



11. Parking

11.1 General

The objectives of the Local Transport Plan are to discourage journeys by private car and encourage the use of other modes. Nevertheless it is accepted that the majority of residents still wish to own a car and use it for those journeys and visits for which other modes are not convenient or available. It is imperative therefore that proper and adequate provision is made for the parking of vehicles, up to a maximum of 1.5 cars per residential unit, in the built up area, in accordance with the guidelines set down in *PPG 3 – Housing*.

Parking arrangements need to cater for residents' vehicles, visitors and service vehicles, and on a long and short-term basis. If adequate provision is not made, then this results in indiscriminate parking on the highway with the resulting problems of obstruction, danger to other road users, particularly children, and damage i.e. footways, landscaping and boundary treatment.

Proper provision for parking must form an integral part of the design process, and it is not merely sufficient to meet the parking requirements by allocating 'left over' areas of land for this purpose. It is a shame that attractive property in a well thought out estate can be lost through unsightly parked vehicles on the highway through lack of forethought.

Experience has shown that drivers tend to park as close as possible to the entrances to the houses which they visit, and if provision is not made, vehicles will still be left at the most convenient place for the driver with the obvious problems to other road users. Safe and convenient parking must therefore be provided in the following manner:

- garages and hardstanding within the dwelling curtilage;
- grouped garages or hardstanding areas immediately outside the houses or flats they intend to serve, and be overlooked;
- visitor and service vehicle parking areas on the highway in close proximity to the properties they are intended to serve. Where a road serves more than 300 dwellings visitor parking should be provided clear of the carriageway.



The on site parking requirements for different dwelling types and size are given in Appendix 23.

11.2 Off Street Parking

Parking or garaging within the private curtilage of a dwelling has the advantage of being accessible, secure and easy to supervise, but can have the disadvantage of being visually very dominant, and detrimental to the street scene. Care must therefore be taken in the siting of drives, hardstanding and garages, but they can be assimilated by careful design. The minimum dimensions for drives/hardstandings and garages and are given in Appendices 23 and 24. However, if there is no separate pedestrian access to the property the width should be 3.2 metres.

The Design Guide recommends a move away from conventional layouts with the traditional 'building line' to one of an informal nature where structures, buildings and landscape add interest and variety. However, it is important to ensure that drivers emerging from a single dwelling drive do so in a safe see/see situation, thus safeguarding pedestrians and other road users. Appendix 25 provides recommended visibility splays for vehicles emerging onto a footway or carriageway, and makes allowance for the fact that the majority of drivers reverse onto the highway.

The layout of grouped parking areas must ensure that parking spaces are more convenient for the properties they are intended to serve than the adjacent public highway and are secure and attractive; see typical layouts in Appendix 26. Hence the design of parking areas should:

- Provide spaces immediately outside or within 20 metres of the property, and be overlooked by the dwellings they are intended to serve;
- Provide for landscaping and trees to reduce the visual impact of large parking areas;
- Use surfacing materials that add variety and interest.

Several suggested garage layouts are given in Appendix 27 but the use of such arrangements should be viewed with caution, as they can be intimidating for some and a source of vandalism and antisocial behaviour. In fact such garaging is only used for long stay trips; indiscriminate parking often results, causing damage and an unattractive street scene. The developer will need to demonstrate that such garaging arrangements are safe, secure and convenient to use, with well-lit and direct footpath connections to the properties they serve, and be overlooked. In view of their unsuitability for short term use the Highway Authority may insist in a higher provision for visitor parking.



11.3 On Street Parking

The off street parking standards are intended to ensure that sufficient spaces are provided to accommodate residents' parking and longer-stay visitor parking. In most circumstances, however, casual callers, service and delivery vehicles will park on-street along with short-duration parking by residents and visitors.

The requirement for a minimum carriageway width of 5.5 metres on access roads is intended to ensure that casual and short-stay parking can take place outside properties. Locations where further consideration will need to be given to the effect of parking on-street are:

- at turning areas at the ends of culs-de-sac;
- close to junctions or where visibility may be obstructed;
- on shared-surface roads.

Parking within turning areas is regularly observed in existing developments, preventing the area being fully used for turning. Where a turning head is likely to be used for parking or where more convenient casual parking for properties accessed from a turning head is not provided, then space for parking clear of the basic turning area should be provided. This parking space should be delineated from the turning area by distinctive surfacing. The location of accesses to drives can be used to control where parking takes place.

Where a shared vehicle/pedestrian surface is provided it is vital to design to minimise indiscriminate parking, because such parking can seriously hinder or inconvenience pedestrian movement. Parking areas for casual parking must therefore be provided clear but contiguous with, the highway and be clearly delineated from it.

One space per four properties should be provided for casual parking. On 5.5 metre wide access roads this may be provided within the minimum width. On shared surfaces and access roads with less than 5.5 metre minimum width, casual parking spaces may be contiguous with or away from the highway. However:

- A space should be available within 20 metres of all properties; and
- Where casual parking is provided away from the highway, casual parking must be more convenient for the properties served than parking on the highway.

Where parking areas are at right angles to the carriageway, and contiguous with it, the parking bays must be 2.4 metres wide and 4.8 metres long. There must be 6.0 metres in front of the bay to allow access and, where such



parking areas are bordered by a footway, then measures will be needed to protect it from the overhang of vehicles, or the footway widened by 800mm.

Where parking is parallel to the carriageway, then bays need to be 6.0 metres long and 2.0 metres wide, against a kerb, if they are adjacent to a wall then the bays must be 2.4 metres wide. Parking spaces allocated for disabled persons use must be 3.6 metres wide.

Car parking at right angles to the kerb must not exceed 'banks' of more than 5 spaces without intermediate landscaping i.e. trees and shrubs; and where parallel to the kerb they must not exceed 3 spaces.

Parking spaces must be delineated by stone setts or brick paviours dependent upon the type of base materials used. Painted or thermoplastic white lining will not be accepted.

Appendix 28 illustrates some of the means available to provide for casual parking.

Parking spaces located contiguous with the highway and constructed in accordance with the Highway Authority's requirements will be adopted by the Highway Authority.