

South Northamptonshire Council

Parking: Standards and Design



Supplementary planning document 2017

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Introduction and background

This supplementary planning document (SPD) sets the parking standards and design expectations that South Northamptonshire Council will use when assessing development proposals. The document supersedes the parking advice detailed in the previous Parking SPG (March 2003).

It closely mirrors much of the recent Parking Standards document issued by Northamptonshire County Council in September 2016. However, it has been adapted to suit the particular needs of South Northamptonshire which, as a rural district with two small market towns, can be different from large urban areas like Northampton. It also expands the scope of the document to incorporate parking design considerations.

The parking standards outlined in this document are set as a minimum, so as to encourage well designed parking as part of all new development. The document also sets new dimensions for parking spaces as vehicles have become larger.

Car ownership within South Northamptonshire is high and is expected to grow by over a fifth in the next twenty years. Many parts of the District experience problems with insufficient or poorly designed parking that lead to frustration for residents and businesses. Therefore it is important that future developments provide adequate and convenient parking.

The previous parking standards, Parking SPG (March 2003), were produced by NCC and adopted by authorities county-wide. They applied a maximum parking standard essentially as a demand management tool, with a deliberate lack of available parking being used to encourage the public onto other modes of transport and to move away from car ownership. This model of parking control has not proved effective within the county and, with car usage actually continuing to rise, this has led to car parking issues spreading to neighbouring streets and verges. This together with the trend within new development for reduced road widths has exacerbated the problem further.

The Council is actively committed to encouraging modal shift, but also realises that alternative modes of transport will only be used where journeys are appropriate and real choice is available. With much of the district being rural in nature, many residents have no other option than to use their own cars. However, with the increasingly rapid growth of the electric car market, provision for charging such vehicles should be built into new developments from the outset.

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, practical, usable parking within development without compromising highway safety or good design.

Policy Context

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.

This SPD 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. These include policies C1 (behaviour and modal shift), C2 (new developments), C5 (enhancing local and neighbourhood connections), as well as location specific policies for Towcester, Brackley and allocated sustainable urban extensions.

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

South Northamptonshire Local Plan (1997)

Saved policy G3(B) states that permission will normally be granted where development "possesses a satisfactory means of access and provides adequate parking, servicing and turning facilities, including for the disabled". G3(P) also requires that development "Has full regard to the needs of security and crime prevention".

Saved policy EV1) requires development to pay particular attention to amongst other things *"the appearance and treatment of the spaces between and around buildings"* (IV), which would include the arrangement of parking and its impact upon the character and appearance of the development.

The emerging Local Plan Part 2, once adopted, will replace the 1997 Local Plan and this will provide the Development Plan basis for this SPD.

Northamptonshire Transportation Plan (2012)

The 2012 Northamptonshire Transport Plan (NTP) and the transport policies contained within it will are County Council documents which seek to inform tie 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 2003 parking standards was highlighted within the Northamptonshire Parking Strategy.

Car Parking - Residential

Car parking is an important issue when considering transport, but 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 scheme design. Where car parking provision in a development is inadequate or not conveniently located, residents and visitors will park in inappropriate locations, such as on verges and streets that have not been designed for that purpose, leading to unsightly and possibly dangerous roads in and around developments.



Image: Poorly designed parking – isolated garage court is impractical and inconvenient, unsafe and prone to anti-social behaviour and crime

Residential developments are required to provide sufficient allocated car parking for each residential unit. Poorly located or poorly designed parking may not be used by residents who will instead park in the road, on verges or in visitor spaces, to the detriment of highway safety, traffic flow and the character of the area. Allocated spaces should therefore be convenient and practical to use and should be as close as possible to the associated dwelling.

Parking directly in front of a dwelling results in a car-dominated streetscene and can have a significant detrimental impact upon the overall character of an area or development.

Parking for each dwelling is best located on plot, at the side of the dwelling. In circumstances where this is not possible, small parking courts of up to 10 spaces may be acceptable.

