



Draft Supplementary Planning Document

Parking Standards

(July 2019)



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1.0 INTRODUCTION

Purpose and Background

- 1.1 The Parking Standards Supplementary Planning Document (SPD) will be used by Northampton Borough Council to provide guidance for applicants and decision makers as to the appropriate amount of car parking necessary to support new development. The SPD also provides guidance on the design and layout of car parking. The Parking Standards for Use Class as detailed in the Northamptonshire Parking Standards September 2016, will still be applicable and should be read in conjunction with this document.
- 1.2 The purpose of this SPD is to provide clear information and guidance to allow document users to easily determine the right level of parking for development. The underpinning principle of the SPD is to support sustainable development which makes efficient use of land and resources and demonstrates good design.
- 1.3 The most recent parking standards document was issued by the Northamptonshire County Council in September 2016 and covers the whole of Northamptonshire. This updated the parking advice previously detailed in the Parking SPG (March 2003). The particular needs of a large urban town differ from those of the rural districts and within Northampton town itself, where the townscape character varies from the historic core pre 1835 to Victorian and early 20th century development to interwar development and post war/overspill development to modern post 1990 development, each having its own specific parking issues.
- 1.4 This document reflects the local circumstances, context and requirements for individual developments and the local area and expands on the previous parking standards, to include parking design and layout and to expand on electric vehicle charging points.
- 1.5 The previous parking standards, produced by the NCC, Parking SPG (March 2003) focused on setting a maximum parking standard, and parking was used as a demand management tool thereby using a lack of available parking to encourage drivers to use other modes of transport and move away from car ownership. This model of parking control has not proved effective and car ownership has continued to rise, which has led to car parking issues within many residential developments.
- 1.6 The Council is actively committed to encouraging modal shift to sustainable modes of transport, but also realises that alternative modes of transport will only be used where journey times and appropriate and alternative choices are available. The Borough is an urban area with many residents making short trips by car, there is a real opportunity to encourage sustainable travel choices.

Aims of the Supplementary Planning Document

1.7 The aims of the Supplementary Planning Document (SPD) are to achieve the following through parking policy;

- Managing and reconciling the competing demands for kerb space for residents, business and visitors
- Balancing the demand for parking in order to enhance the viability and attractiveness of the town
- Reducing congestion, improving air quality and health, and promoting sustainable travel patterns and behaviours
- Facilitating the movement of buses and emergency vehicles by ensuring they are not impeded by inconsiderately parked vehicles
- Meeting the needs of cyclists and motorcyclists
- Meeting the needs of people with disabilities
- Facilitating adequate loading and unloading facilities for businesses and shops without causing congestion and delay to traffic
- Facilitating provision for electric vehicle charging and associated infrastructure

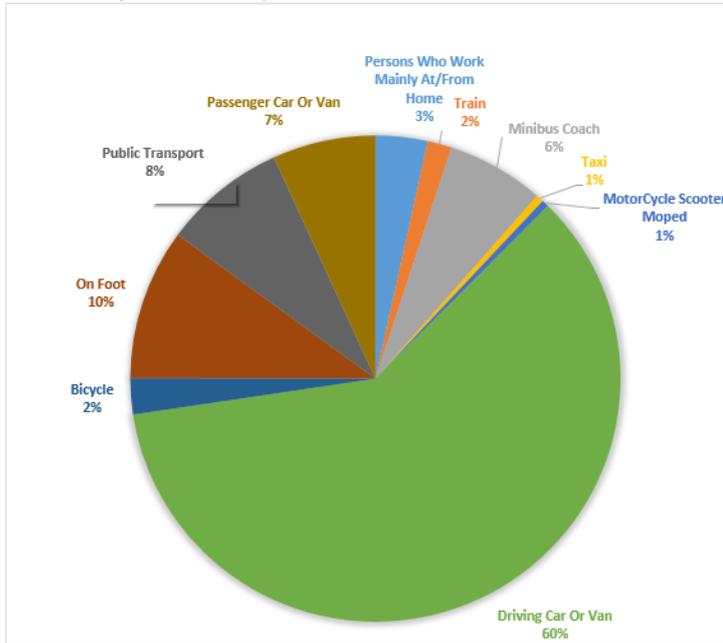
Borough Profile

1.8 Over the past 20 years, the amount of travel has increased, especially for those journeys made by private car, which has resulted in detrimental effects on air quality, increased congestion and increased journey times. The whole of the Borough area is urbanised and is the main centre of employment for the wider county, which has had led to a significant amount of in-commuting, with a net inflow of 12,000 commuters to the Borough (2011 Census NOMIS). In time, with traffic levels expected to rise, congestion is likely to become progressively worse.

