Nottinghamshire County Council

Part IV: Parking and Servicing
Chapter 1: Residential Parking

Update:31/3/26

1.1 Introduction

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 commuted sum 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. This document provides technical guidance to inform highway authority advice. It does not constitute development plan policy and does not override district or borough Local Plan policy.

1.2 Small residential developments

Section 1.28 is a short guide explaining what we are usually looking for on small residential schemes, without needing to wade through the full parking standards. It is aimed at minor developments ≤ 10 dwellings where parking is straightforward, and the proposal is not creating new streets.

1.3 Residential car parking standard (countywide, evidence-led)

1.3.1 This section sets out the Countywide Residential Car Parking Standard to be applied where the district or borough council has not adopted its own residential parking standard, or where the highway authority is required to provide advice on the adequacy of parking provision.

1.3.2 The standard is evidence-led and is derived from local car ownership data from the 2021 Census, forecast forward using TEMPro growth factors, and applied using the methodology set out in the DCLG 'Residential Car Parking Research' (2007). The Nottinghamshire Car Parking Research forms the technical evidence base for this standard (see Appendix I).

1.3.3 Residential parking demand varies significantly by dwelling size, dwelling type, tenure and location. The Countywide Residential Parking Standard therefore does not apply a single minimum number of spaces per dwelling. Instead, it sets out the total parking demand per dwelling for defined categories of development.

1.3.4 The standard applies on a countywide basis. Variations in parking provision are driven by dwelling characteristics and urban or rural context rather than by district boundaries as the evidence demonstrate no material difference.

1.3.5 Parking demand shall be determined using the relevant Countywide Residential Parking Standard table, which identifies the total number of car parking spaces required per dwelling based on dwelling type, tenure, number of bedrooms, and whether the site is in an urban or rural location.

1.3.6 The tables 1.1 to 1.8 set out total parking demand per dwelling under different parking allocation scenarios (0, 1 or 2+ allocated spaces per dwelling). The total demand comprises both allocated and unallocated (shared) parking and represents the level of provision required to reasonably meet anticipated parking demand.

1.3.7 The Countywide Residential Parking Standard does not include a category for three allocated parking spaces per dwelling. This reflects both the evidence base and good practice in parking design. Census and local car ownership data show that, even for larger dwellings, average household car ownership rarely justifies the routine allocation of three dedicated spaces. Where parking demand exceeds two vehicles, this is more effectively and efficiently accommodated through unallocated (shared) parking, which allows spaces to respond flexibly to variations in household car ownership over time. Providing three allocated spaces per dwelling can result in inefficient use of land, increased vehicle dominance within residential layouts, and poorer place-making outcomes without a corresponding reduction in overall parking demand. The absence of a three-space allocation category is not intended to imply that the provision of three or more allocated spaces would be unacceptable; rather, it reflects that additional allocated spaces do not reduce the level of unallocated parking required to meet total anticipated demand.

1.3.8 When applying the standard, the following steps shall be followed:

a) identify the dwelling type, tenure and number of bedrooms,
b) identify whether the site is in an urban or rural location (see Table 1.13),
c) determine the number of allocated parking spaces proposed per dwelling,
d) use the relevant countywide table to identify the total parking demand per dwelling, and
e) multiply the per-dwelling figure by the number of dwellings to calculate the site-wide parking requirement.

Worked example – applying the Countywide Residential Parking Standard

A proposal comprises **20 dwellings**, all of which are **three-bedroom owner-occupied houses** located within an **urban area**. The proposed layout provides **one allocated parking space per dwelling**, with the remainder of parking proposed as **unallocated (shared) parking**.

In applying the Countywide Residential Parking Standard, the dwelling type (houses), tenure (owner-occupied), number of bedrooms (three), and location (urban) are first identified. The relevant Countywide Residential Parking Standard table is then selected (**Table 1.1**), and the column corresponding to **one allocated parking space per dwelling** is used. This identifies a **total parking demand of 1.8 spaces per dwelling**.

