Residential Parking

Part 4.1

Residential car parking standard

4.1.1 Where the district or borough council has not adopted its own parking standard, parking should be provided as follows:

Table T4.1.1

Dwelling Size (all dwelling types)	Allocated car parking spaces (minimum)	Unallocated parking spaces
1 bedroom	≥1 space per dwelling	1 in 3 dwellings
2 to 3 bedrooms	≥2 spaces per dwelling	1 in 3 dwellings
4 or more bedrooms	≥3 spaces per dwelling	1 in 3 dwellings

All ancillary rooms (studies, offices, games room etc.) should be counted as a bedroom if they are greater than 2.0m x 2.5m or 5m^2 unless the shape of the room would prevent the installation of a bed when calculating the minimum required parking provision.

4.1.2 Where a lower level of parking provision is proposed this must be justified by calculating parking demand in accordance with DCLG ***'Residential Car Parking Research (2007)'*** (see Appendix E) using the latest Census and TEMPro data or by local surveys.

4.1.3 The minimum parking requirements for sheltered accommodation and assisted living shall be individually assessed based on the level of support required by residents, and the likelihood of residents owning a car. Houses in multiple occupancy (HMO) will be required to provide parking at a rate of 1 space per bedroom with 1 visitor space per 3 bedrooms or in accordance with the local standard unless evidence is provided that demonstrates a lower parking provision is appropriate on a case-by-case basis. For care and nursing homes, see Chapter 4.2 Commercial Parking.

Residential developments will not be supported should they be likely to result in excessive on street parking that would:

- impair road safety,
- obstruct access for vehicles, including service and emergency services vehicles, and buses, and
- obstruct footways and be a hazard to cyclists and pedestrians, including those with mobility or visual impairments.

Unallocated parking

4.1.4 Unallocated parking should be generally available for all by avoiding private areas unless well distributed in such areas across the site in combination with other on-street parking measures. On-street laybys are one possible solution, however if not frequently spaced, are unlikely to deter on-street parking elsewhere closer to the destination, have the potential to block visibility splays from nearby accesses and junctions, could disrupt pedestrian desire lines, and may make it unsafe for pedestrians to cross the street if that is likely to frequently occur to the side of parked vehicles. Increasing the width of the carriageway to 6.5m where there is sufficient kerb side space to park may reduce pavement

parking without materially disrupting passage, particularly the passage of emergency service vehicles. A combination of these measures is likely to offer the best solution.

On-street parking

4.1.5 If an off-street parking under provision has been identified or is proposed, it may be necessary to provide a heat map that identifies specific areas where it is likely that off-street parking supply would not fully meet the demand for parking spaces and where on-street parking may occur, see Figure 4.1.1. The map may also need to include a vehicle tracking exercise if it is likely that the presence of vehicles on-street would prevent or severely restrict manoeuvring.