1.9 Modal choice is a vital element for understanding what future policies need to contain. These differences are important to ensuring that the policies developed are appropriate to the local circumstances of the areas and can help by controlling the location of new development to aid the reduction of the need to travel and the use of the car. The following data is a presentation of data from the 2011 census. Figure 1 shows that the main method of travel to work for over half of the population of Northampton is the private car. The Census also shows that 43% of households own one car and 26% own two, with 5.2% owning more than two vehicles. Figure 2 shows that 32% of the population of Northampton travel 2-5km to work. This shows the modal split is heavily dependent on the private car and the Department for Transport Road Traffic Forecasts for 2018, indicate that car ownership is expected to rise in the forthcoming years. It is therefore important that any future development provides adequate parking for residents and visitors.

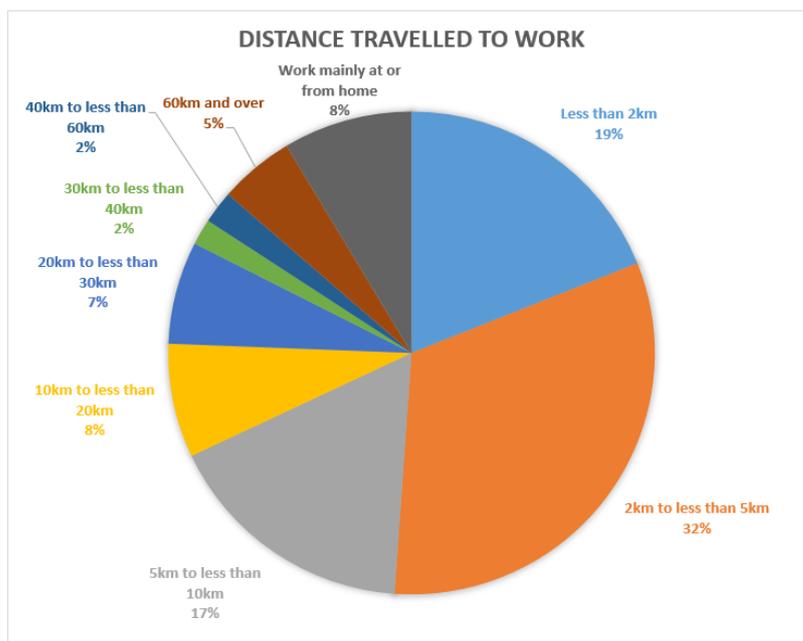
Figure 1.

Modes of Transport within Northampton



Census: 2011

Figure 2.



Census 2011

Northhampton Parking Context

- 1.10 Northampton is a historic market town, therefore many parts of the Borough were built before the take up of modern vehicles, which creates specific parking issues. The main transport issues are;
- Main mode of transport to work is by private car
 - A significant proportion of short trips within the town are made by car
 - Use of walking, cycling and public transport is relatively low
 - No residual parking capacity in many parts of the borough
 - Levels of pollution within the town have led to the need to declare Air Quality Management Areas
- 1.11 These standards therefore need to reflect the Council's aspirations for sustainable travel, as is consistent with the objectives of the Northamptonshire Local Transport Plan (LTP), at the same time as catering adequately for the car, particularly in residential areas.

2.0 Policy Context

National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)

- 2.1 The NPPF (February 2019) Paragraph 105, states that when setting local parking standards for development local planning authorities should take into account;
- a) The accessibility of the development;
 - b) The type, mix and use of development;
 - c) The availability of and opportunities for public transport;
 - d) Local car ownership levels; and
 - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.2 The NPPF emphasises that transport issues should be considered from the earliest stages of plan-making and development proposals. This allows for the potential impacts of development on transport networks to be addressed and allows for opportunities to promote sustainable methods of transport such as walking and cycling, and therefore has a positive influence on the environmental impacts of traffic and transport infrastructure.

