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## Standards

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1 Introduction

1.1 The Government’s Sustainable Development Strategy recognises that the continued growth in road transport will have a harmful effect on social, environmental and economic wellbeing. It is therefore important that land-use policy and transportation policy work together to achieve the Government’s aim to provide a more environmentally friendly transport system.

1.2 The Government, through the publication of recent Planning Policy Guidance Notes (PPGs) has advised that parking policies are a significant element in the overall challenge to create sustainable developments. Managing car parking provision in a more efficient and effective manner will help to:

- encourage more sustainable use of other modes of transport
- reduce the land take of the development
- enable schemes to fit into central urban sites
- promote linked trips
- increase access to developments for those without a car and
- tackle congestion

Background

1.3 The purpose of this Supplementary Planning Guidance (SPG) is to expand on, and clarify the interpretation of the policies and proposals in the Adopted Northamptonshire County Structure Plan 1996-2016, Adopted March 2001 (as amended by the High Court order 8 February 2002). The key policies are T9 (Parking Standards), T10 (Parking for Housing) and T11 (Private Non-Residential Parking) (see Appendix A).

NB: County Structure Plan was replaced by RSP. Only one policy from CSP still stands but its not related to parking.
1.4 The SPG has been prepared in the light of recent advice in PPG3: Housing (March 2000) and PPG13: Transport (December 1999). It also takes account of RPG8: Regional Planning Guidance for the East Midlands (January 2002). It has been prepared collaboratively between the district and borough councils in Northamptonshire and the County Council. This approach is aimed at achieving consensus across local authorities in Northamptonshire and avoiding what PPG13 describes as the cestuctive potential for competitive provision of parking by neighbouring authorities.

Scope

1.5 The SPG provides a guide to the standards of parking provision considered appropriate for new developments within Northamptonshire. So far as is possible these standards relate to the classification of land uses specified in the Town and Country Planning (Use Classes) Order 1987 (as amended). It is recognised however that the information provided is not exhaustive, nor is it possible to cover every eventuality in regard to permitted development rights within the terms of the Use Classes and the General Development Orders.

Standards

1.6 Maximum standards for off-street car parking and minimum standards for cycle parking are set out in the SPG. Minimum standards for off-street lorry parking are also set out.

Guidance Notes

1.7 The following Guidance Notes should be read in conjunction with these standards and indicate how they should be applied.
2 Guidance Notes

Flexibility for Car Parking

2.1 The standards for car parking are expressed as maxima. A lower provision than set out in the standards may be sought, particularly in locations accessible by means of transport other than the private car. In determining the amount of on-site parking provision regard should be had to the following considerations:

1. The availability of alternative means of transport to the private car
2. The availability, type and proximity of public car parking
3. The potential for environmental harm and adverse effect on road safety, arising from parking demand being met elsewhere
4. The scale and type of the development being proposed
5. The potential for the proposed development to benefit from multi-purpose trips
6. The requirements of any Transport Assessment
7. The content of any Travel Plan
8. Other relevant planning policies

2.2 There may be exceptional circumstances where material considerations may justify a higher provision than set out in the standards being applied. Examples may include in more remote rural areas where public transport is limited or where there are road safety or amenity implications that cannot be resolved by controls or enforcement. However, these should be justified on an individual basis. In such cases the applicant should show the measures they are taking, for example through the design, location and implementation of the scheme, to minimise the need for parking and to encourage the use of other modes of transport.

Residential Car Parking

2.3 The provision of off-street car parking for housing is a significant determinant of the amount of land required for new housing. In urban areas where public transport is accessible off-street car parking requirements can be significantly reduced so that the best use of urban land can be secured.
2.4 PPG3 advocates an average off-street parking provision of 1.5 spaces per dwelling as a maximum that should be provided.

2.5 The County Structure Plan reflects national guidance and requires in Policy T10 (Parking for Housing) (see Appendix A) that:

Residential developments that incorporate on average more than 1.5 car parking spaces per dwelling will not be permitted.

2.6 Car parking for new dwellings will be limited to an upper threshold of 1.5 off-street car parking spaces per dwelling. This threshold will be applied as an average on a site by site basis. For example a scheme comprising 20 dwellings could include 2 dwellings with 3 spaces, 6 dwellings with 2 spaces, and 12 dwellings with 1 space. For developments of single dwellings, the 1.5 standards can be rounded up to 2 spaces.