On-plot parking to the front of a dwelling pushes buildings back from the highway and so is generally unacceptable and should only be used in exceptional circumstances.



Front (on-plot)



Side (on-plot)



Rear (parking court)



BAD – A streetscene dominated by on-plot frontage parking. The parking pushed the dwellings back reducing the enclosure to the street. When predominantly empty, the spaces appear as a wide bland expanse; when predominantly full, cars dominate the view (Towcester)



GOOD - A small informal front parking mews/courtyard, with no defined spaces and screened from the public highway by a high quality wall and soft landscaping. Limited narrow openings reinforce the sense of enclosure (Turvey, Beds)



BAD – Extensive use of frontage parking results in a sterile, car-dominated streetscene. The low shrub planting does little to alleviate this.

On-plot tandem (in line) parking is less convenient than spaces positioned side by side. This is because one vehicle often has to be moved out in to the road to allow the other to exit.

However, although side-by-side parking is preferred, on many new developments it is accepted that density and space constraints mean that it is not viable for all units. Tandem on-plot parking will therefore be acceptable.

No more than 3 driveways should be positioned side by side between dwellings.

Unallocated visitors parking can be provided on public streets (not shared private drives) spread across the development. Where unallocated parking is provided it must not obstruct the free flow of traffic in the main carriageway.



Illustration: Examples of informal non-allocated on-street parking

Residential Parking Standards

Provision of adequate parking within residential areas is a key aspect of any development proposal.

Minimum standards for the number of parking spaces required for new dwellings are set out in detail in Chapter 10. However, a summary is provided in the table below:

No. bedrooms	Minimum No. allocated	
	spaces	
1-3	2	
4 and above	3	

As stated above, these provisions should be made on driveways or in designated spaces.

Garages cannot be counted towards the required parking provision except for larger dwellings (4 bed and above) where a double garage (not single) could be counted as the third allocated parking space.

Some one-plot 'in-fill' developments within an existing built-up area may not be able to provide adequate off-road parking within the site. However, where those small developments are otherwise acceptable and are able to utilise informal on-street parking without causing detriment to highway safety or the flow of traffic they may be considered acceptable. When determining planning application an assessment will be made by the Council on the basis of the merits and context of the individual proposal.

Applications for mixed use developments will also be assessed on the basis of the merits and context of the individual proposal.

Residential car parking dimensions

Some 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 the minimum dimensions outlined below:

	Length	Width
Driveways	5.5m	3m
Parking courts (individual	5m	2.5m
spaces)		

If the parking space is located against a wall or similar solid structure, or there is no separate pedestrian access/path, the driveway parking width will increase to 3.3m (to allow people and wheelie bins to get past).

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. Subsequently, 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, except for larger dwellings (4 bed and above) where a double garage (not single) could be counted as the third allocated parking space.

(Internal Dimensions)

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

All garages should have at least 2.4m of internal headroom.

All garages should 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 should therefore be set at least 5.5m from the highway boundary.



Image: Example of unused garage with insufficient parking space in front of garage, resulting in the parked car over-hanging the pavement

Garage Design

Garages should be situated so that they do not dominate the property or the streetscene

In most instances garages should have pitched roofs and be built in the same/similar materials to the main house.

Single detached garages should have their roof ridges run the length of the building (front to back) and have the garage door in the gable end.

Double and triple garages should have the garage doors positioned under the eaves of the building, with the ridgeline running side to side and the gables on the side elevation.

Detached garages should usually have gabled roofs, not hipped or pyramidal roofs.

Double and triple garages should have individual separate singlewidth openings, separated by a masonry pier. Large double width openings do not reflect the local vernacular and are usually inappropriate.

In order to accommodate most modern cars, all garage doors should be a minimum 2.4m wide.



Integral garages are not acceptable as they do not reflect the vernacular within the District.

Timber, stone or brick lintel headers should be detailed over garage doors. These should be matching with that of the property that the garage serves.