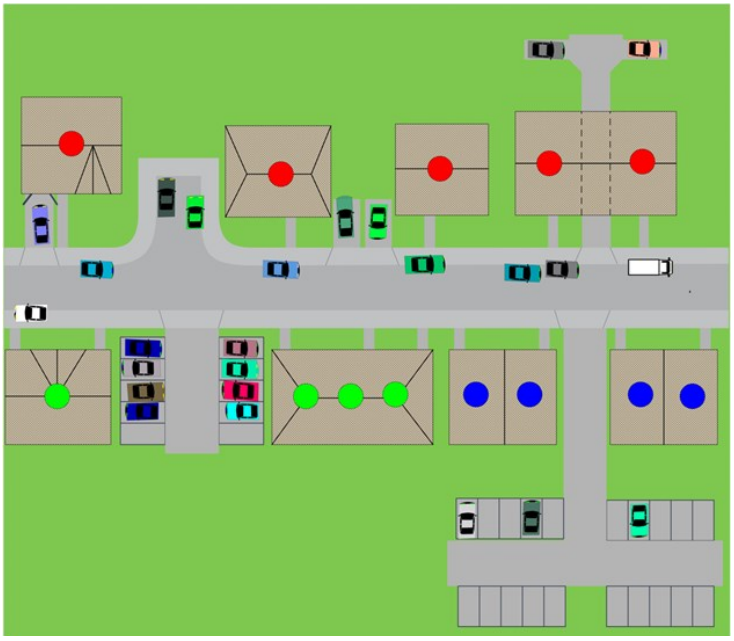
Figure 4.1.1 Car parking heat map

Key

Red Circle – Under provision

Blue Circle – Over provision

Green Circle – Standard provision

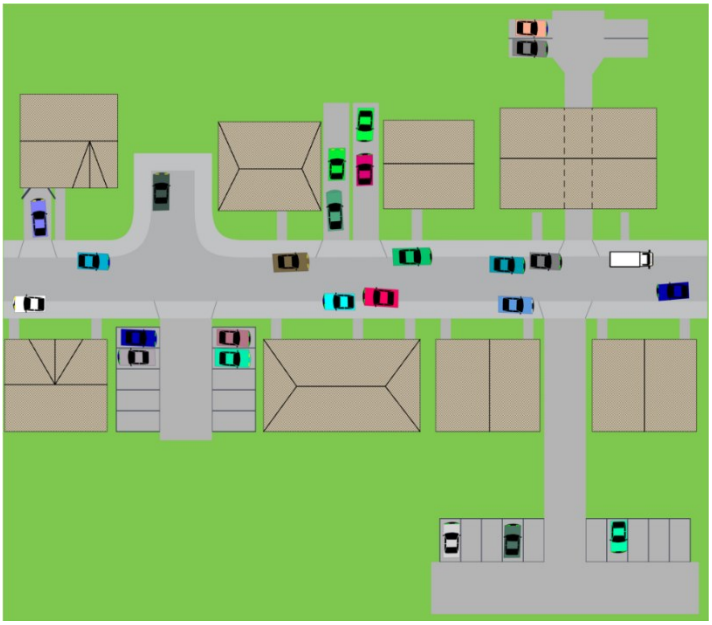


Note: Larger sized markers can be used where the proposed level of parking provision deviates from standard by more than one parking space.

Off-street parking

4.1.6 Providing adequate off-street parking at a rate that complies with local standards is unlikely to prevent an on-street parking problem from developing unless the type and location of parking spaces have been properly considered in terms of their relationship with the dwellings they are intended to serve and the residents likely willingness to use them. Underutilised off-street parking is just as likely to cause an on-street parking problem as not providing enough space in the first place.

Figure 4.1.2 Providing adequate parking is NOT enough



Inconveniently located parking spaces will encourage parking on-street.

- Parking spaces with poor natural surveillance and/or low lighting levels are likely to be underutilised due to a fear of crime and antisocial behaviour.
- Garages used for storage limit the ability to park off-street.
- Tandem parking spaces (one or more in front of another) can be difficult to manage displacing cars on-street.
- Excessive on-street parking on both sides of the street will encourage parking on footways.
- Layouts should discourage parking within turning heads, for example, by including driveways that would be accessed from the turning head.

4.1.7 To ensure that parking spaces are attractive; they should be overlooked by dwellings; be in a position that is more convenient than parking on-street, considering the position of doorways, the kitchen etc.; not be likely to be obstructed by parked vehicles or bins; and gates to/from rear parking areas should be lockable/unlockable from both sides. The door nearest the allocated parking spaces should lead into a kitchen, hall, or utility room rather than straight into a lounge and should be of a standard type rather than French, bi-folding, or patio doors.