The site-wide parking requirement is therefore calculated as follows:

1.8 spaces × 20 dwellings = 36 parking spaces (total)

Of these, **20 spaces are allocated** (one per dwelling) and the remaining **16 spaces are provided as unallocated parking**.

For the avoidance of doubt, the total parking requirement includes both allocated and unallocated parking spaces; allocated spaces should therefore be counted towards the overall provision.

1.3.9 Unallocated (shared) parking is generally more efficient than allocated parking, particularly for flats and higher-density development, as it allows parking spaces to respond to variations in household car ownership.

1.3.10 The Countywide Residential Parking Standard tables already incorporate an allowance for visitor parking where required, in accordance with the DCLG Residential Car Parking Research methodology. No additional visitor parking provision is therefore required beyond the total parking demand identified in the relevant table.

1.3.11 All dwellings shall normally be provided with at least one parking space within the curtilage of the dwelling where practicable, to facilitate servicing, loading and unloading, and electric vehicle charging, unless it can be demonstrated that alternative arrangements provide an equivalent or better outcome.

1.3.12 Proposals that do not accord with the Countywide Residential Parking Standard must be supported by robust local evidence, including a transport note or transport assessment, demonstrating that the proposed level of parking would not result in adverse impacts such as unsafe or excessive on-street parking.

1.3.13 Where there is any reasonable prospect that dwellings proposed as rented accommodation could be sold, transferred, or otherwise become owner occupied over time, the rented-tenure parking standards should not be applied. This reflects clear and consistent evidence that car ownership levels for owner-occupied dwellings are higher than for rented accommodation, and the Countywide Residential Parking Standard tables are derived on that basis. Applying rented-tenure parking standards to development that may transition to owner occupation would therefore risk the under provision of parking, leading to overspill parking, pressure on the public highway, and potential highway safety or residential amenity impacts. In such circumstances, the owner-occupied parking standards shall be used unless the applicant can demonstrate, to the reasonable satisfaction of the Highway Authority, that the dwellings will remain in rented tenure for the lifetime of the development through robust, secured and enforceable mechanisms. For the avoidance of doubt, this will ordinarily require legally binding controls that endure in perpetuity, such as obligations secured through a planning obligation or equivalent mechanism. Time-limited agreements, management statements, marketing intentions, or arrangements capable of unilateral variation will not normally be sufficient to demonstrate that a development will remain in rented tenure for its lifetime. Where enforceable mechanisms cannot guarantee the retention of rented tenure for the lifetime of the development, the higher owner-occupied parking standards represent the only scenario that avoids a foreseeable risk of future parking harm.

Table 1.1 – Urban houses (owner-occupied)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	1.1	1.5	2.3
2	1.3	1.7	2.3
3	1.5	1.8	2.4
4+	2.2	2.2	2.5

Table 1.2 – Urban flats (owner-occupied)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.8	1.3	2.2
2	1.0	1.5	2.3
3	1.6	1.9	2.4
4+	1.9	2.0	2.4

Table 1.3 – Rural houses (owner-occupied)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	1.4	2.1	2.3
2	1.5	2.2	2.3
3	1.8	2.4	2.4
4+	2.3	2.6	2.7

Table 1.4 – Rural flats (owner-occupied)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.8	1.2	2.0
2	1.0	1.4	2.1
3	1.8	2.0	2.4
4+	2.2	2.4	2.4

Table 1.5 – Urban houses (rented)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.6	1.3	2.0
2	1.0	1.5	2.0
3	1.3	1.7	2.1
4+	1.7	1.9	2.1

Table 1.6 – Urban flats (rented)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.5	1.3	2.2
2	0.8	1.5	2.3
3	1.1	1.9	2.4
4+	1.1	2.0	2.4

Table 1.7 – Rural houses (rented)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.9	1.6	2.0
2	1.2	1.8	2.1
3	1.6	2.1	2.2
4+	2.1	2.3	2.3

Table 1.8 – Rural flats (rented)

Bedrooms	0 allocated	1 allocated	2+ allocated
1	0.7	1.3	2.2
2	1.0	1.5	2.3
3	1.4	1.9	2.4
4+	1.7	2.0	2.4

1.3.14 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.

