

DRAFT NORTHAMPTONSHIRE PARKING STANDARDS

(Draft for consultation December 2015)



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Northamptonshire
County Council

Draft Northamptonshire Parking Standards

Public consultation

This document sets the parking standards that Northamptonshire County Council will use when accessing 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 set new dimensions for parking spaces as vehicles have become larger.

The consultation for this document runs for seven weeks from Monday 21st December till Monday 8st February.

Consultation comments on the document can be emailed to:
LTPConsultation@northamptonshire.gov.uk

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Chapter 1

Parking Standards

This document sets the parking standards that Northamptonshire County Council will use when accessing 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 set 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 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 effected 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.

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

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.

The NPPF supports the provision car parking as access to service for the motorists is seen as advantageous to economic prosperity and as a tool to reducing congestion within the wider highway network.

Manual for Streets

Additional guidance on parking is contained within Manual for Street (Department for Transport March 2007), which includes specific details on cycle parking as set out at 8.2.1

“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”.

Other guidance on parking is contained in Inclusive Mobility (Department for Transport 2005), and Waste in New Developments (2006)

Local Policy

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.

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, 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

Residential Car Parking

It has been observed within Northamptonshire, that residents 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 findings through a series of case studies in their 'Space to Park' document.

Residential developments are required to provide sufficient designated car parking spaces in places where residents will use them, therefore parking for a dwelling should be located:

- on plot – at the front or side of the dwelling or in the rear garden
- on street to the front of the dwelling. Streets 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.

Residential car parking dimensions

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

New parking space dimensions are as shown below and have the following dimensions:

Non – residential 2.5m x 5m

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

Parking courts 2.5m x 5m (10m long for tandem spaces)

Parking areas at the end of non – through routes should always provide a turning head suitable to accommodate the largest type of vehicle to enter that route.

