

Residential Parking

Introduction

4.1.1 Car parking should be an integral part of urban design not just a numerical exercise based on dwelling size. There are often competing interests with planners wishing to reduce the visual impact of parked cars, highway authorities wanting to ensure adequate parking is provided, and developers wanting narrower streets and higher densities. It is recognised that with increasing densities there is a limit to how much parking that can sometimes be provided within the curtilage of each dwelling. Where streets are to be provided as part of the development, the provision of on-street parking may provide one possible alternative if an integral part of the street layout. However, parking spaces on an adopted highway cannot be allocated legally and a <u>commuted sum</u> to cover future maintenance costs will be required where additional highway is to be provided for the purpose of addressing car parking demand. To strike the right balance, it is likely that volume house builders will need to employ a combination of parking strategies. In most cases developers of smaller residential developments served directly by existing streets are only likely to be able to provide parking within the curtilage of dwellings.

Small residential development served directly from existing streets

4.1.2 Sections of this residential parking guidance are only applicable to volume house builders who are not just building houses but also the streets to serve them. Where residential development is proposed to be served directly from existing streets, it is not necessary to consider paragraph 4.1.14 Heat maps or paragraph 4.1.6 Parking schedules unless ribbon development ≥10 dwellings.

4.1.3 If it is unlikely that clear and obvious unallocated visitor spaces could be provided, the unallocated visitor space requirement in Table 4.1.1 or in accordance with the district or borough council's parking standard should be added to the allocated space requirement for each dwelling rounded up to the nearest whole number if additional on-street parking would be likely to cause issues. Paragraph 4.1.15 Unallocated parking can then be ignored.

Residential car parking standard

4.1.4 Where the district or borough council has not adopted its own car parking standard, in a traditional housing layout, car parking should be provided in accordance with Table 4.1.1.

Dwelling Size (all dwelling types)	Resident allocated car parking spaces (minimum)	Unallocated visitor 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

Table 4.1.1 – Parking standard

However, provided there is a minimum of 1 parking space within the curtilage of each dwelling to deal with loading and unloading and EV charging, it may be possible to reduce allocated spaces by increasing unallocated spaces by the same number. That is provided the unallocated spaces are easily accessible from the dwellings they are intended to serve and for visitors to those dwellings. A layout that would encourage on-street frontage parking in areas not forming part of the overall parking strategy is not likely to be supported.

4.1.5 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 5m² unless the shape of the room would prevent the installation of a bed when calculating the minimum required parking provision. 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.

Parking schedules

4.1.6 Each planning application that includes ten or more dwellings should include a parking schedule which identifies the dwelling types, and the number of parking spaces associated with those dwellings. Where the overall parking provision falls below standard, the level of provision should be increased or evidence will be required that demonstrates that adequate car parking has been provided for the development's location and type of tenure, (see Table 4.1.2).

House type	No.	Allocated spaces each	Unallocated spaces each	Standard garage spaces each ¹	Oversized garage spaces each ¹	Total unallocated spaces	Total allocated spaces
One bed FOG	4	1	0.3			1.2	4
Two bed terrace	12	2	0.3			3.6	24
Three bed semi	8	2	0.3			2.4	16
Four bed semi	8	3	0.3			0.9	24
Three bed detached	4	2	0.3	0.4 ¹		1.2	9.6
Four bed detached	4	3	0.3		2 ¹	1.2	18
Totals	40					10.5	95.6

Table 4.1.2 – Parking schedule example

¹See paragraphs 4.1.19 & 4.1.20 Garages

Sheltered accommodation and HMOs

4.1.7 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 district or borough's 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.

Bicycle parking

4.1.8 Bicycle parking shall be provided in accordance with the district or borough council's standard. Where they do not have their own standard, bicycle parking shall be provided at a rate of 1 space per bedroom. Garages may be counted as multiple bicycle parking spaces provided the size of the garage is fit for purpose (see paragraph 4.1.20). The minimum bicycle parking requirements for sheltered accommodation and assisted living is 0.1 space per bedroom.

Mobility scooters

4.1.9 Mobility scooter parking shall be provided in accordance with the district or borough council's standard. Where they do not have their own standard, 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 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 (L) x 0.85m (W) with additional space for manoeuvring.

Motorcycle parking

4.1.10 Motorcycle parking shall be provided in accordance with the district or borough council's standard. Where they do not have their own standard, and where motorcycle parking cannot be provided within the curtilage of a dwelling, say within an apartment complex with communal parking arrangements, motorcycle parking shall be provided 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 or bicycle parking area.

Providing adequate car parking is **<u>NOT</u>** enough

4.1.11 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.