Figure 4.1.3 Easily accessible car parking with good natural surveillance

Parking space widths

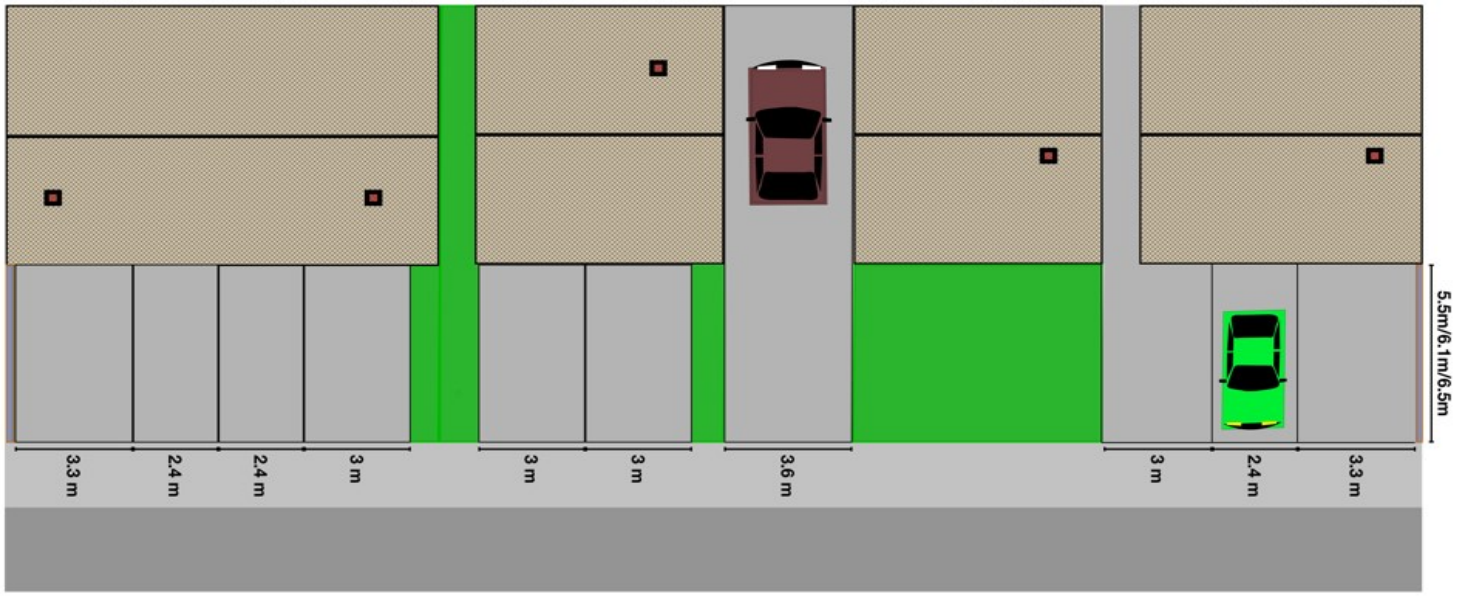
4.1.8 When designing off street parking spaces, it will be necessary to consider the space requirements of the user i.e., a parent getting a baby out of a car or installing a child's car seat, the elderly or mobility impaired, clearance to allow a wheelie bin or a bicycle passed a vehicle etc.

4.1.9 The minimum single driveway width is 3.0m or 3.6m when access is needed to both sides of the vehicle. A width of 3.6m is also appropriate if a driveway is located between two dwellings or other width restriction. A further 3.0m is required for a double width driveway with no physical separation between spaces and then a further 2.4m for each additional vehicle to be parked at 90 degrees to the carriageway side by side. Additional width may be required for disabled access. Typically, right angled spaces require a 6.0m minimum aisle width for reasonable manoeuvring, see Table 4.1.2 and Figure 4.1.4.

Table T4.1.2

Number of spaces	Minimum parallel parking space width	
	Open plan	Adjacent buildings, fences, and other physical boundaries
1st space	≥3.0m	≥3.6m (≥3.3m if bound on one side only)
2nd space	+3.0m	+3.3m
Intermediate spaces	+2.4m/space	+2.4m/space

Figure 4.1.4 Driveway widths



4.1.10 For shared driveways see Part 3.1 General Geometry of Residential Streets. Additional width may be required to allow access by refuse vehicles and fire appliances to be defined by vehicle tracking.

4.1.11 Garages may only be counted as parking spaces if they have the following internal dimensions.

- Standard single = 6m x 3.0m, with minimum door width of 2.286m (7'6")
- Use by disabled = 6m x 3.3m with minimum door width of 2.286m
- Double = 6m x 6m, with minimum door width of 4.267m (14')

Housing layouts reliant on garages to make up the overall parking provision may only be acceptable where; parking is available elsewhere, where parking is unlikely to occur on-street, where separate storage space is available. Carports of adequate dimensions will be treated as a parking space.

Driveway lengths

4.1.12 Driveways must achieve the lengths set out in table T4.1.3 to minimise the potential for vehicle to obstruct the public highway.

Table T4.1.3

Garage door type	Minimum distance from highway boundary
No garage	5.5m
Roller-shutter, sliding, or inward opening	5.5m
Up-and-over	6.1m
Hinged, outward opening	6.5m

Headroom

4.1.13 A proportion of residents are likely to be tradespeople who will regularly require parking for vans which are often larger than a car and require more headroom particularly if used to transport ladders on the roof of the vehicle. Parking areas only accessible via an under-croft must provide adequate vertical clearance unless alternative off-street parking arrangements would also be available. Minimum shared driveway widths apply if serving more than one dwelling.