2.7 Garage space constitutes parking space(s). In addition to this, an access to a garage may also be counted as a parking space provided that the clearance between the face of the garage and the highway boundary is a minimum of 5.5 metres. Where no garage is provided and the space abuts a wall this clearance may be reduced to 5.0 metres.

2.8 There may be exceptional circumstances where material considerations may justify a higher provision than set out in the standards being applied for residential developments. Examples may include in more remote rural areas where public transport is limited or where there is road safety or amenity implications that cannot be resolved by controls or enforcement. However, these should be justified on an individual basis. In such cases the applicant should show the measures they are taking, for example through the design, location and implementation of the scheme, to minimise the need for parking and to encourage the use of other modes of transport.
Residential Parking Design

2.9 Where and how cars are parked is fundamental to the quality of the residential environment. For security reasons, car owners may want to park their cars near to their home and to be able to see their car. In meeting this aspiration the typical result is a car-dominated environment with 'car platforms' in front of houses or integral garages fronting the street. This arrangement may have a number of negative consequences such as:

- reducing the amount of front garden and therefore available landscaping
- blurring the distinction between public and private space
- removing the opportunity to park on the street
- introducing the potential conflict between pedestrians and cars which have to cross the footway to park

2.10 Instead of the dominance of cars parked in front of houses, there are often opportunities to use a combination of dedicated and communal parking, especially in developments where secure communal provision can be made an integral part of the overall site layout (See Figure 1 and Figure 2). Unlike dedicated parking spaces for individual dwellings, communal car parking arrangements provide for the flexibility towards the variations in car ownership between households. (See Figure 3 and Figure 4).

Figure 1: Dedicated Parking.
Source: Northamptonshire County Council
2.11 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. Secure rear courtyard parking can be designed as part of a new residential development and generally include no more than 10 spaces in an area that has good surveillance from surrounding properties. (See Figure 5).

Figure 3 and Figure 4: Parking bays can be demarcated by plants, paving and trees.
Source: Northamptonshire County Council
2.12 Basement parking can allow for good use of urban land as it minimises the amount of land take dedicated to the private car (See Figure 6 and Figure 7). Care must be taken with the design and location of the entrance to communal basement parking to ensure that it is appropriate within the street scene and takes consideration of crime and safety issues.
2.13 Within residential developments the creation of 'home zones' should also be given careful consideration as these can play a very beneficial role by making streets safer for pedestrians. These schemes involve traffic calming measures, often involving imaginative approaches to parking provision, that reduce the frequency and speed of traffic movements, undertaken in association with complementary environmental improvements. These home zones result in improved residential amenity and a greater sense of community.

2.14 Secure cycle parking should be encouraged in new residential developments.

Dedicated Parking Provision

2.15 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.

2.16 In order to meet the needs of people with disabilities and those with young children, 10% of all car parking space, including that in residential developments should be provided to mobility standards (minimum width 3.6 metres). No less than half 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 these 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.

2.17 Parking spaces should be located adjacent to the most accessible entrances. Spaces should be indicated by signs, road markings and include dropped kerbs where necessary.

2.18 Where no specific on-site private provision is made, convenient dedicated parking for the exclusive use of disabled persons should be provided off-site in accordance with the above standard. This may include on-street provision.
Schools and Special Schools

2.19 New and expanded school facilities should be accompanied by a school travel plan that seeks to reduce car use by employees, students and visitors. This should include the promotion of safe cycle and walking routes, restrictions on parking and car access in and around schools and on-site changing and cycle storage facilities.

2.20 Standards for students should be calculated according to the total number of students attending an educational establishment, rather than full-time equivalent figures.

2.21 Waiting space for parents' cars may be necessary on the grounds of highway safety. This may be provided within the school curtilage or preferably as a lay-by adjacent to the highway (or both) depending on the circumstances. Dedicated drop-off parking should be provided to meet the needs of children with disabilities.

2.22 Parking restrictions may sometimes be appropriate to promote walking, cycling and public transport, for example as part of a Solar Routes to School or School Travel Plan initiative.

2.23 Hard-surfaced play areas at all 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.

2.24 Facilities for cycle parking should be safe and secure and located close to entrances to encourage cycling.

2.25 Parking and manoeuvring space for contract buses may also be necessary. Bus stops and waiting areas should be both conveniently located and safe and comfortable.

