and the transport policies contained within it suite of documents will inform Northamptonshire for some years to come. To this end the plan ties in with other strategies in the county including The Northamptonshire Arc and the Local Plans which identify locations for growth.

The NTP suite of supporting strategies includes the Northamptonshire Parking Strategy that provides a strategic overview about how the County Council deals with parking related issues. The need for a revision of the parking standards was highlighted within the Northamptonshire Parking Strategy.

## Chapter 3

### Car Parking - Residential

Car parking is an important issue when considering transportation topics which is often overlooked. This is surprising as travel by car is the main mode of travel for most people and all those cars need to be parked. It is estimated that cars spend 90% of their time parked.

Well planned and managed parking can help the county to achieve its economic, social and environmental objectives; therefore car parking within developments is an important element of the overall schemes design. Where car parking provision of a development is inadequate or not conveniently located, residents and visitors will park on verges and streets that have not been designed for that purpose, leading to unsightly and possibly dangerous roads in and around developments.



**Figure 1: Examples of poor parking**

It has been observed within Northamptonshire, that residents in a number of locations do not use rear parking courts, and prefer to have their vehicles parked either on their property's drive or on the highway in front of the property. Kent County Council found similar and documented their finding through a series of case studies in their 'Space to Park' document.

Residential developments are required to provide sufficient designated/allocated car parking spaces in places where residents will use them; therefore parking for

each dwelling is best located on plot, preferably at the front or side of the dwelling or at the rear if accessed directly from the public highway. In circumstances where this is not possible small parking courts of up to 10 spaces may be acceptable.

Unallocated visitors parking can be provided on street spread across the development. Streets used to facilitate unallocated parking must be wide enough to accommodate two lanes of traffic and the parked cars.

### **Residential car parking dimensions**

Cars have got larger over recent years, but parking spaces have not increased in dimension, hence there is a need to increase parking spaces to a minimum 2.5m (W) x 5m (L) and disabled parking spaces to a minimum 3.6m (W) x 6.2m (L).

New parking space dimensions are as shown below:

Non – residential 2.5m (W) x 5m (L)

Residential 3m (W) x 5.5m (L) for driveways (11m long for tandem spaces)

Parking courts (individual spaces) 2.5m (W) x 5m (L)

If the parking space is located against a wall or similar solid structure or there is no separate pedestrian access, the driveway parking width will increase to 3.3m.

On plot tandem (in line) parking is inconvenient and is generally best avoided where possible as both spaces are rarely used. Tandem spaces should not be used in communal parking areas.

### **Garages**

Modern car construction and security means that vehicles can usually be left outside year round without particular risk of theft or damage from the elements. Garages also are often too small and/or are perceived as too inconvenient to make them

attractive places for regular day-to-day parking. As a result, garages are most often used for purposes other than car parking (e.g. storage) or are converted to living accommodation and any additional household cars are parked on the street. For this reason designated parking on new developments is best provided on driveways, car ports or allocated parking bays therefore garages are not included as designated parking within developments.

Where garages are provided they should be constructed to the following dimensions;

Single garage – 3.3m (W) x 6.0m (L) x 2.4m (H)

Double garage – 5.8m (W) x 6.0m (L) x 2.4m (H)

All garages must be set sufficiently back from the highway boundary so that a vehicle can be parked in front of the garage (whilst garage doors are opened /closed) without causing any obstruction to the highway. All garages must therefore be set at least 5.5m from the highway boundary.



**Figure 2: Example of unused garage with insufficient parking space in front of garage, resulting in the parked car over hanging the pavement.**

### **Communal parking**

Allocated parking should generally be provided on-plot wherever possible as this is the most convenient and secure arrangement and is, therefore, most likely to be used by residents.

Where individual circumstances make this impractical such as flatted development or would unduly compromise other material considerations (e.g. design) then parking courts may be an acceptable design solution. Where parking courts are proposed they must be designed so as not to compromise the overall character of a development. They must also be small (serve no more than 5 dwellings), secure, well lit, and well observed by the surrounding properties, as well as being close and conveniently accessible to all associated dwellings.