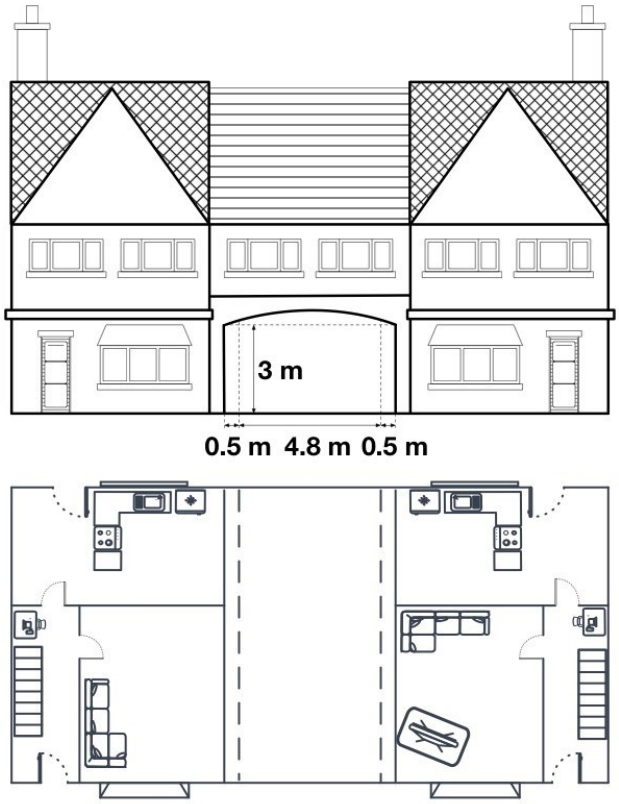
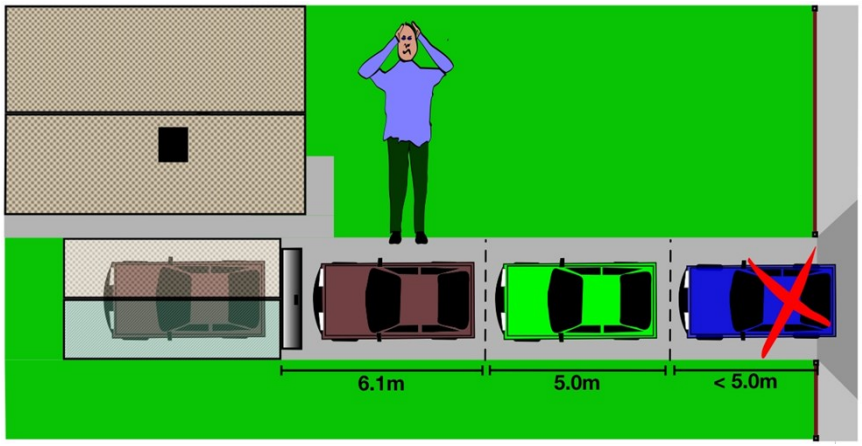


Figure 4.1.5 Under-croft

Tandem parking

4.1.14 Where driveway lengths are extended to provide tandem parking, driveway lengths should be extended by 5.0m (a full car length) to avoid vehicles overhanging the highway and obstructing footways (see para. 4.1.15 Long driveways).

Figure 4.1.6 Tandem parking



Long driveways

4.1.15 Long driveways intended to provide parking for multiple cars may only be counted as 2 spaces as multiple vehicles could be blocked from exiting by other vehicles which could encourage excessive on-street parking, particularly in areas where there is a low level of parking provision generally, where similar parking arrangements are common, and/or where parking arrangements are constrained.

4.1.16 Manual for Streets suggests that residents should not be required to relocate bins more than 30m to a collection point and expects waste collection vehicles to be able to get to within 25m of a collection point. However, waste collection authorities may adopt their own standards. Most would expect bin storage areas to be directly accessible from the roadside. If this is not feasible, the local authority waste collection service should be consulted. Where a development is situated more than 45m from the highway, access may be required for a fire appliance to comply with Building Regulations.

4.1.17 Where a driveway exceeds 25m in length, including a driveway to a single dwelling, adequate internal turning provision will be required for a van of up to 3.5 tonnes to avoid the need for most deliveries to have to reverse long distances. A similar provision may be required on driveways of shorter lengths where it is not possible or appropriate to stop on-street.