1.4 Parking schedules

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, the number of bedrooms, and type of tenure. Table 1.9 is based on the parking demand for owner occupied urban houses and flats from Tables 1.1 and 1.2, respectively.

Table 1.9 – Parking schedule

House type	No.	Allocated spaces each	Parking demand each	Total allocated	Total unallocated demand
One bed FOG	4	1	1.3	4	4 x 1.3 – 4 = 1.2
Two bed terraces	12	2	2.3	24	12 x 2.3 – 24 = 3.6
Three bed semis	8	2	2.4	16	8 x 2.4 – 16 = 3.2
Four bed semis	8	3[1]	2.5	16	8 x 2.5 – 16 = 4
Three bed detached	4	2	2.4	8	4 x 2.4 – 8 = 1.6
Four bed detached	4	3[1]	2.5	8	4 x 2.5 – 8 = 2
Totals	**40**				**15.6 (16)**

[1] Note > 2 allocated spaces are treated as 2 spaces.

Unallocated parking represents the residual demand after allocated spaces (including any garage credits, see Section 1.15) have been taken into account. The credit reflects *observed probability of use for vehicle storage*, not design capacity.

1.5 Sheltered accommodation and HMOs

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 Part IV, Chapter 2 Commercial Parking.

1.6 Bicycle parking

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 Section 1.15). The minimum bicycle parking requirements for sheltered accommodation and assisted living is 0.1 space per bedroom with a minimum of 1 space.

1.7 Mobility scooters

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.

1.8 Motorcycle parking

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.

1.9 Providing adequate car parking is not enough

1.9.1 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.

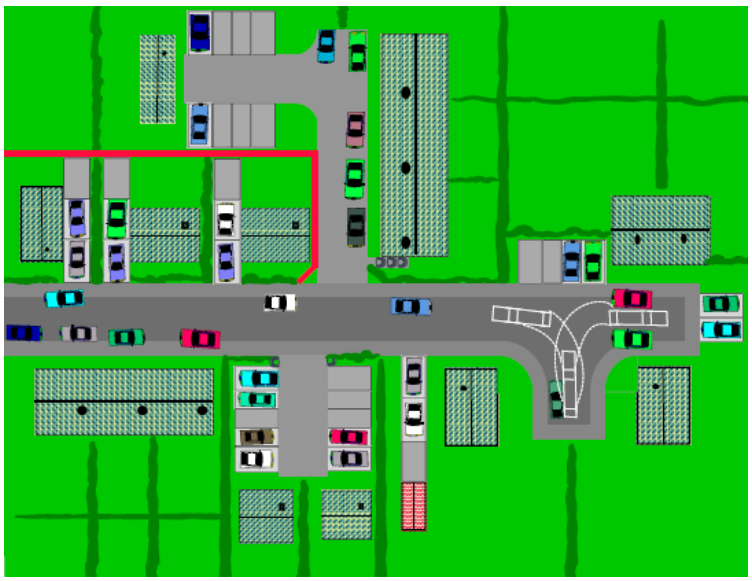


Figure 1.1 – Poorly thought-out parking

1.9.2 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.
- Undersized parking spaces and garage spaces that would be underutilised due to difficulties accessing and egressing in larger cars and passing vehicles to access and egress curtilages.
- 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 1.1).

1.9.3 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 1.2). 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.