The NPPF also states;

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.”

- 2.3 The NPPG also sets out that maximum parking standards can lead to poor quality development and congested streets, and that local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.

- 2.4 The above factors have been taken into account when formulating Northampton's parking standards contained within this SPD.

Strategic Policies

West Northamptonshire Joint Core Strategy (2014)

- 2.5 The West Northamptonshire Joint Core Strategy (WNJCS) sets out the long-term vision and objectives for the whole of West Northamptonshire area for the plan period up to 2029, including strategic policies for steering and shaping development.
- 2.6 It identifies that Northamptonshire has higher than average levels of car use and ownership, and traffic growth is higher than the national average, which had led to congestion and delays across the county.
- 2.7 The WNJCS contains number of policies to address these issues. Policy C1 promotes a change in travel behaviour in order to meet future travel needs of residents and visitors. People will be encouraged to use alternatives to the car where this is possible and seeks to provide a viable alternative.
- 2.8 A key element of Policy C2 is the requirement for new development to provide a Travel Plan. These seek to mitigate against the negative transport impacts of a development and alter travel behaviour from the outset.
- 2.9 Policy C5 emphasises the need improve local connections facilitating more sustainable travel. This includes the creation of local bus, cycle and walking routes allowing access to facilities.

Local Policies

Northampton Local Plan 1997

- 2.10 Saved Policy T11 states that permission will not be granted for development where the parking facilities have an adverse effect on primarily residential area. Policy H29 also requires that parking requirements for development be accommodated within the site and the traffic generated by the development would not increase traffic congestion or be a danger to road safety.
- 2.11 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. Within the Local Plan Part 2, Policies 28 and 30 set out the requirements for delivering sustainable transport and require that developments either mitigate their transport impact either on site or off site, and that the design of a development ensures that people are encouraged and facilitated to undertake short and regular journeys by walking and cycling safely and to use public transport.

Northampton Central Area Action Plan 2013

- 2.12 The Central Area Action Plan (CAAP) covers the primary shopping area occupied by the main town centre uses, it also includes adjacent areas where the regeneration of housing, mixed use development and open space contribute to the delivery of the plan.
- 2.13 The plan sets out that the provision of car parking is critical to the vitality and viability of the Central Area for employers, commuters, shoppers and visitors to the town. Policy 10 sets out that no additional private parking for non-residential development will be acceptable within the Town Centre Boundary, within the town centre boundary private parking provision is set at a minimum of 50% of the parking standards.

Neighbourhood Plans

- 2.14 There are currently three made neighbourhood plans within Northampton. The plans cover Duston, Spring Boroughs and the Growing Together Plan for Blackthorn, Cherry Lodge, Goldings, Lings, Lumbertubs and Overstone Lodge.
- 2.15 Duston Policy BE1 refers to local character areas and sets out that forecourt parking should be limited to one space per two bed property and for properties with three or more bedrooms, two spaces. Policy B2 sets out that in the village centre additional and safe parking facilities via a traffic management plan will be sought.
- 2.16 Spring Boroughs Policy OP5 refers to streets, movement and parking and seeks to Increase kerbside parking for residents and local businesses within Spring Boroughs.
- 2.17 Growing Together Policy DES1 refers to high quality design and requires development to provide adequate levels of parking taking into consideration the type of development, the accessibility of the location, and the requirements of borough parking standards. Parking should be designed to minimise its visual impact upon the townscape, however developments which propose parking courts will not be supported.

Northamptonshire County Council Transport Policies

Local Transport Plan 2012

- 2.18 This document is the overarching strategy document that sets out strategic aims and goals for transportation in Northamptonshire.
- 2.19 Separate daughter documents give more detail on strategy and policy for specific modes and areas

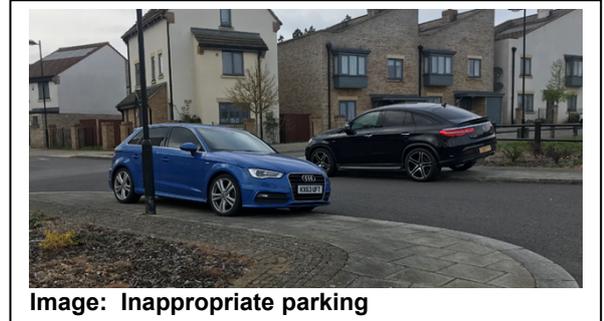
Northamptonshire Parking Strategy January 2013