For non-designated heritage assets (buildings or areas), Conservation Areas or Listed buildings, garages should have vertical plank two-leaf side hung vehicle entrance doors. Outside of these areas, up and over vehicle garage doors that resemble vertical plank doors will be the minimum standard acceptable.



Images: Poorly-designed garage-dominated development (Brackley)

Garage Conversions

During the 1980s, 90s and early 2000s a large number of properties were granted planning permission subject to a condition that removes permitted development rights for any of the designated parking areas to be used for a purpose other than parking.

The reason for the condition is because these properties were often only given limited parking in the first instance, so the loss of any of that provision could lead to significant on-street parking congestion.

The effect of this is that many properties seeking a garage conversion will require planning permission.

The Council will usually support proposals for garage conversions provided there is space for at least 2 cars to park clear of the highway following the loss of the garage. Any new hardstanding should ideally be of a permeable surface.

Applications requiring planning permission will be expected to demonstrate the provision of substitute parking to offset the loss of the garage where necessary.



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 high density or flatted development, or would unduly compromise other material considerations (e.g. design), then side or rear 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 (to include 1.8m tall perimeter walls)
- well lit
- well observed by the surrounding properties, and
- close and conveniently accessible to all associated dwellings

Parking courts generally fall into three types, for which the following principles should apply:



SIDE court

Located between dwellings but running back at 90° to the road. Enclosed by a brick or stone wall with a wall (circa 1.2m tall) also enclosing the semi-private space from the public road



REAR court

Located to the rear of buildings, accessed via a drive-through underneath part of one of the buildings. Parking court to be enclosed by brick or stone wall



FRONT court

A shared parking area in front of the dwellings. Requires enclosure from the public road by a low (circa 1m tall) brick or stone wall. Also requires sensitive hard and soft landscaping. Only to be used infrequently, as an exception

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.



Image: Well observed communal car parking (Brackley)

Surfacing for parking areas

Parking areas should be surfaced with a high quality and robust, solid, bound material, such as black asphalt, resin bound gravel or block paving.

All surfacing should be of permeable construction, or drained to a soakaway within the site. New surfacing should prevent any surface water runoff onto the public highway (including into roadside ditches) or watercourses.

Tegula block paving is a high quality material that is appropriate for traditional and modern developments and can be used in conservation areas and urban extensions, alike.

Paviours come in a range of colours. Subdued colours like greys, 'brindles' and browns tend to work best. Buffs and reds can be visually strident and should be avoided. Contrast colours and patterns within paving should also be avoided.

Standard block paving has less aesthetic quality than tegula products and is generally discouraged.

Resin bound gravel can also come in a range of colours. However, only natural tones which echo the local stone types (limestone and ironstone) should be used.

Lose material, such as gravel, can discharge onto the highway, which can be a maintenance liability, unsightly and cause a hazard for road users. Where gravel is proposed there should be at least 5m of a bound surface (tarmac or block paving) between the gravel and the highway boundary. Honeycomb meshes also help bind the gravel and hold it in place.

Concrete or plastic cellular grass paviours (sometimes known as 'grasscrete') are systems which allow grass to grow whilst reinforcing the earth to prevent compaction or churning from vehicle tyres. They offer a permeable surface as well as a soft natural green appearance, preventing the need for large expanses of orthodox hardstanding. These systems can be used for some secondary parking areas and accesses. They can provide additional private parking without the need to hard pave entire front gardens. They are also an ideal surface for over-spill parking areas.



Image: honeycomb meshes can help bind gravel and prevent it being dragged onto the highway



Image: drain channel prevent run-off onto highway



Image: Tegula paving with a plastic grass paviour providing additional 'green' parking surface



Image: slot drains can offer a more discrete solution



Image: 'Grasscrete' can reduce the visual impact of less intensively used parking areas



Image: plastic cellular paviours are often made from recycled materials and tend to allow a more complete grass covering

Parking for existing properties

In the majority of instances the provision of a new driveway and access to an existing property will constitute 'permitted development' and so does not require express planning permission from the Council. The provision of a dropped kerb is permitted separately by the County Council as the Local Highway Authority.

