Residential Parking

Part 4.1

4.1.1 Residential car parking standard

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)
1 bedroom	≥1 space per dwelling
2 to 3 bedrooms	≥2 spaces per dwelling
4 or more bedrooms	≥3 spaces per dwelling

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)'*** or by local surveys.

The minimum parking requirements for retirement homes, sheltered accommodation, and extra care housing, shall be individually assessed within a Transport Statement or Transport Assessment to be submitted in support of a planning application. Houses in multiple occupancy (HMO) will be required to providing parking in accordance with the above table or local standard unless evidence is provided that demonstrates a lower parking provision is appropriate on a case by case basis.

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

Garages may only be counted as parking spaces if they have the following internal dimensions. Car ports, which are unlikely to be used for storage purposes, may be counted as parking spaces provided these minimum dimensions are also achieved.

- 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')

4.1.2 Driveway lengths

Table T4.1.2

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

4.1.3 Parking space widths

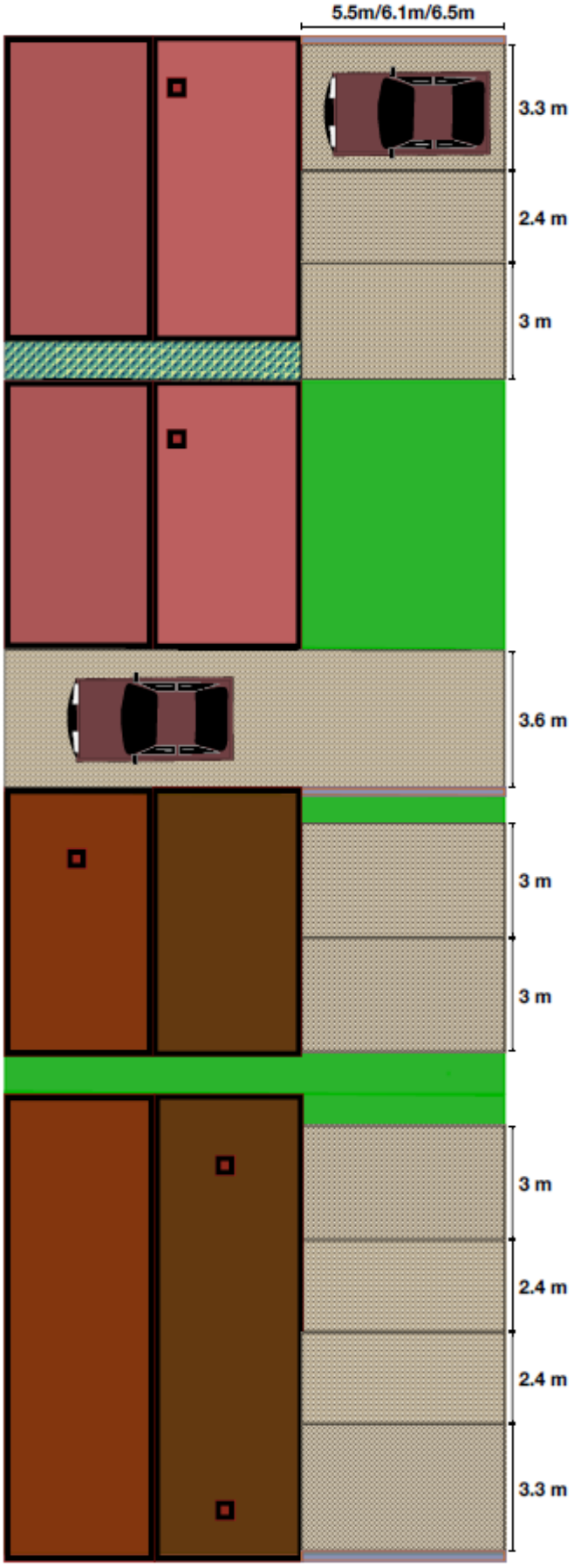
When designing off street parking spaces, it will be necessary to consider the space requirements of the user i.e. a parent getting a baby out of a car or installing a child's car seat, the elderly or mobility impaired, clearance to allow a wheelie bin or a bicycle passed a vehicle etc.

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.

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

Table T4.1.3

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



4.1.4 Tandem parking

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. 4.1.5 Long driveways).

4.1.5 Long driveways

Long driveways intended to provide parking for multiple cars may only be counted as 2 spaces if vehicles would be blocked from exiting by other vehicles.

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 in order to comply with Building Regulations.

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 the majority of 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.

4.1.6 Communal parking areas

See Commercial Parking - Dimensions for car parking spaces

4.1.7 Gates

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

4.1.8 Cycle parking

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. Sheltered/elderly housing or nursing homes shall provide parking at a rate of 0.05 spaces per bedroom. Staff parking shall be provided at a rate of 1 space per 5 members of staff with a minimum of 1 space. Spaces must be secure and undercover in all instances.

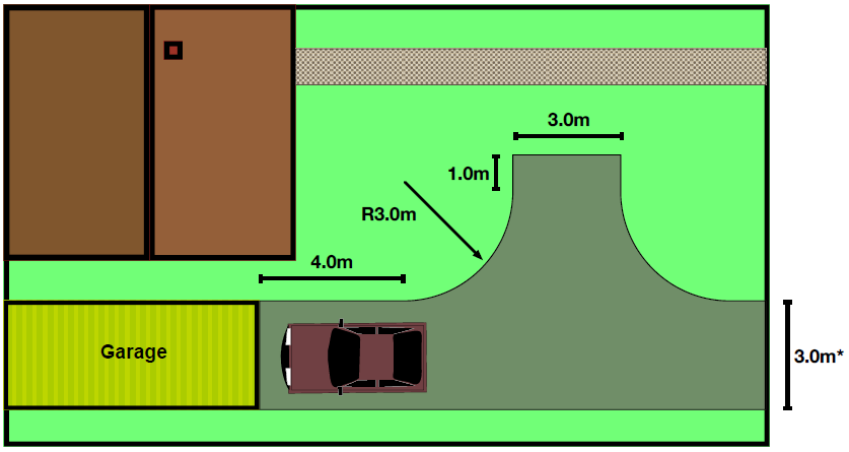
4.1.9 Mobility scooters and motorcycle parking

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 from 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.

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 bike. 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.

4.1.10 Residential turning heads

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



*Note the minimum driveway width will vary depending on boundary treatment, see paragraph 4.1.3.

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.

4.1.11 Surfacing and drainage

Driveways to be surfaced in a bound material (not loose gravel) within 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.

4.1.12 Driveway approach

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 in order 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.

4.1.13 Electric vehicle charging

Table T4.1.4

Residential Development	EV charging requirement	Charging point specification	Power requirement
Houses	1 fast charge socket per house	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp single phase dedicated supply
Flats/Apartments	20% of spaces to be fitted with a fast charge socket plus 20% infrastructure only	7kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.	
C2 Care/Nursing Home			
C3 Elderly (Sheltered)			

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

[End]