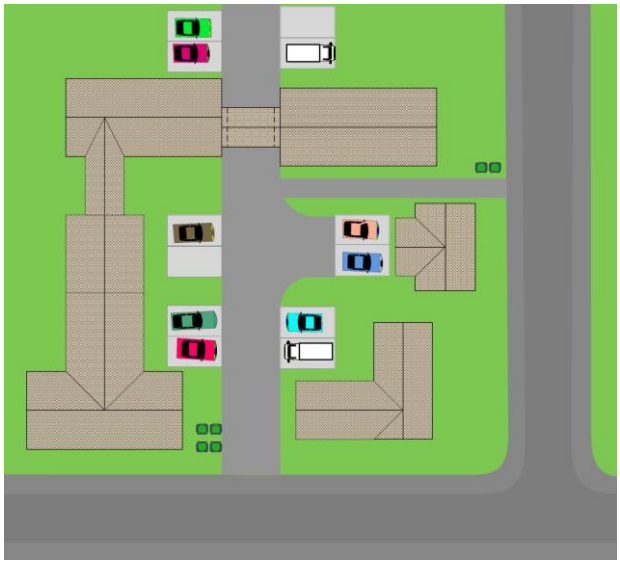


Figure 1.2 Easily accessible car parking with good natural surveillance and association with dwellings

1.10 Heat maps

If an off-street parking under provision is proposed, it may be necessary to provide a heat map (see Figure 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.

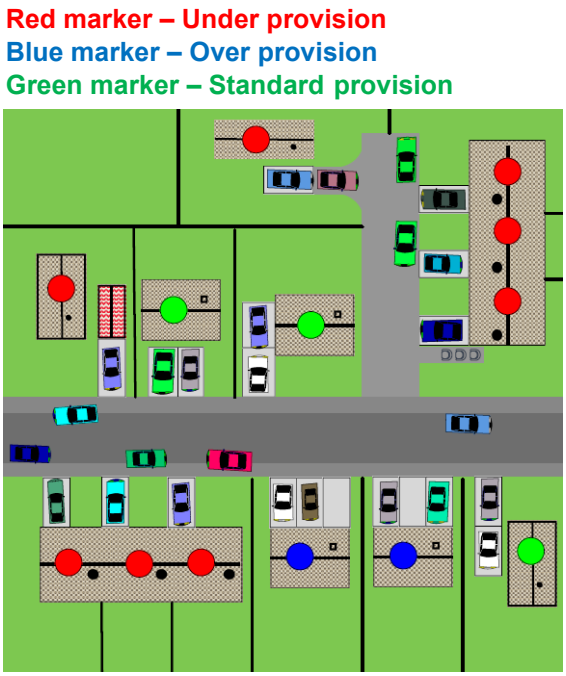


Figure 1.3 – Parking heat map

1.11 Unallocated parking

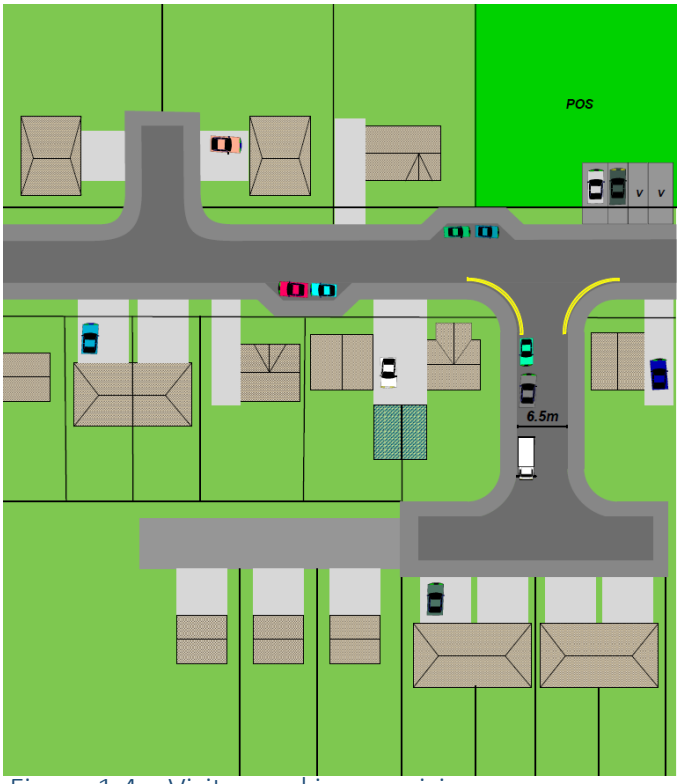


Figure 1.4 – Visitor parking provision

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 1.4). Each required visitor space would require a minimum of 6.0m of roadside if on-street. 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.