- 2.20 The parking strategy enables the aims of the Northamptonshire Transportation Plan in terms of parking provision and parking management to be applied in such a way that it can operate as a means of reducing congestion, encouraging traffic restraint and supporting alternative modes of transport. The parking strategy also provides policies that support the economic regeneration of Northamptonshire by firstly encouraging car parking in the most appropriate locations and secondly by getting the balance of parking within developments correct.
- 2.21 The Parking Strategy states that well planned and managed parking can help the county to achieve its economic, social and environmental objectives. In particular, a managed approach to parking can:
- Support the local economy (by making it easy for shoppers, commuters and tourists to visit Northamptonshire's towns)
 - Encourage sustainable travel modes and help reduce reliance on the private car (by setting parking charges at appropriate levels and allowing an appropriate level of parking in new developments)
 - Meet residents' needs for car parking near their homes (by introducing Residents' Parking Zones)
 - Improve journey time reliability for road users (by designing and managing on-street parking facilities to reduce traffic conflicts and delays)

3.0 Residential Car Parking

3.1 Accommodating parked vehicles is a key function of most streets, particularly in residential areas. The level of parking provision and its location has a key influence on the quality of a development, and the choices people make in how they travel. The way cars are parked is a key factor for many issues, such as visual quality, street activity, interaction between residents, and safety.

3.2 A failure to properly consider this issue is likely to lead to inappropriate parking, resulting in poor and unsafe conditions for pedestrians. Parking can be provided on or off the street. Northamptonshire Highways have observed that residents in a number of locations do not use rear parking courts, and prefer to have their vehicles parked either on their properties' drive or on the highway in front of the property.



3.3 The context of a new residential development needs to be carefully considered when determining the appropriate amount of parking.

3.4 The provision of off-street car parking for housing is a significant determinant of the amount of land required for new housing. Residential developments are therefore required to provide sufficient and well-designed parking. Poorly located and designed parking can lead to an increase in demand on illegal and unsafe parking, such as parking on double yellow lines, across dropped kerbs, on the corners of junctions and double parking.



3.5 When considering the design and location of car parking the design quality of the street is paramount; there is no single best solution to providing car parking, so a combination of on-plot, off plot and on-street will often be appropriate. Parking within rear parking courts are discouraged, except for flats, as these are often under used by residents and not seen as secure places to park.

Principle 1.

Residential Car Parking

Parking for individual dwellings is best located on plot, either;

- **To the side of dwellings**
- **As a “drive through” at the rear, or**
- **To the front as parallel or angled**

Rear parking courts will be discouraged, with the exception of flats.

Design of parking spaces, properties should have active ground floor frontages to allow natural surveillance of the street

3.6 On plot parking can be provided:

- To the side of dwellings
- As a “drive through” at the rear, or
- To the front as parallel or angled

On-plot parking to the side

3.7 On-plot parking to the side of a dwelling is most preferred, and where parking is provided to the side then a gable end window should be designed into the scheme to allow overlooking of the space and to provide an active edge. Where housing densities are lower, space for car parking should be provided on plot, within the curtilage of the dwelling. In many new developments it is accepted that density and space constraints mean that this is not always viable.

Drive through

3.8 These are in effect car ports which are open at the back and often lead to a rear garage, as detailed in the figure below. The advantage of this type of parking is that it allows continuity of the building frontages, but allows on-plot parking that is not directly visible within the street scene.

On plot parking to the front

3.9 Parking directly to the front of the dwelling can lead to a car-dominated streetscape and one that can have a negative impact on the overall character of an area. To allow on plot parking to the front of the dwelling the spaces should be designed into a landscaped privacy strip as detailed in the figure below, this improves the quality of the landscape.

On plot parking options



Tandem Parking

- 3.10 Independently accessible on-plot parking spaces are the preferred option. Tandem parking is where one vehicle is positioned behind the other. It requires one vehicle to be moved onto the road for the other to access the space and also tends, in practice, to vehicles being parked on the carriageway. This can be highly inconvenient for residents and should be avoided, and is not acceptable for houses in multiple occupation, where all parking spaces have to be individually accessible.
- 3.11 In principle where tandem parking spaces are proposed, these will require a supplementary parking space at 0.25 spaces per plot in the form of on-street parking, in addition to the visitor parking provision, in accordance with Northamptonshire County Council Standards.