4.1.12 The dimensions of parking spaces must accord with this guidance. The following scenarios should generally be avoided:

 Inconveniently located parking spaces which encourage parking on-street in areas not designated for parking.



Figure 4.1.1 – Poorly thought-out parking

- Undersized parking spaces and garage spaces that would be underutilised due to difficulties: accessing and egressing larger cars and passing vehicles to access and egress dwellings.
- Parking spaces with poor natural surveillance and/or low lighting levels that are likely to be underutilised due to a fear of crime and antisocial behaviour.
- Garages that are likely to be used for storage limiting the availability of parking off-street.
- Tandem parking spaces with more than one space in front of another being difficult to manage displacing cars on-street.
- Remotely located parking spaces that would be likely to be underutilised due to carrying distances to dwellings being less when parking on-street in areas not designated for parking and that may remove the prospect of EV charging from dwellings.
- Residential layouts that are reliant on on-street parking bays that remove the prospect of EV charging from dwellings.

 Parking spaces that would require overlong reversing manoeuvres to access or egress in a forward direction.

Other than undersized and unusable parking spaces, it is unlikely that a layout would be rejected for the odd parking space not being ideal if it is not unsafe. However, if any one of the issues above persist throughout a layout or combination of these issues, a redesign may be necessary, (see Figure 4.1.1).

4.1.13 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 outside of a designated area, 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, (see Figure 4.1.2). Providing adequate off-street parking at a rate that complies with local standards is unlikely to prevent an onstreet 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.

Heat maps

4.1.14 If an off-street parking under provision is proposed, it may be necessary to provide a heat map (see Figure 4.1.3) 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. 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 particularly by service and emergency service vehicles. 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.

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



Figure 4.1.2 Easily accessible car parking with good natural surveillance and association with dwellings

Red marker – Under provision Blue marker – Over provision Green marker – Standard provision



Figure 4.1.3 – Parking heat map

Unallocated parking

4.1.15 Unallocated visitor parking should generally be available for all. If in private areas this must be easily identifiable and well distributed in such areas across the site potentially 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 destinations, 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. Addition highway intended to accommodating parking will attract a commuted sum. A combination of these measures is likely to offer the best solution, (see Figure 4.1.4). Each required visitor space would require a minimum of 6.0m of roadside if on-street.



Figure 4.1.4 – Visitor parking provision

Unallocated on-street resident parking is unlikely to be an acceptable way of achieving adequate parking space provision as this is likely to prevent EV charging at domestic rates unless parking has also been included within the dwelling's curtilage. EV charging cable channels to be located in footways are not likely to be supported in new build scenarios. Parking restrictions may be required if it is suspected that on-street parking would occur in proximity to a junction to be funded by the developer including the cost of the necessary Traffic Regulation Order.

Parking space dimensions

4.1.16 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. Parking spaces must be of sufficient length to accommodate a large saloon car and multiples thereof.

Residential parking space widths

4.1.17 Minimum parking space widths must accord with Table 4.1.3. Additional width may be required for disabled access. Typically, right angled spaces require a 6.0m minimum aisle width for reasonable manoeuvring (see Figures 4.1.5 and 4.1.6).

Table 4.1.3 – Residential parking space widths

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

Residential parking space lengths

4.1.18 A parking space must achieve the lengths set out in Table 4.1.4 to minimise the potential for vehicles to obstruct footways and access due to overhanging, (see Figures 4.1.5 and 4.1.6). Additional interim lengths should be avoided if likely to be used for parking but would be unable to accommodate a large saloon car.

Table 4.1.4 – Residential parking space lengths

Standard parking space	Length
No garage present	5.5m
Second tandem space	+5.0m
In front of garage with the following door types	
Roller-shutter, sliding, or inward opening	5.5m
Up-and-over	6.1m
Hinged, outward opening	6.5m
Second tandem space	+5.0m



Figure 4.1.5 – Standard parking



Figure 4.1.6 – Standard parking spaces

Garages

4.1.19 Where a proposed development includes garages, they are often of an insufficient size to accommodate modern cars particularly with the increasing popularity of large SUVs and crossovers. This results in garages being underused. Garages are also frequently used for storage due to inadequate storage being provided elsewhere within homes. Manual for Streets (MfS) recognises that in some developments, less than half of garages are used for car parking. The average proportion of garages used for parking of the three surveys referenced in MfS is actually less than 42% ranging between 36% and 45%. This is consisted with research carried out by insurers² with only 40% of residents using their garages for car parking.

² RAC News release 28th June 2021 and The Co-operative Insurance News release 20th February 2015.