To constitute 'permitted development' it is required that the new hardstanding within the property is permeable, or drained to an area within the plot.

However, where the new access is onto a classified road, planning permission is required. In these instances proposals will need to make provision for vehicles to turn within the site, so that they can pull out onto the highway in a forward gear.

Increased parking provision for extended homes

Proposals for household extensions which increase the number of bedrooms within a property will need to also provide additional parking within the plot where the increase in size materially increases the likely parking demand above the space currently available.

Electric Vehicle Charging

New residential development will be expected to provide external charging points for electric vehicles.

Further detail on the electric vehicle charging requirements are set out in Chapter 7 below.

Highway parking - Unallocated parking

In new developments on-street parking 'visitor' 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:



Unallocated parking laybys require a minimum width of 2m.

Image: On street parking within new development (Towcester)

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.

Increased parking demand can also have a detrimental impact on highway safety and the flow of traffic (including access for refuse emergency and vehicles).

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

Where a proposal provides less than 1 on-plot parking space per bedroom, the applicant may need to provide an up to date parking survey of the surrounding streets. The methodology of the parking beat survey must be agreed with the Council before it is undertaken.

Running a Business from Home

Working from home or operating a small business from your home often does not require planning permission as the business use remains ancillary to the main use of the property as a dwelling. However, more intensive uses can require planning permission for a change of use. This is particularly true where the operation involves:

- persons not residing at the property working on site
- a notable or significant number of customers, clients or staff visiting the property
- noisy or intrusive activities that have the potential to harm neighbouring amenity

Where proposals are considered to require planning permission, the application will need to demonstrate that they will not result in significant detriment to highway safety or the free flow of traffic.

Proposals should therefore demonstrate that the continuing residential parking needs of the property are maintained, as well as providing for the new commercial use in accordance with the standards in Chapter 10 below.

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 vary depending on the type of vehicle. Example parking space dimensions are provided below:

	Length	Width
Cars	5m	2.5m
Vans	7.5m	3.5m
HGVs: Articulated	17m	3.5m
HGVs: Rigid	12m	3.5m

For this reason, commercial vehicle parking spaces should be designed in relation to the proposed development. All proposals 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 nearby waste/refuse facilities for drivers to use.



Image: HGV parking with refuse facilities (M1 services, Rothersthorpe)



Image: Purposely-designed HGV service yard (Grange Park)

Cycle Parking

The provision of convenient, secure cycle parking and related facilities is fundamental to encouraging increased cycling, particularly as a modal shift from single occupancy motorised journeys made over shorter distances on a regular basis. Cycle parking provision should be fully incorporated into a proposed development layout from the outset.

Cycle parking standards are set out in Chapter 10, below.

Residential development

For single residential properties, cycle storage can be within a garage, providing the garage meets the minimum size specified in the garage section of this document.

Where garages are not provided for single dwellings, a timber shed may be provided in lieu of this. For 1-2 bedroom properties, these must be a minimum of 8 feet by 6 feet. For larger properties, a shed of 10 feet by 8 feet should be provided.

Cycle parking for dwellings should not involve having to pass through the dwelling to access it.

Apartment blocks should have communal cycle storage areas that are robust, secure and accessible only to residents. Such stores may be incorporated within the fabric of the building or within the public realm. In all cases for apartments, external cycle stores should be constructed of brick/stone with a pitched tiled roof to match the host building.

Non-residential development

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.

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 wall, fence, etc. 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.



Covered cycle shelters in convenient and well-overlooked position (Grange Park)



Covered cycle bays integrated into main building (Towcester)



Individual cycle 'lockers' can be provided to securely store more expensive bikes (Towcester)

Disabled and 'parent and toddler' 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. No less than half of these spaces should be designated as being for the exclusive use of disabled persons.

A mobility standards space should have minimum dimensions of 3.6m (W) x 6.2m (L).

On any development 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.



Image: 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.



Image: Disabled parking bays (Towcester)

Electric Vehicle Charging

The NPPF was published by the Government in March 2012 and sets national planning policy for England. Para 35 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests a number of means to achieve this.