Parking Courts

- 3.12 Where circumstances dictate, small private and secure parking courts may be accepted. They must not compromise the overall character of a development, and they must be secure (observable from routinely inhabited rooms), well-lit and well observed by the surrounding properties, as well as being close and conveniently accessible to all dwellings.



If parking is allocated in a communal parking areas then the spaces should be lettered not numbered to avoid criminals being able to identify who is at home or not.

Principle 2.

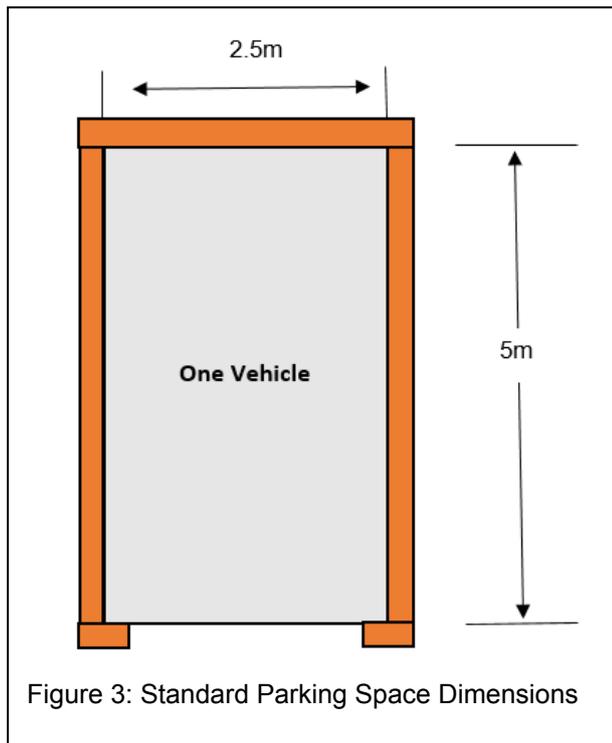
Parking Courts

Where parking court are proposed they must be designed so as not to compromise the overall character of a development. And be;

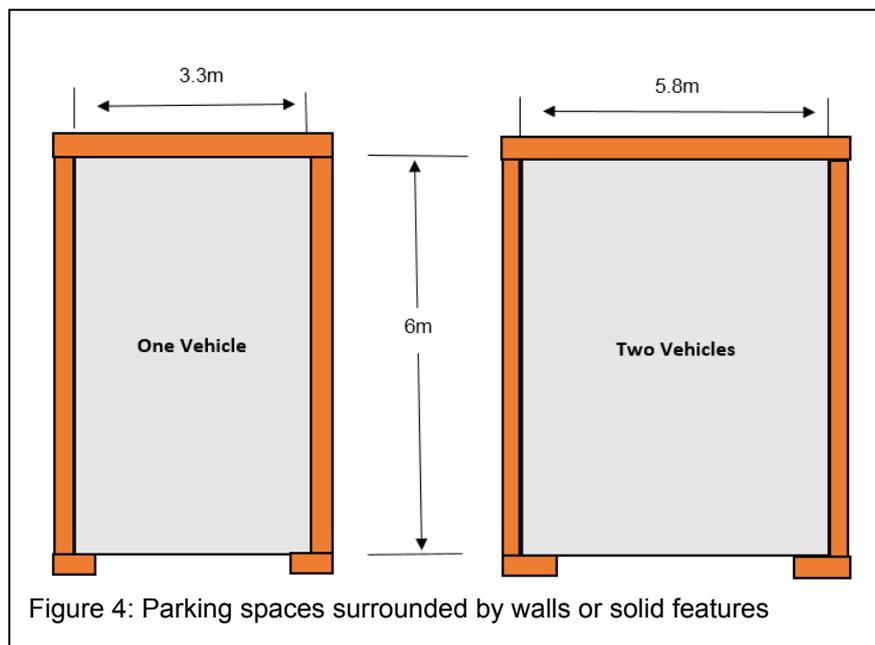
- **Secure**
- **Well lit**
- **Well observed by the surrounding properties**
- **Close and conveniently accessible to all dwellings**

Residential Car Parking Dimensions

- 3.13 Over recent years, cars have got larger and consequently parking spaces need to increase in size. A standard parking space should be 2.5m wide by 5m long, See Figure 3 below.