Town Centre and Edge-of-Centre Locations

2.26 Town centre and edge-of-centre zones should be identified for each urban area by district/borough councils in local plans. A lower provision for private non-residential car parking than set out in the standards should be sought in these locations.

SUPPLEMENTARY PLANNING GUIDANCE - PARKING - MARCH 2003
2.27 In the town centre zone no further private non-residential parking should be provided. In the edge-of-centre zone private non-residential parking should be restricted to 50% of the standard.

2.28 In defining these zones account should be had to the following considerations:

1. The availability, type and proximity of public parking
2. The availability of alternative means of transport
3. The site, layout and form of the urban area
4. Other relevant planning policies

2.29 In exceptional circumstances it may be appropriate to allow some on-site car parking in town centre or edge-of-centre sites. (See Figure 8). However, the developer must demonstrate that the proposal would add to the vitality and viability of the town centre; that such provision is essential to the operation of the development; and that there will be no detrimental effects on the local environment or highway safety. For example, a hotel development that would add to the vitality of a town centre may justify some on-site parking provision.

Figure 8: Open car parking with a reasonable level of planting. 
Source: Northamptonshire County Council
2.30 Where provision for car parking is restricted, whether in a town centre location or elsewhere, a financial contribution will be expected towards the cost of alternative provision to meet the transportation needs of development through more sustainable modes of transport. This contribution should be in accordance with the following hierarchy:

1. Pedestrian and cycle facilities
2. Public transport routes and services
3. Park-and-ride
4. Improved public car parking

2.31 Any contribution should be fairly and reasonably related in scale and kind to the proposed development. It should also take account of the requirements of any transportation assessment. Legal agreements will be sought to secure financial contributions.

2.32 In order to encourage more sustainable modes of transport, local authorities should seek to ensure that the requirement for financial contributions does not promote other locations for development to the detriment of firstly town centre and secondly edge-of-centre locations.

2.33 Financial contributions may also be sought elsewhere towards the cost of meeting the transportation needs for the development through more sustainable modes of transport. Again, any contribution should be fairly and reasonably related in scale and kind to the proposed development. It should also take account of the requirements of any transportation assessment. Some form of legal agreement will be sought to secure this financial contribution and will be inline with the guidance provided in Circular 1/97 Planning Obligations.

Mixed-Use Developments

2.34 The calculations of parking provision for mixed-use developments will vary with the types of uses proposed. In cases where the mixed-uses generally operate concurrently, it would be reasonable to require the provision of levels applicable to all uses to be aggregated. Where the mixed-uses generate demands at different times of day it would be
reasonable to require the provision of space on the basis of the development type which is the dominant use of that specific site. This may result in the reduction of the number of parking spaces that a developer provides.

**Powered-Two Wheeled Vehicles**

2.35 Provision should be made for secure motorcycle 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.

2.36 Parking for PTWs should be provided in a safe and secure location, such as in a well-lit area where there is the likelihood of general surveillance. Providing anchor points such as low level hitching rails ensures secure parking for PTWs.

**Cycle Parking**

2.37 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 and not dealt with through conditions.

2.38 Cycle parking should be convenient to use, be secure and in areas of good surveillance that are well lit (See Figure 9). Cycle parking should be provided in prominent sites close to key destinations such as close to 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.
2.39 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 wet weather. (See Figure 10).

Figure 10: Sheffield stand cycle parking with shelter provided over the cycle parking area.
Source: Northamptonshire County Council
2.40 Developers should also consider the additional needs of cyclists such as lockers, changing and shower facilities. Where longer stay cycle parking is anticipated, for example where it is provided for employees in association with a travel plan, for students, or passengers continuing their journey by rail or bus at leisure facilities, facilities such as cycle lockers or secure compounds should be provided.

2.41 Where it is not possible to provide cycle parking spaces on site, developers will be required to make a financial contribution towards public provision of such facilities or other sustainable modes of transport.

2.42 For major developments, the exact number of cycle parking spaces applied will depend on the individual characteristics of sites and also determined in relation to the travel plan.