Parking courts must not impact upon the amenity of neighbouring properties. Allocated parking spaces for one unit must not be provided directly in front of the ground floor windows of another unit.

Tandem parking within parking courts can be highly inconvenient for residents and should be avoided.



**Figure 3: Well observed communal car parking**

### **Highway parking - Unallocated parking**

In new developments on-street parking bays can be incorporated into the overall width of the street i.e. the adopted highway, demarcated by paving, planting and trees. The use of delineated parking bays using different materials and texture of road surfacing can add to the overall design of the new housing.

Allocated parking cannot be provided within the adopted highway but unallocated spaces can be created within the highway for use by any highway user including residents.

Where a residential development parking layout is incorporating on street parking, the street must be wide enough to accommodate parking without compromising access by emergency/waste collection vehicles and must not impair visibility at junctions or on bends. The street must be wide enough to accommodate two lanes of traffic and the on street parking space/layby. Dimensions for street width are as follows:

Residential 5.5m (W) plus 2m (W) layby

Residential with bus route 6.5m (W) plus 2m (W) layby

Commercial and schools 7.3m (W) plus 2m (W) layby



**Figure 4: On street parking within new development**

### **Residential Parking Standards**

Minimum standards for the number of parking spaces required for new dwellings are set out in chapter 9.

Applications for new build flats, mixed use developments and conversion of floor space above existing residential buildings will be treated on their own merit based

upon the local character and information in this guidance. Application for extensions to existing buildings will be dealt with in a similar fashion.

### **Houses in Multiple Occupancy (HiMO)**

Where houses have been subdivided for the individual use of three or more people it is considered to be a house in multiple occupancy. As these dwellings are often on established residential streets, they can cause parking nuisance for other occupants of that street.

If parking demand on a street exceeds capacity, then this leads to highway safety concerns such as parking on double yellow lines (which are there for a safety reasons), parking across dropped kerbs, on the corners of junctions or double parking. In addition to highway safety concerns, when there is a lack of parking spaces available to residents, this negatively affects their amenity, which results in tensions within the communities.

HiMO shall provide on plot parking at the ratio of 1 parking space per bedroom.

Where less than 1 parking space per bedroom on plot parking is proposed for the HiMO the Highway Authority will require a parking beat survey of the surrounding streets. The methodology of the parking beat survey must be agreed with the Highway Authority before it is undertaken.

If the resulting residual parking demand (i.e. the difference between the parking expected to be generated by the existing dwelling (C3 use) and the proposed HiMO) can not be accommodated on the adjoining streets then the Highway Authority shall object to the planning application.

### **Electric Vehicle Charging Bays**

Advances in technology are leading to electrically powered cars becoming more popular, and the council takes a positive position of encouraging the uptake of these vehicles.

The provision of Electric Vehicle charging points on plot and in communal parking areas will be supported and often form part of the Travel Planning initiatives to improve air quality.

Electric Vehicle charging points that are to be located within the highway will require discussion with the Highway Authority to identify specific requirements, licences and costs.



**Figure 5: Electric car charging bay**

## **Chapter 4**

### **Non – Residential Parking**

The specific standards for larger vehicles are presented in chapter 10 of this document. There may be exceptional circumstances where material considerations may justify a lower provision than set out in the standards being applied, for example where there are no road safety or amenity implications, but these should be justified on an individual basis.

Turning and manoeuvring areas for Heavy Goods Vehicles (HGVs) and Large Goods Vehicles (LGVs) should meet the minimum requirements specified by the Highways Authority.

Dimensions for commercial vehicle parking spaces will range from minimum bay size for vans 7.5m x 3.5m to a minimum bay size for HGVs: Articulated 17.0m x 3.5m and

HGVs: Rigid 12.0 x 3.5m. However individual requirement for commercial vehicle parking spaces should be designed in relation to the proposed development and agreed with the Highway Authority.