- 3.14 Lifetime Homes standard sets out that parking spaces should be capable of being widened, so that getting into and out of a vehicle is as convenient as possible for the widest range of people (including those with reduced mobility and /or those with children). Where on plot parking is provided within an individual plot at least one parking space length should be capable of enlargement to achieve a minimum width of 3.3m.
- 3.15 Figure 4 below shows minimum internal dimensions required where parking spaces are surrounded by or are adjacent to walls or other solid features.



Garages

- 3.16 Garages are not always used for car parking, and this can create additional demand for on-street parking.
- 3.17 Research shows that, in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation.
- 3.18 For this reason designated parking in new developments is best provided on driveways, carports or allocated parking bays. Therefore a single garage can be counted as a single parking space only if additional ancillary external storage is provided, such as a shed (this would only apply to the third space on 4 bed units and above). Also, an additional 0.25 on street provision will be required. A double garage should be counted as 1 parking space.

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

Single Garage
3.3m (W) x 6.0m (L) x 2.4m (H)



Double Garage
5.8m (W) x 6.0m (L) x 2.4m (H)



- 3.19 Any garage must be set back a minimum distance of 5.5m from the Highway boundary so as to ensure that a vehicle can be parked clear of the highway and the garage door can be open/closed without hindrance.

Principle 3.

Garages

Single garages are not counted as parking spaces.

The only exception to this is for units with 4 or more bedrooms, where a single garage can be counted as a single parking space only if additional ancillary external storage is provided (this only applies to the third space on 4 bed units and above).

A double garage should be counted as 1 parking space.

Garage Design

- 3.20 Garages should be located in such a way as not to dominate the street scene.
- 3.21 In most instances garages should have pitched roof and be built in similar or same materials to the main dwelling and should reflect the character of neighbouring properties and the rhythm of the wider street scene.

Examples of good design



Parking for Extended Properties

- 3.22 If a proposed extension increases the number of bedrooms from existing, then this may necessitate providing another car parking space. Similarly, an extension which results in the loss of an existing parking space may require that a replacement parking space is provided.

Unallocated / Visitor Parking

- 3.23 In general on plot parking will be sought, as the most appropriate solution for parking within a development.
- 3.24 An arrangement of discrete parking bays adjacent to the running lanes should be the preferred way of providing on-street parking, as it has little effect on passing traffic and minimises obstructions to the view of pedestrians crossing the street.
- 3.25 Where regulated on-street parking is provided, it is important to note that it cannot be allocated to individual dwellings, although such spaces can be reserved for particular types of user, such as disabled people.
- 3.26 Indicating on-street car-parking spaces clearly through the use of road markings or changes of surfacing material can help to encourage good parking behaviour.
- 3.27 It is recommended that visitor parking is generally served by unallocated parking, including on-street provision.
- 3.28 Where a residential development parking layout is incorporating on-street parking, the street must be wide enough to accommodate the parking without compromising access for 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/layby space dimensions for street width are as follows;



Principle 4.

Unallocated / Visitor Parking

The following criteria should be met in the provision of unallocated and visitor parking:

- Unallocated parking laybys require a minimum width of 2m
- Visitor parking is permitted within a 5.5m wide carriageway
- Visitor parking provision is at 0.25 spaces per dwelling
- Visitor parking must not be within 10m of a junction unless in the form of a layby
- Visitor parking must not be within a turning head unless in the form of a layby
- Visitor parking must not block driveways

Houses in Multiple Occupation (HMO)