Public Transport Parking and Access

2.43 Provision should be made for adequate setting down, parking, turning and manoeuvring areas for public transport on or adjoining development sites. These would include:

- All major developments comprising housing, jobs, shopping, leisure and services
- Minor developments comprising housing, jobs, shopping, leisure and services that would generate significant amounts of travel
- Developments located in or near to air quality management areas and other locations where local initiatives or targets are set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling
- New and expanded school facilities

2.43 Provision for public transport setting down/parking space should be located conveniently for users, safe, well lit, overlooked and easy to use. Due regard must be made for people with a disability, pushchairs, luggage and shopping to encourage the use of public transport.
2.44 Car parking provision is likely to contribute to a sustained or increased use of public transport modes. For example, at railway stations where ease of access by public transport and the need for adequate parking for rail users is important if is to be encouraged. The Planning Authority will have regard to the need for passenger access to the strategic rail network and will consult with the rail industry when setting requirements for parking at stations. When determining the amount of parking it will be important to:

- Consider the existing local public transport infrastructure
- Consider the highway network in the vicinity of the station
- Reduce the damaging effects of rail heading

2.45 This guidance should be taken as complementing the use of travel plans.

Additional Standards for Larger Vehicles

2.46 The standards for larger vehicles are expressed as minima. 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.

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

2.48 All proposals should demonstrate that the design would:

- 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
Safety and Security

2.49 Personal safety and security considerations are important in the provision of parking. The location and design of parking areas should minimise the opportunity for crime and measures such as good lighting and video surveillance should be encouraged.

Transport Assessments

2.50 PPG13 advises that ‘where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.’ The level of detail within the Transport Assessment should be related to the scale and complexity of the transport issues raised by the development proposal. For small-scale schemes an outline of the transport aspects may be sufficient. However, for major proposals the Transport Assessment will be required to:

- Detail accessibility to the site by all modes of transport
- Assess the likely modal split of journeys to and from the site
- Detail proposed measures to improve access by public transport, walking and cycling
- Demonstrate how the need for parking associated with the proposal can be reduced
- Mitigate transport impacts
- Include a Travel Plan where appropriate

2.51 Developers are advised to enter into early discussions with the local planning authority and the highway authority in order to consider the acceptability of development proposals in transport terms and to scope all the factors required to be assessed through the Transport Assessment. By thoroughly investigating journeys to proposed development sites and enhancing opportunities for sustainable modes of transport the need for on site car parking provision can be reduced.
Travel Plans

2.52 Travel Plans are a practical commitment to reducing congestion and pollution by encouraging alternatives to travel other than by the private car. They can also have implications for the amount and type of parking that is required to be provided on site. There is no standard format or content for travel plans, however, best practice guidance has been produced by the Government entitled Developing an Effective Travel Plan (January 2000).

2.53 Travel plans can be prepared for businesses, schools, hospitals and other organisations. Travel plans must accompany planning applications which are likely to have significant transport implications, including those for:

- All major developments comprising jobs, shopping, leisure and services
- Small-scale developments comprising jobs, shopping, leisure and services which would create significant amounts of travel in, or near to air quality management areas and in any other locations specified in local plans or through the Local Transport Plan
- New and expanded school facilities
- Where it would help address a particular local traffic problem associated with a planning application that might otherwise have to be refused on local traffic grounds

2.54 A Travel Plan can be made binding through either conditions attached to a planning permission or through a related planning obligation.
CAR AND CYCLE PARKING STANDARDS

The following maximum car parking standards and minimum cycle parking standards will apply to other development (based on the Town and Country Planning (Use Classes) Order 1987 (as amended)). This table should be read in conjunction with the additional guidance notes.

Standards for Dedicated Parking Provision will be applicable and provision of dedicated parking space for Powered Two Wheelers may be also apply (see paragraph 2.35).

Provision for servicing will be individually assessed.

Parking provision for other land uses will be considered on their merits and in line with the standards set out below.