1.12 Parking space dimensions

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.

1.13 Residential parking space widths

Minimum parking space widths must accord with Table 1.10. Additional width may be required for disabled access. Typically, right angled spaces require a 6.0m minimum aisle width for reasonable manoeuvring (see Figures 1.5 and 1.6).

Table 1.10 – Residential parking space widths

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

1.14 Residential parking space lengths

A parking space must achieve the lengths set out in Table 1.11 to minimise the potential for vehicles to obstruct footways and access due to overhanging, (see Figures 1.5 and 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 1.11 – 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 1.5 – Standard parking spaces

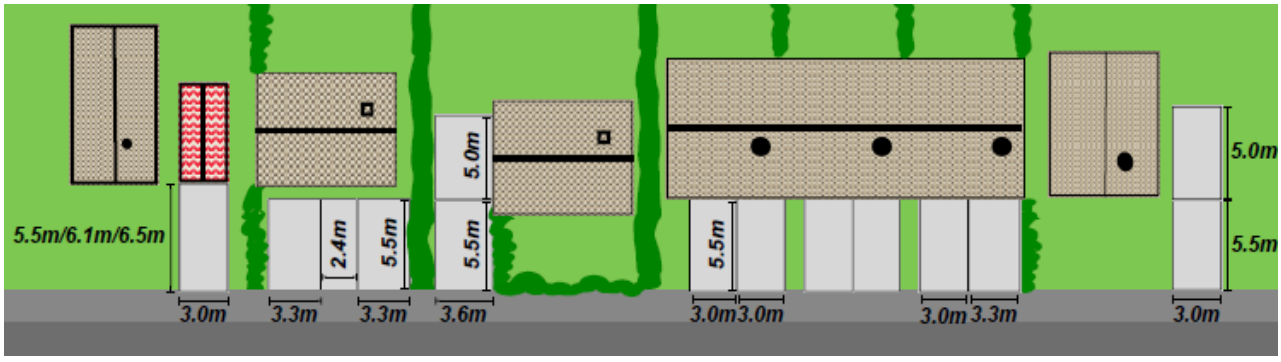
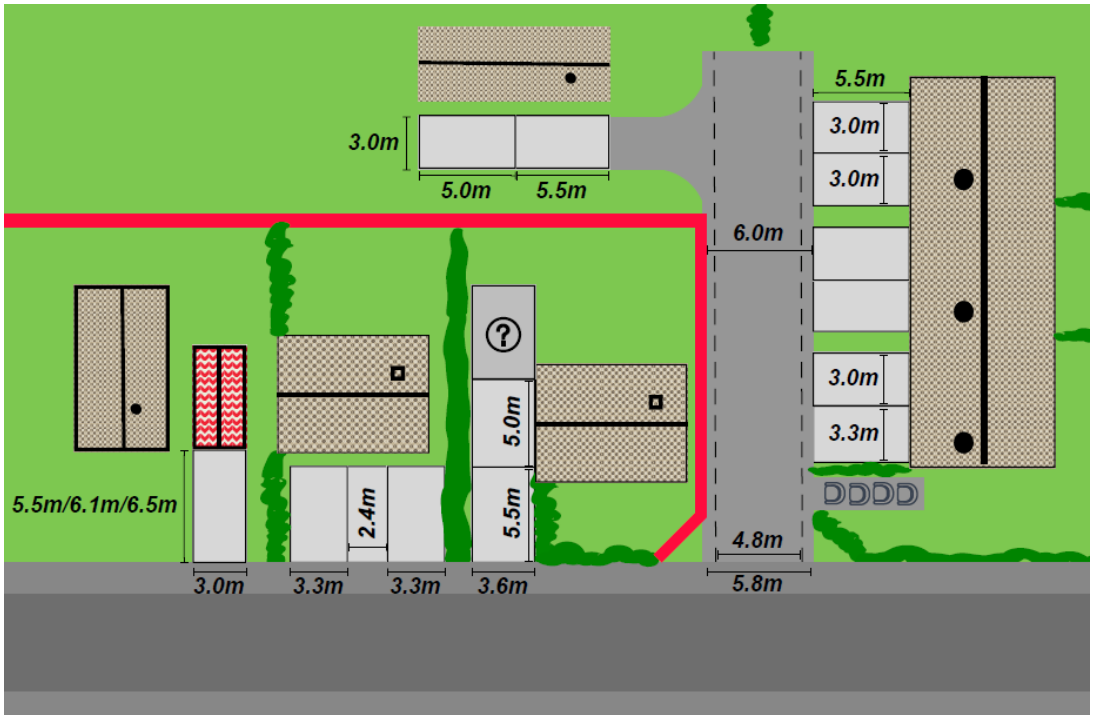