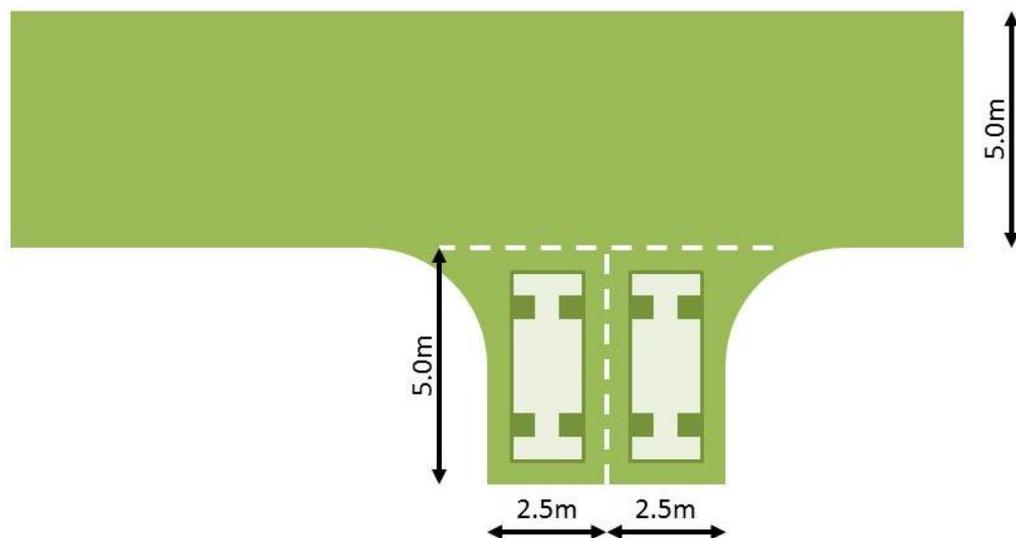


Figure 2: Residential car parking dimensions

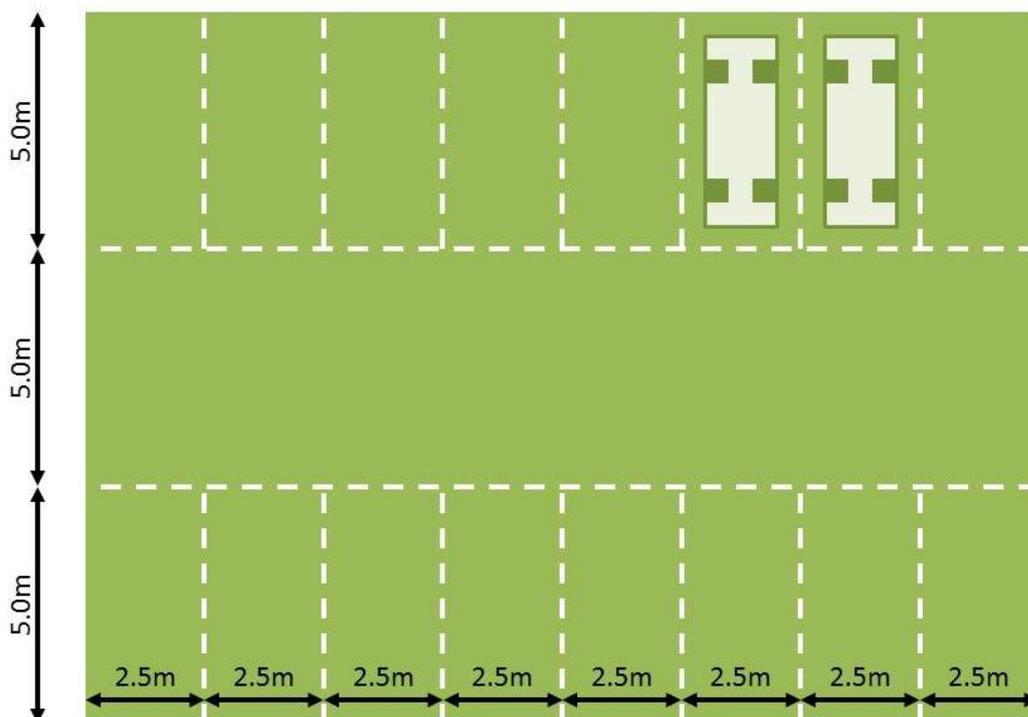


Figure 3: Non Residential car parking dimensions

Garages

Garages are often used for purposes other than car parking leading to car being parked on the surrounding street. One reason for this is that garages are often too small for modern cars.

For this reason all garages will only be considered as a second or third parking space and have to have dimensions large enough to park a modern car. Minimum internal dimensions of 3.3m wide by 6.0m long for a single garage and 6.0m x 5.8m double garages.

All garages must be set sufficiently back from the edge of highway/ footway so that a vehicle can be parked in front of the garage. The minimum set back distance will be 5.5m behind the highway boundary (rear edge of footway/ verge).

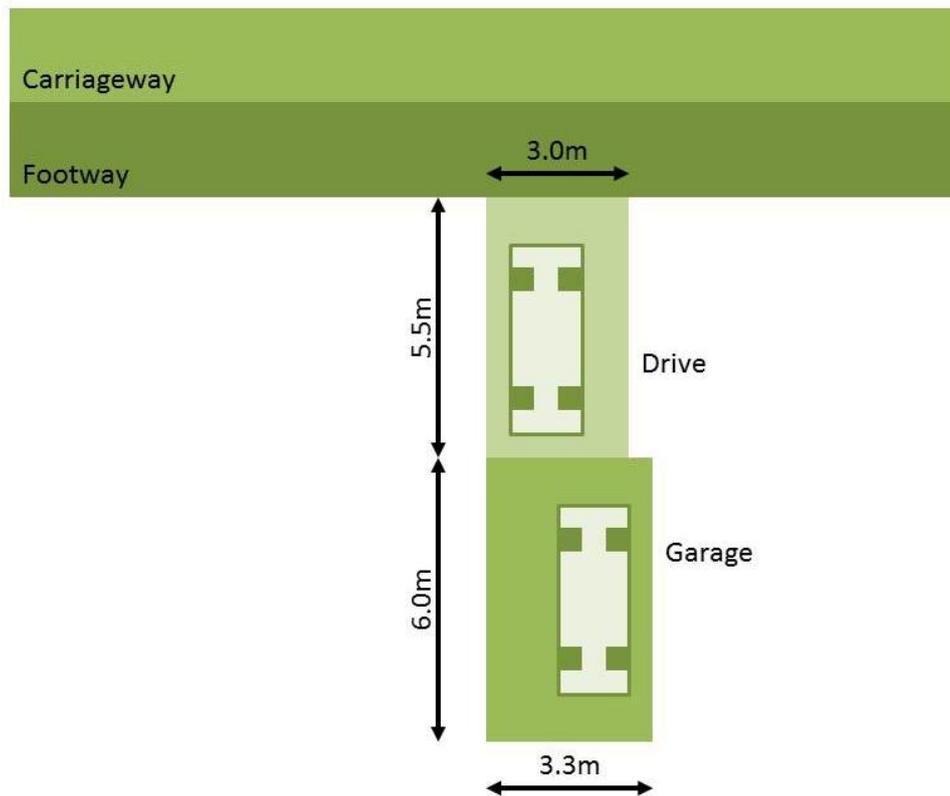


Figure 4: Garage parking dimensions

Communal parking

Courtyard parking should be sited at the front of dwellings, servicing no more than five dwellings with easy and direct access to the dwellings they serve. The parking area should be appropriately lit so as to provide a safe environment for those parking but not impact on the amenity of neighbouring properties.