4.1.20 A standard single garage with minimum internal dimensions of 6.0m (L) x 3.3m (W) will be counted as 0.4 parking spaces. Smaller single garages will not be counted towards parking provision. A double garage with minimum internal dimensions of 6.0m (L) x 6.6m (W) will be counted as 1.4 parking spaces. Smaller double garages will be counted as 1 parking space. To increase the number of garages used for parking and for it to be counted as a full parking space(s) it is recommended that the size of the garage is increased by a minimum of an additional $3.0m^2$ to provide space for storage including bicycle storage unless a minimum of $3.0m^2$ of externally accessible secure undercover storage has been provided elsewhere within the proposed dwelling's curtilage that would be suitable for storing bicycles and other things. Garage doors must be of sufficient width to accommodate modern cars (see Table 4.1.5).

Garage type	Dimensions (L x W)	Storage	Parking spaces	Minimum door width
Standard single	6.0m x 3.3m		0.4	2.438m (8'0")
Standard single with storage	6.0m x 3.3m	+3.0m ²	1	2.438m (8'0")
Standard double	6.0m x 6.6m		1.4	4.267m (14')
Standard double with storage	6.0m x 6.6m	+3.0m ²	2	4.267m (14')

Table 4.1.5 – Garage dimensions

Residential layouts where garages would cause an overall parking under provision may only be acceptable where parking would also be available elsewhere. Planning conditions may be sought to control the use of garages to prevent a permitted change to habitable rooms. A parking space must be available in front of the garage (see paragraph 4.1.18). Carports that span the width of a standard parking space(s) (see paragraph 4.1.17) will be counted towards parking provision provided adequate vertical clearance is also achieved (see paragraph 4.1.28).

Tandem parking

4.1.21 Where parking space lengths are intended to cater for tandem parking, a standard parking space will be required in accordance with Table 4.1.3 plus an additional length of 5.0m (a full car length) for each additional space to avoid vehicles overhanging the highway and obstructing footways. Long driveway lengths intended to provide parking for multiple cars may only be counted as 2 spaces as multiple parked vehicles may be sufficiently inconvenient to manage that it would 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 (see Figure 4.1.7).



Figure 4.1.7 – Tandem parking

Parking space access

4.1.22 In a conventional layout, off-street parking should be accessible perpendicular (90 degrees) to the carriageway unless it can be demonstrated that visibility for emerging drivers would not be compromised and that excessive manoeuvring over footways would be avoided. Only in exceptional circumstances would an acutely angled access 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.

Long driveways 4.1.23 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. 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.

Shared private driveways

4.1.24 For shared driveways see Part 3.1 General Geometry of Residential Streets and Figure 4.1.8. Additional width may be required to allow access by refuse vehicles and fire appliances to be defined by vehicle tracking. Additional spaces may also be required to manoeuvre to and from parking spaces.

Communal parking areas

4.1.25 See Part 4.2 Commercial Parking and Servicing - Dimensions for car parking spaces.

Residential turning heads

4.1.26 A residential turning head should normally be provided for single dwellings to be located on 'A' and 'B' class roads, high frequency bus routes, and other busy routes. Where a driveway is to be shared, a turning head will be required in all instances. The area required for turning should not form part of the overall space required for parking (see Figure 4.1.9). Larger turning areas may be required if it is necessary to accommodate delivery vehicles, service vehicles, and fire appliances. Turntables will not be an acceptable alternative due to the prospect of mechanical failure.



Figure 4.1.8 – Shared private driveway





Gates

4.1.27 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 6.0m to allow a large saloon car to clear the public highway.

Vertical clearance - under-crofts, FOGs, and carports

4.1.28 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 or are under a carport or FOG must provide adequate vertical clearance (3.0m) unless alternative parking arrangements would also be available. Minimum driveway widths apply including shared driveway widths if serving more than one dwelling (see Figure 4.1.10). Planning conditions may be sought to remove the potential to install a garage door.

Surfacing and drainage

4.1.29 Driveways must be surfaced in a bound material (not loose gravel) usually within 6.0m 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



Figure 4.1.10 – Under-croft

ensure that highway drainage remains capable of dealing with highway water only. Permeable bituminous or block surfacing is likely to be acceptable subject to approval.

4.1.30 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 shared access and manoeuvring, and which areas are reserved for parking.

Communal bin storage areas

4.1.31 Where a private access serves multiple dwellings a suitably sized bin storage area will be required that avoids the need to place bins on the driveway itself or on adjacent footways or verges. The position of the bin store should avoid visibility splays and be in a position from where the local waste collection service would be willing to retrieve the bins. The bin store should ideally abut the highway boundary (see paragraph 4.1.23 Long driveways)

Electric vehicle (EV) charging

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

[End]