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>CAR PARKING STANDARD (MAXIMA) (area refers to gross floorspace)</th>
<th>CYCLE PARKING STANDARD (MINIMA) (area refers to gross floorspace)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Shops</td>
<td>1 space per 25 m²</td>
<td>1 space per 200 m²</td>
</tr>
<tr>
<td>A2</td>
<td>Financial and professional services</td>
<td>1 space per 25 m²</td>
<td>1 space per 200 m²</td>
</tr>
<tr>
<td>A3</td>
<td>Food and drink (excluding associated residential accommodation)</td>
<td>1 space per 14 m²</td>
<td>1 space per 60 m²</td>
</tr>
<tr>
<td>B1</td>
<td>Offices, research and development and light industrial</td>
<td>1 space per 30 m²</td>
<td>1 space per 200 m²</td>
</tr>
<tr>
<td>B2</td>
<td>General industrial</td>
<td>1 space per 55 m²</td>
<td>1 space per 500 m²</td>
</tr>
<tr>
<td>B3</td>
<td>Storage and distribution</td>
<td>1 space per 120 m²</td>
<td>1 space per 1,000 m²</td>
</tr>
<tr>
<td>C1</td>
<td>Hotels, motels or guest houses</td>
<td>1 space per guest bedroom</td>
<td>1 space per 10 guest bedrooms</td>
</tr>
<tr>
<td>C2(I)</td>
<td>Nursing, rest and care homes</td>
<td>2 spaces per 5 residents</td>
<td>1 space per 10 bedrooms</td>
</tr>
<tr>
<td>C2(II)</td>
<td>Residential schools, colleges or training centres and halls of residence</td>
<td>1 space per 2 staff plus 1 space per 15 residents</td>
<td>1 space per 10 students</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Minimum Spaces</td>
<td>Maximum Spaces</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>C2(III)</td>
<td>Hospitals</td>
<td>2 spaces per 5 bedspaces</td>
<td>1 space per 10 bedspaces</td>
</tr>
<tr>
<td>C3</td>
<td>Dwellings, including sheltered housing</td>
<td>on average 1.5 spaces per dwelling over a development scheme</td>
<td>1 space per unit for residential schemes with no garages i.e. flats</td>
</tr>
<tr>
<td>D1(A)</td>
<td>Medical/health services</td>
<td>3 spaces per consulting room</td>
<td>1 cycle space per 3 consulting rooms</td>
</tr>
<tr>
<td>D1(B)</td>
<td>Creches, day nursery and day centres</td>
<td>1 space per 25 m²</td>
<td>1 space per 3 car spaces</td>
</tr>
<tr>
<td>D1(C)(I)</td>
<td>All schools</td>
<td>Full time staff 1:1 Other staff 1:2 6th formers 1:20</td>
<td>5 and 10 spaces per classroom or alternative teaching area for primary and secondary schools respectively</td>
</tr>
<tr>
<td>D1(C)(II)</td>
<td>Special schools/units for children with special educational needs</td>
<td>In addition to the provision above: Visiting professional staff 1:10 children Parents 1:2 children</td>
<td></td>
</tr>
<tr>
<td>D1(C)(I)</td>
<td>Higher and further education colleges (including sixth forms)</td>
<td>Full time staff 1:1 Other staff 1:2 Students 1:10</td>
<td>1 space per 10 staff plus 1 per 10 students</td>
</tr>
<tr>
<td>D1(C)(III)</td>
<td>Training and conference centres</td>
<td>1 space per 35 m²</td>
<td>1 space per 10 staff plus 1 per 35 m²</td>
</tr>
<tr>
<td>D1(D, E &amp; F)</td>
<td>Art galleries, museums and libraries</td>
<td>1 space per 30 m²</td>
<td>1 space per 15 staff plus 1 per 50 m²</td>
</tr>
<tr>
<td>D1(G &amp; H)</td>
<td>Public halls, exhibition halls or places of worship</td>
<td>1 space per 15 seats</td>
<td>1 space per 10 seats</td>
</tr>
<tr>
<td>D2</td>
<td>Assembly and leisure (cinemas, theatres, bingo halls, concert halls, casinos, dance halls, swimming baths, leisure centres or other areas for indoor sports)</td>
<td>1 space per 22 m² (cinema and conference facilities over 1000m² 1 space per 5 seats)</td>
<td>1 space per 75 m²</td>
</tr>
</tbody>
</table>
**PARKING STANDARDS FOR CAR SALES, REPAIRS & SERVICING (SUI GENERIS; AS BASED ON THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 (AS AMENDED)). THESE ARE EXPRESSED AS MAXIMA.**

<table>
<thead>
<tr>
<th>CAR SALES, REPAIRS AND GARAGE FORECOURTS</th>
<th>PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshops</td>
<td>1 space / 45m 2 gfa</td>
</tr>
<tr>
<td>- staff</td>
<td></td>
</tr>
<tr>
<td>Workshops</td>
<td>3 spaces / service bay</td>
</tr>
<tr>
<td>- customers</td>
<td></td>
</tr>
<tr>
<td>Car sales</td>
<td>1 space / full time staff (Note 1)</td>
</tr>
<tr>
<td>- staff</td>
<td></td>
</tr>
<tr>
<td>Car sales</td>
<td>1 space / 10 cars on display (Note 2)</td>
</tr>
<tr>
<td>- customers</td>
<td></td>
</tr>
<tr>
<td>Car hire establishments</td>
<td>Note 3</td>
</tr>
</tbody>
</table>

1. Full time equivalent staff.

2. Applies to number of cars on sale in the open.

3. Considered inappropriate to apply standards to this form of development, applications for which should therefore be considered according to the suitability of the location of this type of use.