Communal parking areas

4.1.18 See Commercial Parking - Dimensions for car parking spaces

Gates

4.1.19 Gates should never be hung to open outward over the highway, S153 Highways Act 1980. On classified roads, bus routes, and busy minor streets, opening inward gates will usually be set back 5.5m to allow a vehicle to clear the public highway.

Cycle parking

4.1.20 Cycle parking shall be provided in accordance with the district or borough council's guidance. Where they do not have their own guidance, cycle parking shall be provided at a rate of 1 space per bedroom.

Mobility scooters and motorcycle parking

4.1.21 Mobility scooter parking is likely to be required within a residential development usually within garages or secure gardens. Where this cannot be accommodated, say within an apartment complex, separate provision will be required where scooters are able to be locked to an immovable stand with access to a charging facility at a rate of 1 space / 4 dwellings. This should include a shed structure to provide additional security if not within a building or communal garage space. Any parking area should

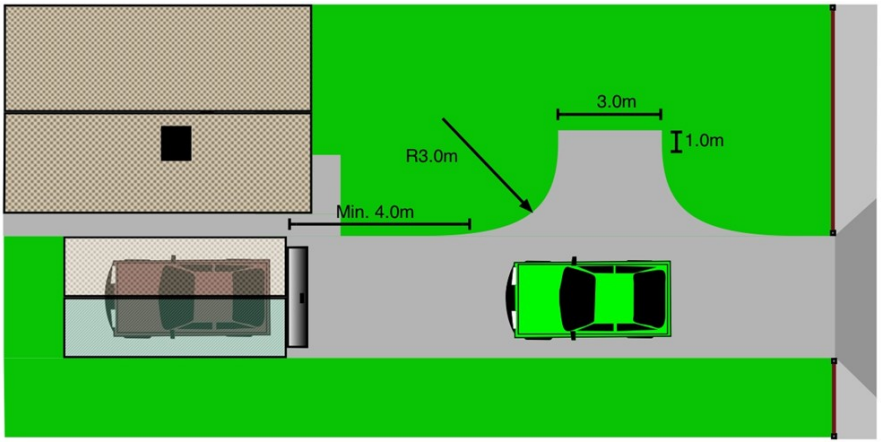
be well positioned in terms of surveillance by residents, well lit, easily accessible, and able to accommodate mobility scooters up to 1.3m long x 0.85m wide with additional space for manoeuvring.

4.1.22 Similar provision will be required for motorcycle parking at a rate of 1 space / 10 dwellings. Parking spaces should normally be 2.5m x 1.5m with a 1m space between each motorcycle. A secure ground anchor point is required for each space. It may be possible for the area to be shared with the mobility parking area.

Residential turning heads

4.1.23 Normally to be provided on 'A' and 'B' class roads, high frequency bus routes, and other busy routes.

Figure 4.1.7 Residential turning head



The area required for turning should not form part of the overall space required for parking. Larger turning areas may be required if it is necessary to accommodate delivery vehicles or a fire appliance.

Surfacing and drainage

4.1.24 Driveways must be surfaced in a bound material (not loose gravel) usually within 5.5m of the highway and must be drained to prevent the unregulated discharge of surface water onto the street. This is to prevent the transportation of gravel into the street which may present a hazard and to ensure that highway drainage remains capable of dealing with highway water only. Alternative permeable surfacing is likely to be acceptable subject to approval.

4.1.25 Within shared private drives and parking courts, the shared areas should be surfaced in a contrasting material to that used for individual driveways or allocated parking spaces served from the shared drive to make it clear as to which areas are required for access and manoeuvring, and which areas are reserved for parking.

Driveway approach

4.1.26 In a conventional layout, driveways should be angled perpendicular to the carriageway. Only in exceptional circumstances would a driveway that is located at an acute angle be acceptable, for instance at the end of a cul-de-sac where there is ample space to manoeuvre to exit the street in a forward direction. Parallel parking immediately at the back of a footway is unlikely to be acceptable due to the potential conflict with pedestrians.

Electric vehicle (EV) charging

4.1.27 EV charging requirements shall comply with *The Building Regulations 2010, Infrastructure for the charging of electric vehicles, Approved Document "S"*. Where the development is a conversion or change of use of an existing building, the same principle should be applied. In all instances, sufficient

electrical network capacity must be procured from the Distribution Network Operator to accommodate electric vehicles and their charging requirements.

4.1.28 Charging points should avoid the need for cables to span footways, paths, and vehicle routes.

[End]