- 3.29 Where houses are subdivided for the individual use of three or more unrelated people it is considered to be a house in multiple occupation.
- 3.30 The establishment of HMOs can bring about certain issues which, unless properly managed, can lead to detrimental effects on the occupants, the neighbours and the physical environment of the neighbourhood. One of these is that the additional occupancy of premises can lead to an increase in demand for parking, although this is dependent on the area and its proximity to alternative modes of transport.
- 3.31 The starting point for considering planning applications for conversions to HMO should be the County Council's standard of one on-plot car parking space per bedroom and one secure covered cycle parking space per bedroom. To ensure, in practical terms, that all the on-plot parking spaces are useable all of the time, and that on-street car parking demand is not generated. This standard has been modified, such that tandem car parking is not acceptable – all car parking spaces have to be individually accessible.
- 3.32 Where it is not possible to meet the car parking standard in full, the planning application must be supported by a parking beat survey. It is important that car parking capacity in the immediate vicinity is assessed to establish the impact of any additional parking. This is required to be undertaken at a time of day this is representative of peak demand for car parking. The requirement for a parking beat survey and the time of day when it should be carried out, are set out in Principle 5.
- 3.33 Partly in response to an understanding of the reality of where the demand is for HMOs and also because of the higher levels of accessibility in those areas, it is accepted that reduced or limited levels of car parking provision (but not cycle parking provision) will be still be applicable in accessible locations such as:
- The town centre, district centres, local centres and neighbourhood parades
 - Areas where buses are easily accessible
- 3.34 More guidance about accessibility considerations is set out in the Houses in Multiple Occupation SPD.

Principle 5.

Houses in Multiple Occupation (HMO)

Planning applications for HMOs will be required to satisfy the car parking and cycle parking standards set out in the Northampton Parking Standards SPD. Tandem car parking is not acceptable.

For HMO applications where the car parking standard cannot be met in full:

- **The developer must demonstrate through parking beat surveys that there is sufficient capacity for on-street parking in the area within a minimum of 200m from the application site. The parking beat survey must record the level of parking at a time between 1am and 5am on a Saturday or Sunday during school term time. Surveys must be undertaken by an independent survey company (a detailed methodology is set out in Appendix 4 of the Houses in Multiple Occupation Supplementary Planning Document).**

If the beat survey reveals that there is insufficient on-street car parking capacity, the application will need to satisfy criteria set out in Principle 3 of the Houses in Multiple Occupation Supplementary Planning Document.

In all circumstances, covered, secure cycle parking should be provided in accordance with the Northamptonshire Parking Standards, September 2016, or its successor document(s) and Principle 6 of this document.

4.0 Cycle Parking

- 4.1 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, particularly 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.

Residential Development

- 4.2 Cycles are often kept in garages, and this can be convenient and secure if located near the front of the property. However, the proportion of housing schemes with individual garages is declining.
- 4.3 Greater consideration therefore needs to be given to the provision of bespoke cycle storage. Cycles are not suited to overnight storage outdoors as they are vulnerable to theft and adverse weather. At the very least, any outdoor cycle parking needs to be covered, and preferably lockable.

Principle 6.

Cycle Parking

Residential development

Cycle storage should 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 individual dwellings, then a shed may be provided in lieu of this.

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

Apartment blocks

Communal cycle parking should have areas that are secure and accessible only to residents.

Such stores should be provided within the fabric of the building and ideally brick built, and should be located within a lockable structure, which is easily accessible and of a suitable size and preferably covered.

Non-residential Development

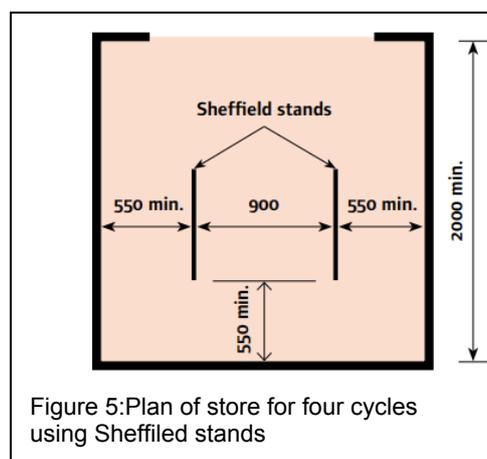
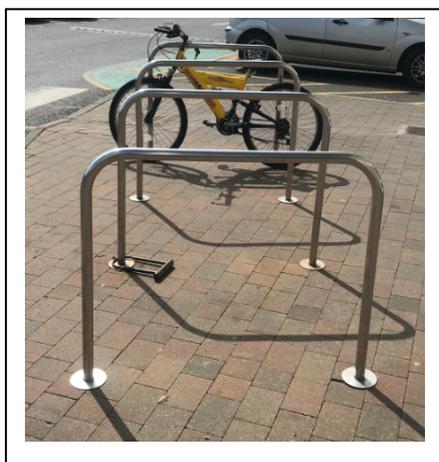
Cycle parking should be convenient to use, and secure, in areas of good surveillance that are well lit and preferably covered.