All proposals involving commercial vehicles and larger vehicles should demonstrate that the parking design meets the following criteria:

- Be of a practical and workable layout
- Will not conflict with other site requirements, e.g. landscaping, pedestrian access
- Will not obstruct or impinge on the highway
- Have regard for future changes of use or expansion

All commercial vehicle/lorry parking should always be well lit, secure, convenient and have near by waste facilities for drivers to use.

## **Chapter 5**

### **Cycle Parking**

The provision of convenient secure cycle parking and related facilities is fundamental to encouraging increased cycling, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. Cycle parking provision should be fully incorporated into an application.

Cycle parking should be convenient to use, and secure, in areas of good surveillance that are well lit and preferably covered. Cycle parking should be provided in prominent areas close to key destinations such as entrances of public buildings, leisure facilities, educational establishments, in town centre areas, at local centres and transport termini. It should be clearly signed from the public highway wherever possible.

For short and medium stay cycle parking the Sheffield Stand or similar may be sufficient. Shelter should be provided over the cycle parking area to help protect

cycles from weather. Cycle stands should be far enough apart from each other, and also from any side, or back wall, fence or kerb, to allow users to park and lock their cycle with ease. Guidance for preferred and minimum clearance around cycle stands can be found in Manual for Streets.

Cycle parking within residential developments should be provided within garages or sheltered stores depending on the type and scale of the development. Cycle parking for dwellings should not involve having to pass through the dwelling to access it.

Communal cycle parking for apartment blocks should be within the block. If this is not possible and the cycle parking should be provided within the public realm, located within a lockable structure.



**Figure 6: Examples of covered cycle parking**

## **Chapter 6**

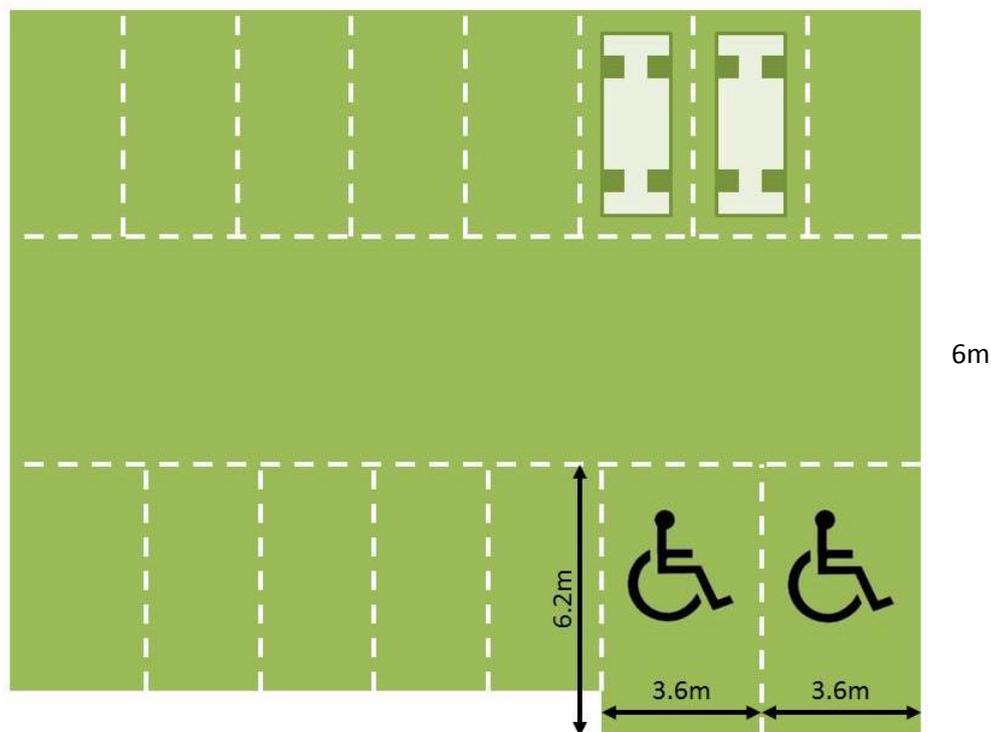
### **Disabled Parking**

Catering for the needs of people with disabilities and those with young children is an important consideration in the design of new parking, whether in relation to residential or other forms of development. Hence it is important that disabled parking spaces are located where those with mobility impairments will find them most useful.