Rear courtyard parking is not supported as they are unpopular with residents and leads to inappropriate parking on verges and streets not designed for that purpose. Where rear parking courts are the only possible parking solution for a development they must be small, secure, well lit and well observed by the surrounding properties.



Figure 5: Well observed communal car parking

Highway 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 can not be provided within the adopted highway but unallocated spaces can be created within the highway for use by any highway user including residents.

Residential Parking Standards

Minimum standards for the number of parking spaces required for new builds are set out in chapter 9. Extensions to existing residential buildings which result in additional bedrooms will need to provide the corresponding number of parking spaces for the size of property.

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.

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 street, they can cause parking nuisance for other occupants of that street.

HiMO shall provide parking at the same minimum level as other residential development. HiMO with limited or no parking will only be allowed if they can

demonstrate that the accommodation is within walking distance of local services and within 400m of a bus stop with a 30 minute frequency.

Electric Vehicle Charging Bays

The provision of Electric Vehicle charging points in communal parking areas and in town centre developments will be encouraged and may form part of the Travel Planning package for the development.



Figure 6: 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.

All proposals involving lorries and larger vehicles should demonstrate that the parking design meet 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

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 and not dealt with through conditions.

Cycle parking should be convenient to use, be secure and 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 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.

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 to allow users to park and lock their cycle with ease.

Cycle parking within residential developments should be provided within garages or sheltered stores depending on the type and scale of the development.



Figure 7: Examples of 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.

In order to meet the needs of people with disabilities and those with young children, 10% of all car parking spaces, including those in residential developments should be provided to mobility standards (minimum width 3.6 x 6.2 metres). 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.

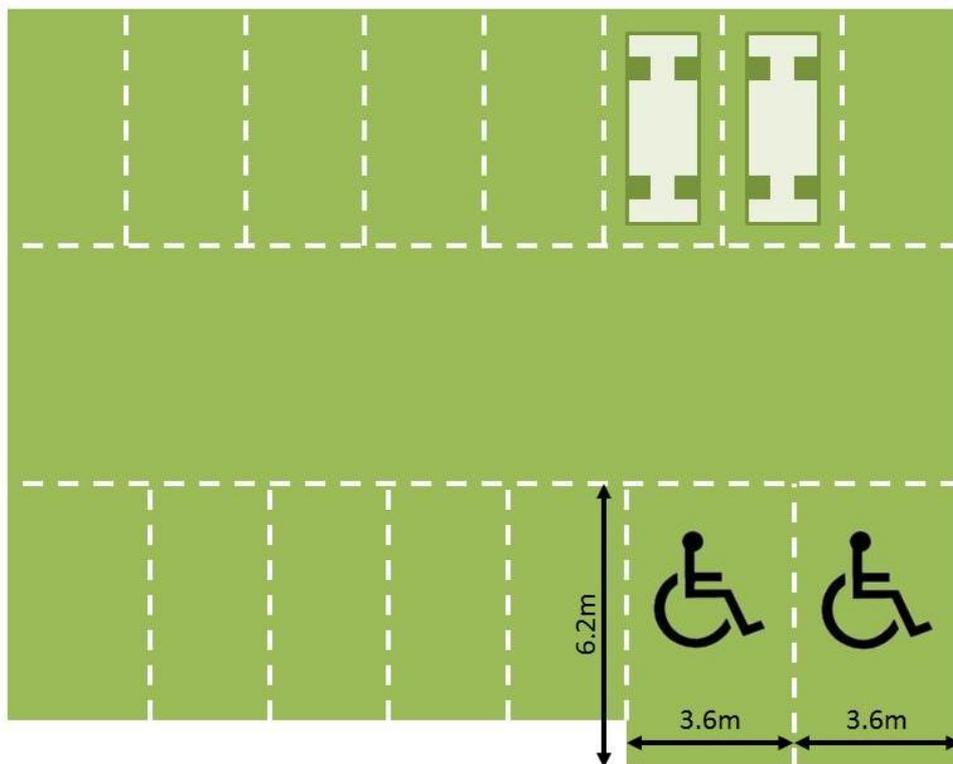


Figure 8: Disabled parking space dimensions

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.