In particular Para 35 of the NPPF states that developments should be 'designed where practical to incorporate facilities for charging and plug-in and other ultra-low emission vehicles'.



Image: Electric vehicle charging bays in a public car park (Towcester)

Further support is provided under paragraph 124 of the Framework which states that planning policies should sustain compliance with, and contribute towards, EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

In addition, the Government has announced that petrol and diesel vehicles are to be phased out by 2040.

Whilst encouragement can be made for a 'modal shift' away from the private car to public transport, walking, and cycling, many trips will continue to be made by private car. Electric and low emission vehicles offer the possibility of making such trips more sustainable.

Advances in technology and reducing purchase costs are leading to electrically powered cars becoming more popular, and the Council supports and encourages the uptake of these vehicles.

The Local Plan Part 2 is emerging and, once adopted, all proposals will need to conform with the requirements for Electric Charging Points contained therein.

In the interim, the provision of Electric Vehicle charging points within new development will be supported and often be expected to form part of the Travel Planning initiatives to improve air quality.

All new residential development should provide external wall-mounted electric vehicle charging points for each dwelling that is to have a private drive or garage. Larger homes, such as those with 3 bedrooms or more, should consider providing facilities to charge more than one vehicle at once.

Charging points should be positioned as discreetly as possible, whilst also remaining practical for use. In order to avoid visual intrusion of clutter they should NOT be positioned on principle elevations or elevations facing the public realm.

For dwellings served by parking courts a charging point should be provided for each property's allocated spacing spaces.

For high density or flatted development with communal parking, 20% of all spaces should be unallocated, equipped as electric vehicle charging points and marked out for use by electric vehicles only.

Charging points on residential developments should be equipped with AC Level 2 equipment or equivalent.

On business, retail, commercial or leisure developments 10% of spaces should be equipped as 'fast' electric vehicle charging points (DC Fast Charging or equivalent) and marked out for use by electric vehicles only.

The location of charging points should be carefully considered in conservation areas and on, or in the setting of, listed buildings.

External wall-mounted charging points are required in order to be both convenient for users and to prevent the need to run cables from either inside the home or garage, which can compromise security when doors or windows have to be left open or unlocked during charging (as well as be a trip hazard and compromise thermal efficiency of homes).



Image: Example of an external wall-mounted charging point on a driveway

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.

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 20 car parking spaces and these should be additional to the provision of bicycle spaces.

Parking for PTWs should be provided in a safe and secure location that is well-lit, where there is good natural 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 of PTW parking spaces should be 1.4m (W) x 2.4m (L).



Image: Motorcycle and scooter parking

Chapter 9

Coaches Parking

Developments likely to generate coach traffic, such as sports venues, public transport interchanges, schools and tourist attractions, 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 that the level and layout of the provision proposed is appropriate.

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.

Use	Vehicle	Cycle	Motorcycle/	Disabled
	4		scooter	100/ 11
A1: Retail (excluding food store) A1: Retail (food stores)	1 space per 25 sqm 1 space per 20 sqm	1 space per 200 sqm for staff and 1	1 space + 1 per 20 car spaces (for 1 st 100 car spaces)	10% of the total car parking
A2: Financial and Professional Services	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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
A3: Restaurants and cafes	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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
A4: Drinking Establishments	1 space per 14 sqm	1 space per 60 sqm for staff plus 1 space per 60 sqm for customers for customers	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
A5: Hot food takeaways	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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
B1: Business	1 space per 30 sqm	1 space per 100 sqm for	1 space + 1 per 20 car spaces	10% of the total car