In order to meet the needs of people with disabilities and those with young children,

10% of all car parking spaces, including visitors parking within residential development should be provided to mobility standards (minimum 3.6m (W) x 6.2m (L)). No less than half of these spaces should be designated as being for the exclusive use of disabled persons.

Where less than 10 spaces are to be provided, at least one of the car parking spaces should be to mobility standard. A rounding up basis should operate for the provision of these spaces e.g. provision of 15-20 spaces should result in at least 2 of these being to mobility standard.



**Figure 7: Disabled parking space dimensions**

Disabled parking bays should be well lit, signed and marked with lines and the International Symbol for Access with the safety zone/aisle between each bay marked with hatching. Dropped kerbs should be provided where necessary and pedestrian routes to and from car parks should be free from steps, bollards and steep slopes and ideally located within 50 metres of the buildings entrance.

## Chapter 7

### Motorcycle and Scooter Parking

Provision should be made for secure motorcycle and scooter parking (known as powered two wheeled vehicles (PTWs)) in development sites with a total of 25 or more car parking spaces. One dedicated space should be provided per 25 car parking spaces and these should be additional to the provision of cycle spaces.

Parking for PTWs should be provided in a safe and secure location that is well-lit, where there is the likelihood of general surveillance. Providing anchor points such as low level hitching rails, hoops or posts ensures secure parking for PTWs. The anchor provided should be of an accredited security standard.

The basic dimensions for layout of parking spaces should be on a footprint of 1.4m (W) x 2.4m (L).



**Figure 8: Motorcycle and scooter parking**

## Chapter 8

### Coaches Parking

Developments likely to generate coach traffic such as sports venues, public transport interchanges, schools and tourist attractions as examples should provide appropriate off- street parking facilities for the stopping, setting down and picking up of passengers as well as turning facilities. The onus will be on the developer to demonstrate to the Highway Authority that the level and layout of the provision proposed is appropriate.

## Chapter 9

### Parking Standards for Use Class

The parking standards set out in this chapter are guidance on the level of the parking required within each Use Class and as should be read in conjunction with the previous chapters in this document.

The floor area measurements given within the parking standards in this chapter are Gross Floor Area (GFA). The GFA is defined as the total floor area calculated from the external dimensions of all the buildings on site.

#### Class A1: Shops

*Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, and dry cleaners*

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
A1 (excluding food)	1 space per 25 sqm	1 space per 200 sqm for staff and 1	1 space + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car	10% of the total car parking

store)		space per 200 sqm for customers	spaces), then 1 space per 30 car spaces ( over 100 car spaces)	spaces
A1 (food stores)	1 space per 20 sqm			

### **Class A2: Financial and Professional Services**

*Banks, building societies, estate and employment agencies, professional and financial services and betting shops*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
A2	1 space per 25 sqm	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### **Class A3: Restaurants and Cafes**

For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
A3	1 space per 14 sqm	1 space per 60 sqm for staff plus 1 space per 60 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### **Class A4: Drinking establishments**

*Public houses, wine bars or other drinking establishments*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
A4	1 space per 14 sqm	1 space per 60 sqm for staff plus 1 space per 60 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### **Class A5: Hot Food Takeaways**

*For the sale of hot food off the premises*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
A5	1 space per 20 sqm	1 space per 60 sqm for staff plus 1 space per 60 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### **Class B1: Business**

*Offices, research and development, and light industry*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
B1	1 space per 30 sqm	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### Class B2: General industrial

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
B2	1 space per 50 sqm	1 space per 200 sqm for staff plus 1 space per 200 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### Class B8: Storage and distribution

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
B8	1 space per 120 sqm	1 space per 500 sqm for staff plus 1 space per 1000 sqm for customers	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
B8 with retail	1 space per 120 sqm + 1 space per 25 sqm for the retail area for customer parking			