Figure 1.6 – Standard parking spaces



1.15 Garages

1.15.1 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) recognised 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 insurers[2] 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.

1.15.2 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 1.12).

Table 1.12 – Garage dimensions

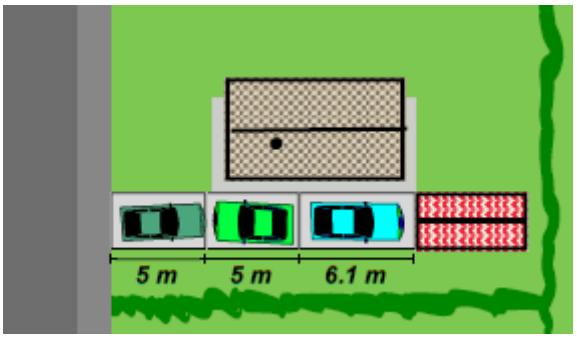
Garage type	Dimensions (L x W)	Storage	Parking spaces	Minimum door width
Standard single	6.0m x 3.3m		0.4	2.438m (8'0")
Standard single with storage	6.0m x 3.3m	+3.0m^2	1	2.438m (8'0")
Standard double	6.0m x 6.6m		1.4	4.267m (14')
Standard double with storage	6.0m x 6.6m	+3.0m^2	2	4.267m (14')

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 Section 1.14). Carports that span the width of a standard parking space(s) will be counted towards parking provision provided adequate vertical clearance is also achieved (see Section 1.23).

1.16 Tandem parking

Where parking space lengths are intended to cater for tandem parking, a standard parking space will be required in accordance with Table 1.11 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 will 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 1.7). Furthermore, Census and local car ownership data show that, even for larger dwellings, average household car ownership rarely justifies the routine allocation of three or more dedicated spaces.

Figure 1.7 – Tandem parking



1.17 Parking space access

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.

1.18 Long driveways

Waste storage, presentation and collection arrangements must comply with Building Regulations and, critically, with the requirements of the local waste collection authority.

Building Regulations set functional requirements only and does not prescribe fixed bin carrying or dragging distances. It requires that *adequate access* is provided:

- from dwellings to waste storage areas; and
- from waste storage areas to the collection point or highway.

Waste collection authorities have statutory powers to specify:

- the type and size of waste containers,
- the location of storage areas, and
- the point at which waste must be presented for collection.

Where a local authority has published waste management or collection guidance, that guidance shall take precedence.

National guidance (including BS 5906) provides indicative benchmarks only. These do not confer an automatic right to longer carrying or dragging distances where local authority requirements are more restrictive.