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 meters of the buildings entrance.

The Equalities Act 2010 requires site occupiers of non - residential developments to ensure adequate parking provision is available for people with disabilities.

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, such as in a well-lit area 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 basic dimensions for layout of parking spaces should be on a footprint of 2.4m x 1.4m.

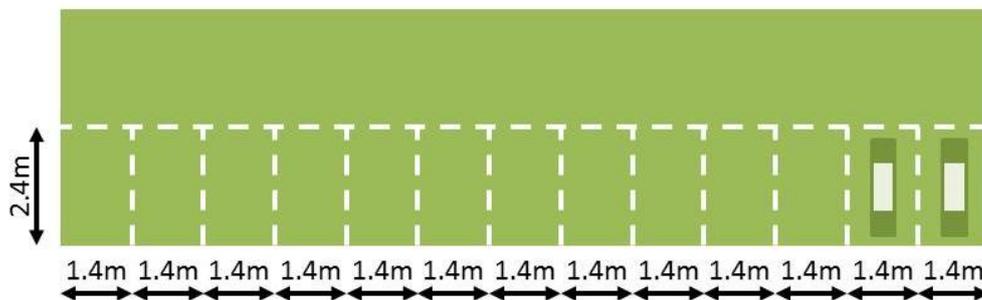


Figure 9: Motorcycle and scooter parking dimensions

Chapter 8

Coaches Parking

Developments likely to generate coach traffic 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 this 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 section of the parking guidance should be read in conjunction with the previous chapters in this document.

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 store)	1 space per 20 sqm	1 space per 200 sqm for staff and 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
A1 (food stores)	1 space per 14 sqm			

Class A2: Financial and Professional Services

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

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
A2	1 space per 20 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

Class A3: Restaurants and Cafes

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

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
A3	1 space per 5 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
A3 (transport cafe)	1 lorry space per 2sqm	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

Class A4: Drinking establishments

Public houses, wine bars or other drinking establishments

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
A2	1 space per 5 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

Class A5: Hot Food Takeaways

For the sale of hot food off the premises

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
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 st 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

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

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

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
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 st 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

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
C3 1 bed	1 space per dwelling, plus visitor spaces 0.5 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 0.5 across the development			
4+ beds	3 spaces per dwelling , plus visitor spaces 1 across the development			

Retirement development(warden assisted independent living accommodation)	1 space per dwelling visitor spaces 0.5 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
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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.

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
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 st 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	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	1 space per 4 staff		
Education- primary/secondary	1 space per full time staff	1 space per 4 staff plus 1 space per 10% of pupil		

		numbers		
Education further/higher	1 space per full time staff + 1 space per 25 students for student parking	1 space per 4 staff plus 1 space per 10% of pupils		
Art galleries, museums, public /exhibition hall	1 space per 25 sqm	1 space per 4 staff plus 1 per 50sqm for visitors		
Places of worship, libraries	1 space per 10 sqm			

Class D2: Assembly and leisure

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

Use	Vehicle	Cycle	Motorcycle/scooter	Disabled
D2 Cinema	1 space per 3 seats	10 spaces plus 1 space per 10 vehicle space	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 -other uses	1 space per 20sqm	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,	1 space per 10sqm of	10 spaces plus 1 space		

sports halls	public area	per 10 vehicle space		
Golf clubs	3 spaces per hole	10 spaces plus 1 space per 10 vehicle space		

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 Bus station	1 space per fulltime member of staff	5 spaces per bus bay	On individual merit	On individual merit
Rail station	Public parking by individual negotiation 1 space per fulltime member of staff	1 space per 5 car parking 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
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 st 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	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then	10% of the total car parking

		spaces	1 space per 30 car spaces (over 100 car spaces)	spaces
Cash & carry/retail warehouse	1 space per 30sqm	1 space per 4 staff	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
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 st 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 st 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 st 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 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	10% of the total car parking spaces
Motor vehicle	1 space per full time staff +	1 space per 4 staff plus	1 space + 1 per 20 car spaces (for 1 st	10% of the total car

service centre	1 space per 35sqm	visitor parking 1 space per 10 car parking spaces	100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	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 st 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 st 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 20sqm 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 st 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 50 sqm	1 space per 4 staff	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
Recycling centre/civic amenity	1 space per full time staff + drop off/waiting facilities for the users of	1 space per 4 staff	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

	the site			
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 st 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 st 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 st 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 development (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 800m ² 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 800m ² 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

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For more information please contact

LTPConsultation@northamptonshire.gov.uk