### Class C1: Hotels

*Hotels, boarding or guest houses*

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
C1	1 space per bedroom	1 space per 5 staff plus 1 space per 5 bedrooms	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

## Class C2: Residential Institutions

*Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training colleges*

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
C2 Residential home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 space per 5 staff	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Hospital	1 space per 2 employees	1 space per 4 staff plus 1 per 5 bed spaces		
Treatment centres ( e.g. ISTC with over night facilities)	1 space per 3 beds for visitors  1 space per consulting for outpatients			
Residential education establishments – primary/secondary	1 space per full time equivalent staff	1 space per 5 staff		
Residential education establishments - further / higher education	1 space per full time equivalent staff + 1 space per 5 students			

### **Class C2A: Secure residential institution**

*Use for provision of secure residential accommodation, including prisons, young offenders institutes, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation and military barracks*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
C2A	1 space per full time staff, visitors – to be considered on a case by case basis.	1 space per 5 full time staff, visitors – to be considered on a case by case basis.	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

### **Class C3: dwelling houses**

Family homes, including sheltered housing

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
C3 1 bed	1 space per dwelling, plus visitor spaces of 1 per dwelling across the development	1 secure covered space per bedroom	N/A	N/A if parking is in curtilage of dwelling
2 /3bed	2 spaces per dwelling, plus visitor spaces at 1 per dwelling across the development			
4+ beds	3 spaces per dwelling , plus			

	visitor spaces at 1 per dwelling across the development			
Retirement development( warden assisted independent living accommodation)	1 space per dwelling visitor spaces 0.5 per dwelling across the development	1 secure covered space per bedroom	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

#### **Class C4: Houses in Multiple Occupation**

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
C4	1 space per bedroom	1 secure covered space per bedroom	N/A	N/A

#### **Class D1: non – residential institutions**

*Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law courts, non residential education and training centres.*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
D1 Medical Centres	1 space per full time staff, + 3 per consulting room	1 space per 4 staff, plus 1 space per consulting room	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

Crèche, child care	1 space per full time staff, drop off /pick up facilities at 1 space per 4 children	1 space per 4 staff, plus 1 space per 10 child places		
Day care centre	1 space per full time staff, drop off /pick up facilities at 1 per 4 participants	1 space per 4 staff		
Education- primary/secondary	1 space per full time staff, pro rata for part time staff  1 space per 15 pupils for visitors and sixth form students  School drop – off and pick up at a rate of 25% of all traffic generated by the facility.	1 space per 4 staff plus 1 space per 10% of pupil numbers		
Education further/higher	1 space per full time staff + pro rata for part time staff  1 space per	1 space per 4 staff plus 1 space per 10% of pupils		

	10 students for visitor and student parking			
Art galleries, museums, public /exhibition hall	1 space per 30 sqm	1 space per 4 staff plus 1 per 50 sqm for visitors		
Places of worship, libraries	1 space per 30 sqm			

### **Class D2: Assembly and leisure**

*Cinemas, music and concert halls, bingo and dance halls, swimming baths, skating rinks, gymnasiums or sports halls*

<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>Motorcycle/scooter</b>	<b>Disabled</b>
D2 Cinema	1 space per 5 seats	10 spaces plus 1 space per 10 vehicle space	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
D2 -other uses	1 space per 22 sqm	10 spaces plus 1 space per 10 vehicle space		
Sports grounds	20 spaces per pitch plus 1 space per 5 spectator seats	10 spaces plus 1 space per 10 vehicle space		
Swimming polls, gyms, sports halls	1 space per 10 sqm of public area	10 spaces plus 1 space per 10 vehicle space		
Golf clubs	3 spaces per	10 spaces plus 1 space		

	hole	per 10 vehicle space		
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**Class: Sui generis uses**

*Theatres, houses in multiple occupation, hostels, scrap yards, filling stations, car sales and show rooms, retail warehouse, clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos*