Highway layouts must therefore be designed to:

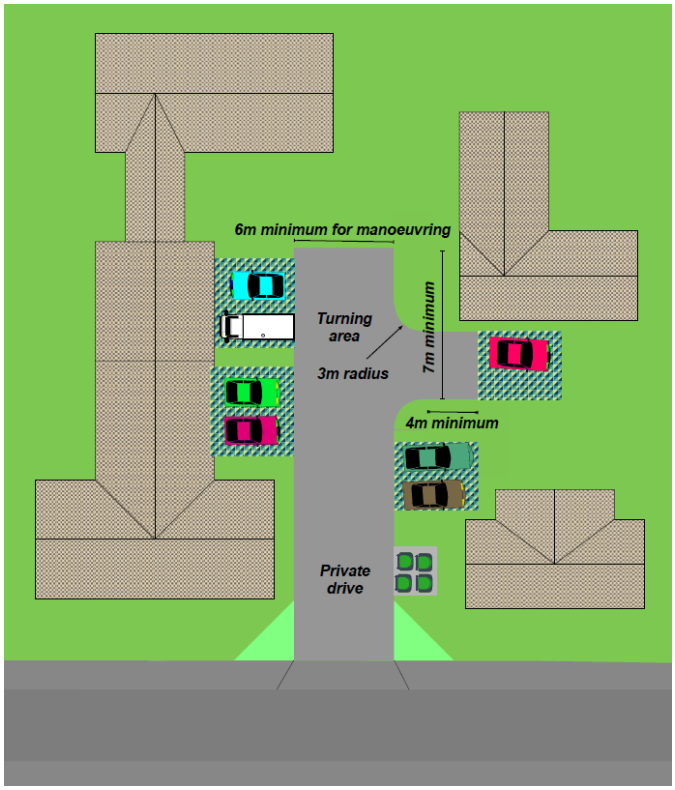
- accommodate the waste collection authority's vehicle types and stopping locations,
- limit resident carrying distances and crew dragging distances in accordance with local guidance, and
- ensure waste can be collected safely and operably without exceptional manual handling measures.

Schemes that cannot be serviced in accordance with the waste collection authority's stated requirements will be regarded as non-compliant, regardless of theoretical compliance with national or industry guidance.

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.

1.19 Shared private driveways

Figure 1.8 – Shared private driveway



For shared driveways see Part III, Chapter 1 General Geometry of Residential Streets and Figure 1.8 of this Chapter. 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.

1.20 Communal parking areas

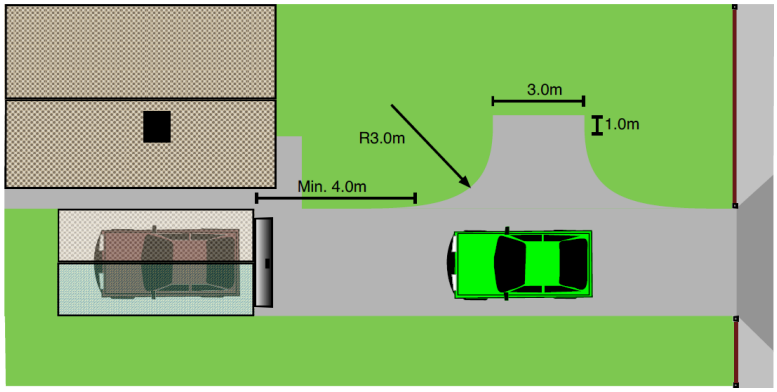
See Part IV, Chapter 2 Commercial Parking and Servicing - Dimensions for car parking spaces.

1.21 Residential turning heads

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 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.

1.22 Gates

Figure 1.9 – Turning head

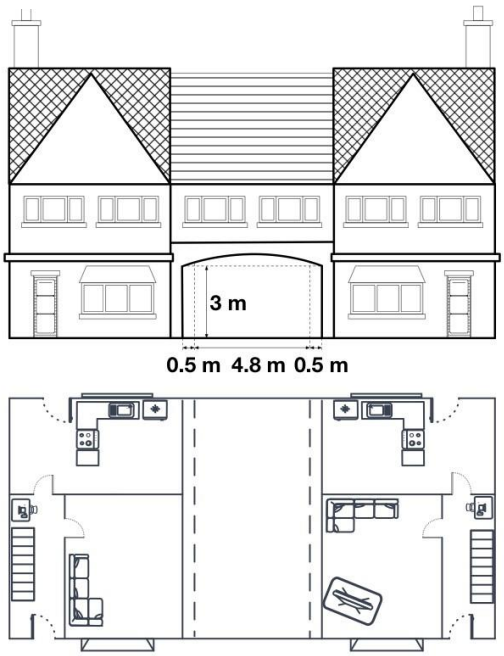


Gates should never be hung to open outward over the highway, S153 Highways Act 1980. On classified roads, bus routes, and busy minor streets, opening inward gates will usually be set back 6.0m to allow a large saloon car to clear the public highway.