Classes A1 to A5

		staff plus 1 space per 200 sqm for customers	(for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	parking spaces
B2: General Industry	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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
B8: Storage and Distribution	1 space per 120 sqm	1 space per 500 sqm for staff plus 1 space per 1000 sqm for	1 space + 1 per 20 car spaces (for 1 _{st} 100 car spaces), then 1 space per 30	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	customers	car spaces (over 100 car spaces)	
C1: Hotels	1 space per bedroom	1 space per 5 staff plus 1 space per 5 bedrooms	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
C2: Residential Institutions (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 st 100 car spaces), then 1	10% of the total car parking spaces
C2: Hospital	1 space per 2 employees 1 space per 3 beds for visitors	1 space per 4 staff plus 1 for every 5 bed spaces	space per 30 car spaces (over 100 car spaces)	
C2: Treatment centres (eg. ISTC with overnight facilities	1 space per consulting for outpatients			
C2: Residential education establishment – primary/secondar y C2: Residential education establishment – further/higher education	1 space per full time equivalent staff	1 space per 5 staff		

C2A: Secure residential institution	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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
C3: Dwellinghouses 1-3 bed	Min 2 spaces (excluding garages)	1 secure covered space per bedroom	N/A	N/A if parking is in curtilage of dwelling
C3: Dwellinghouses 4 bed and above	Min 3 spaces (excluding garages)	1 secure covered space per bedroom	N/A	N/A if parking is in curtilage of dwelling
C3: 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 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
C4: Houses in multiple occupancy	1 space per bedroom (excluding garages)	1 secure covered space per bedroom	N/A	N/A
D1: Non- Residential Institutions 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 st 100 car spaces), then 1 space per 30	10% of the total car parking spaces
D1: 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	car spaces (over 100 car spaces)	
D1: Day care centre	1 space per full time staff, drop off /pick up facilities at 1 per 4 participants	1 space per 4 staff		
D1: Education- primary/secondar y	1 space per full time staff, pro rata for part time staff	space per 4 staff plus 1 space per 10% of pupil numbers		
	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			
D1: Education further/higher	1 space per full time staff + pro rata for part time staff 1 space per 10 students for visitor and student parking	1 space per 4 staff plus 1 space per 10% of pupils		
D1: Art galleries, museums, public /exhibition hall	1 space per 30 sqm	1 space per 4 staff plus 1 per 50 sqm for		
worship, libraries	sqm	131013		
D2: Assembly and leisure Cinema	1 space per 5 seats	10 spaces plus 1 space per 10 vehicle spaces	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
D2: Assembly and leisure other uses	1 space per 22sqm	10 spaces plus 1 space per 10 vehicle spaces	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
Sports grounds	20 spaces per pitch plus 1 space per 5 spectator seats	10 spaces plus 1 space per 10 vehicle spaces	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
Swimming pools, gyms, sports halls	1 space per 10 sqm of public area	10 spaces plus 1 space per 10 vehicle spaces	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
Golf Clubs	3 spaces per hole	10 spaces plus 1 space per 10 vehicle spaces	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
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
Railway 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 1st 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 1st 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 1st 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 1st 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 1st 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	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces

Sui Generis Uses (uses not falling within any of the Classe	s listed above)
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		car parking spaces		
Hostel	1 space per full time staff	1 space per 4 staff	1 space + 1 per 20 car spaces (for 1st 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 spaces	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking 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 1st 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 1st 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 1st 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	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces

		parking spaces		
Nightclubs	1 space per full time member of staff	1 space per 4 staff	1 space + 1 per 20 car spaces (for 1st 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 + drop off/waiting facilities for the users of the site	1 space per 4 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car 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 1st 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 1st 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
Civic uses		1 space per 4 staff plus visitor parking 1 space per 10 car parking spaces	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces

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 2
B1/B2 B3-B7	Business/ general, industrial and special industrial	First 235m2 - 1 unloading/manoeuvring space per unit 235m2 - 800m2 -1 unloading/ manoeuvring space plus 1 waiting space per unit Over 800m2 - 1 loading bay 800m2 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	First 235m2 - 1 unloading/manoeuvring space per unit 235m2 - 800m2 -1 unloading/ manoeuvring space plus 1 waiting space per unit Over 800m2 - 1 loading bay 800m2 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

South Northamptonshire Council **Parking: Standards and Design**

2017

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