Cycle parking should be provided in prominent areas close to key destinations such as at entrances to public buildings, leisure facilities, and educational establishments, in town centres and at local centres.

Cycle stands should be far enough apart from each other and also from any side or back wall, fence or kerb, to allow the user to park and lock their cycle with ease.

Non-residential Development

- 4.4 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 at entrances to public buildings, leisure facilities, and educational establishments, in town centres and at local centres. It should be clearly signed from the public highway wherever possible.
- 4.5 For short and medium stay cycle parking a Sheffield Stand or similar may be sufficient. Shelter should be provided over the cycle parking area to help protect cycles from the weather. Cycle stands should be far enough apart from each other and also from any side or back wall, fence or kerb, to allow the user to park and lock their cycle with ease.
- 4.6 The Manual for Streets (2007) sets out the minimum clearance around a cycle stand, see Figure 5 below.



5.0 Electric Vehicle Charging

- 5.1 Department for Transport (DfT) figures show that over 100,000 plug-in vehicles were registered in the UK by mid-2017 as people are seeing the benefits of lower running costs and environmental benefits. The Government has pledged that almost all new car and light goods vehicle sales will be zero emission by 2050.
- 5.2 The National Planning Policy Framework (NPPF) 2019 sets out the National Planning Policy for England. Para 110 states that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 5.3 Further support is provided under paragraph 181 which states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.



Image: Electric Car Club located outside Northampton Filmhouse

- 5.4 Both Northampton Borough Council (NBC) and Northamptonshire County Council (NCC) have begun work on installing charging infrastructure. NBC has introduced charging points in the Town Centre and will look to create facilities in public car parks such as St Johns Multi-Storey Car Park. As part of the Smart Move Project, NCC have worked with the private sector to introduce charging points at locations in the borough.
- 5.5 Northampton currently has a number of fast charging points, and the Council supports and encourages the take-up of these vehicles.
- 5.6 The design of new developments will also need to change to accommodate the move towards electric vehicles, the requirement for increasing model shift, to improve the quality of the environment and improve people's quality of life.
- 5.7 It is desirable that planning applications should include an 'electric vehicle charging scheme for housing and business/commercial developments. This way it can be determined from the planning application how the development supports the provision of infrastructure necessary to fulfil not only the council's objective, but the governments drive to shift to lower polluting technologies. The Council will adopted a flexible approach taking into account a full range of site specific factors in relation to the provision of electric charging infrastructure.

Principle 7.

Electric Vehicle Charging

Residential:

1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision

In existing residential areas

Subject to highway considerations and parking restrictions, the Council will be supportive of opportunities and initiatives to provide on-street electric vehicle charging points in areas where there is no off-street parking provision.

Commercial/Retail:

10% of parking spaces (32 amp) which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour.

Industrial:

10% of parking spaces which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour.

All charging unit shall be installed where practical.

- 5.8 The location and manner in which EVs need to charge is not uniform. It is therefore important to consider the whole charging mix when planning EV charging infrastructure. This will ensure that a network is established which will meet the various needs of users. The majority of charging currently occurs at home or work in a private off-street parking location.
- 5.9 Within 10 years it is envisaged that perhaps one in five on-street overnight parking bays will need a charging socket to meet the growth of EVs.²
- 5.10 Domestic external wall-mounted charging points are convenient for users and 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.
- 5.11 However, it is appreciated that this will likely need to be supported by ‘top up’ charges during the day.
- 5.12 Substantial parts of Northampton’s townscape are made up of mainly Victorian / Edwardian terrace streets, which brings about particular challenges in providing electric charging points. It is important that, in future provision is made to enable people living in those parts of the town to be able to charge electric vehicles overnight. Accordingly, the Council will be supportive of opportunities to provide electric charging points in residential areas which do not have allocated on-plot parking, as and when they arise.

6.0 Monitoring

- 6.1 The Council will monitor the implementation of the updated parking standards that have been outlined in this SPD. This will allow for future amendments, including additions and deletions, where deemed necessary.