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
Sui generis uses  Large houses in multiple occupation	1 space per bedroom	1 secure covered space per bedroom	N/A	N/A
Bus station	Considered on individual merit	5 spaces per bus bay	Considered on individual merit	Considered on individual merit
Rail station	Public parking by individual negotiation  1 space per fulltime member of staff + pro rata for part time staff	1 space per 5 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Caravan Parks	1 space per pitch + 1 space per full time staff	1 space per 4 pitches	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

Car parks	Individual merit	1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Cash & carry/retail warehouse	1 space per 30sqm	1 space per 4 staff	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Conference facilities	1 space per 3 seats	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Garden centre	1 space per 40 sqm	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Hostel	1 space per full time staff	1 space per 4 staff	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Marina	1 space per full time staff + 1 space per 2 mooring berths	1 space per 4 staff plus visitor parking 1 space per 10 car parking	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

		spaces		
Motor vehicle service centre	1 space per full time staff + 1 space per 35sqm	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Motor vehicle sales and show rooms	1 space per 45 sqm show area	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Vehicle rental/hire	1 space per full time staff at site base + an allowance for hire vehicle and visitors parking	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Petrol filling station	1 space per 25 sqm of retail space	1 space per 4 staff plus visitor parking 1 space per 6 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Nightclubs	1 space per full time member of staff	1 space per 4 staff	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Recycling centre/civic	1 space per full time staff +	1 space per	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup>	10% of the total car

amenity	drop off/waiting facilities for the users of the site	4 staff	100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	parking spaces
Stadiums	1 space per full time staff + 1 space per 15 spectators + coach parking	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Taxi/Minicab hire	1 space per full time base site staff + 1 space per 5 registered vehicles	1 space per 4 staff	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces
Theatres	1 space per 3 seats + coach parking	1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces ( for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces ( over 100 car spaces)	10% of the total car parking spaces

## Chapter 10 Lorry Parking Standards

The following minimum lorry (HGV) parking standards will apply to developments (based on the **Town and Country Planning (Use Classes) Order 1987 (as amended)**). These are expressed as minima.

USE CLASS	DESCRIPTION	LORRY PARKING STANDARD
A3	Food and drink-transport cafes	1 space per 4m <sup>2</sup>
B1/B2 B3-B7	Business/ general, industrial and special industrial	<b>First 235m<sup>2</sup> - 1</b> unloading/manoeuvring space per unit <b>235m<sup>2</sup> - 800m<sup>2</sup> -1</b> unloading/manoeuvring space plus 1 waiting space per unit <b>Over 800m<sup>2</sup> - 1</b> loading bay 800m <sup>2</sup> plus waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements
B8	Storage and distribution	<b>First 235m<sup>2</sup> - 1</b> unloading/manoeuvring space per unit <b>235m<sup>2</sup> - 800m<sup>2</sup> -1</b> unloading/manoeuvring space plus 1 waiting space per unit <b>Over 800m<sup>2</sup> - 1</b> loading bay 800m <sup>2</sup> plus waiting space at each bay for 1 additional vehicle of the largest type likely to be used
B8	Open storage uses	1 space per unit/area
SUI GENERIS		1 unloading/manoeuvring space: unit

## DRAFT NORTHAMPTONSHIRE PARKING STANDARDS

For additional information please contact the relevant Highways Development Control Team:

Daventry District - [highwaysdcddc@kierwsp.co.uk](mailto:highwaysdcddc@kierwsp.co.uk)

South Northamptonshire District - [highwaysdcsnc@kierwsp.co.uk](mailto:highwaysdcsnc@kierwsp.co.uk)

Northampton Borough Council – [highwayssdcnorthampton@kierwsp.co.uk](mailto:highwayssdcnorthampton@kierwsp.co.uk)

Wellingborough Borough Council – [highwaysdcbcow@kierwsp.co.uk](mailto:highwaysdcbcow@kierwsp.co.uk)

East Northamptonshire Council - [highwaysdcenc@kierwsp.co.uk](mailto:highwaysdcenc@kierwsp.co.uk)

Corby Borough Council – [highwaysdccorby@kierwsp.co.uk](mailto:highwaysdccorby@kierwsp.co.uk)

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