*Supplementary Planning Guidance - Parking - March 2003*
# LORRY PARKING STANDARDS

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

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>LORRY PARKING STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>A3</td>
<td>Food and drink-transport cafes</td>
<td>1 space per 4m²</td>
</tr>
<tr>
<td>B1/B2</td>
<td>Business/ general, industrial and special industrial</td>
<td><strong>First 235m² - 1</strong> unloading/manoeuvring space per unit <strong>235m² - 800m² - 1</strong> unloading/ manoeuvring space plus 1 waiting space per unit <strong>Over 800m² - 1</strong> loading bay 800m² plus waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements</td>
</tr>
<tr>
<td>B3-B7</td>
<td>Storage and distribution</td>
<td><strong>First 235m² - 1</strong> unloading/manoeuvring space per unit <strong>235m² - 800m² - 1</strong> unloading/ manoeuvring space plus 1 waiting space per unit <strong>Over 800m² - 1</strong> loading bay 800m² plus waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements</td>
</tr>
<tr>
<td>B8</td>
<td>Open storage uses</td>
<td>1 space per unit/area</td>
</tr>
<tr>
<td>SUI GENERIS</td>
<td>1 unloading/manoeuvring space:unit</td>
<td></td>
</tr>
</tbody>
</table>
PARKING SPACE DIMENSIONS AND LAYOUT CRITERIA

Minimum sizes of parking spaces are laid out below:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Cars</td>
<td>4.8 metres x 2.4 metres (6.0 metres x 2.4 metres for in line / tandem parking)</td>
</tr>
<tr>
<td>Dedicated Parking Spaces</td>
<td>4.8 metres x 3.6 metres (minimum width)</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>Varying between 9.0 metres and 18.0 metres x 3.1 metres depending upon the type of vehicle most likely to serve the development.</td>
</tr>
</tbody>
</table>

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

Within car parking areas a clear zone of 6.0 metres is required between opposing parking spaces. This may be reduced to 4.2 metres for 60-degree spaces and 3.6 metres for 45-degree spaces (this latter standard relates to one way traffic only).

In cases where Travel Plans are in operation consideration should also be given to the location of parking spaces for staff that are car sharing; ideally as for dedicated parking spaces, these should be located close to the staff entrance.
BACKGROUND DOCUMENTS


DETR. (1998) A New Deal For Transport: Better For Everyone. HMSO.


Lancashire County Council (1997) Parking In Lancashire.


APPENDIX A
ADOPTED STRUCTURE PLAN POLICIES

Policy T9 - Parking Standards

Maximum standards for car parking will be identified for all forms of development, taking account of national and regional guidance. Minimum cycle parking standards (including standards for powered two-wheelers) will apply to all non-residential development.

Policy T10 - Parking for Housing

Residential developments that incorporate on average more than 1.5 car parking spaces per dwelling will not be permitted. Parking spaces can be provided on a communal basis.

Policy T11 - Private Non-Residential Parking

Within the urban areas, local plans will identify the following zones for private non-residential car parking:

- A town centre zone (no further private non-residential car parking will be permitted in this zone); and

- An edge-of-town centre zone (private non-residential car parking will be restricted to 50 per cent of the standard in this zone).

Where provision is restricted, financial contributions or commuted payments will be expected towards the cost of alternative provision in accordance with the following hierarchy:

- Pedestrian and cycle facilities;
- Public transport routes and services;
- Park-and-ride; and
- Improved public car parking
For further information, or to comment on any aspect of this document, please contact us by:

e-mail: planningandtransportation@northamptonshire.gov.uk

Telephone: 01604 236268

Or write to us at: Head of Sustainable Development  
Northamptonshire County Council  
Planning, Transportation and Environment  
County Hall  
PO Box 163  
Northampton  
NN1 1AX

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