1.23 Vertical clearance - under-crofts, FOGs, and carports

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 1.10). Planning conditions may be sought to remove the potential to install a garage door.

Figure 1.10 – Under-croft



1.24 Surfacing and drainage

1.24.1 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 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.

1.24.2 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.

1.25 Communal bin storage areas

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 Section 1.18 Long driveways)

1.26 Lay-bys

1.26.1 General Requirements (Residential Streets)

Where lay-bys form part of on-street, unallocated residential parking provision within a residential development, the following standards shall apply:

- Lay-bys shall have a minimum depth of 2.0m.
- Where this depth cannot be achieved, the adjacent carriageway width shall be increased to compensate for the reduced lay-by depth, ensuring the free flow of traffic is maintained.
- Each lay-by shall have a minimum length of 6.0m, with lengths increasing in increments of 6.0m sufficient to accommodate full car lengths.
- Lay-bys shall include 45° tapers at both ends to allow safe entry and exit.

1.26.2 Siting and Distribution

- Lay-bys shall be frequently spaced or form part of a balanced mix of unallocated parking solutions across the site.
- Lay-bys shall be sited to avoid obstruction of visibility splays from nearby junctions and accesses.
- Lay-bys shall avoid pedestrian desire lines where the presence of parked vehicles would make crossing unsafe.

1.26.3 Unallocated Residential Parking on Classified Roads

Unallocated residential on-street parking should generally be avoided on classified roads and other routes with a high movement function, as these routes are intended to prioritise the safe and efficient movement of traffic rather than local access. Frequently stopping, manoeuvring, and parked vehicles introduces conflict with through traffic, increasing the risk of shunt-type collisions, sideswipes, and sudden braking events. Parked vehicles can also restrict forward visibility, disrupt driver expectancy, and create unpredictable pedestrian crossing activity, all of which undermine the operational role of the route. In addition, reliance on unallocated parking in such locations can lead to overspill, informal parking, and pressure for unsafe stopping, particularly at peak periods. For these reasons, residential parking provision on classified roads and other routes with a high movement function should be limited, carefully controlled, and will only be supported where it can be demonstrated that it does not compromise road safety, network resilience, or the primary movement function of the route.

1.26.4 Junctions and Accesses Adjacent Lay-bys

The introduction of accesses or junctions adjacent to existing lay-bys on classified roads and other routes with a high movement function are unlikely to be supported. Lay-bys generate frequent stopping, manoeuvring, and re-entry movements. When combined with junction turning movements, this leads to overlapping conflicts, reduced driver expectancy, and increased collision risk. Parked vehicles within lay-bys must be assumed to obstruct visibility and shall not be relied upon to remain clear of visibility splays from accesses or junctions. Adequate separation between lay-bys and accesses is essential to maintain forward visibility, safe junction operation, and the primary movement function of the route. Where minimum separation distances cannot be achieved, the arrangement should be considered unacceptable. Designs shall be assessed based on realistic parking behaviour. Layouts that rely on driver compliance or informal control to protect visibility or junction operation will not be supported. Where access to a classified road or other route with a high movement function is required, priority should be given to locating accesses away from lay-bys, relocating conflicting lay-bys or providing alternative off-street parking solutions in locations that remain appropriate.

- Minimum separation from junctions or accesses (excluding field accesses in occasional agricultural use, see Part III, Chapter 9: Agricultural Access):
    - 3.75 × V metres, where V is the design speed in kph.
    - For 60kph: 3.75 × 60 = 225m.
    - For 50kph: 3.75 x 50 = 187.5m

1.26.6 Higher Category Streets – Classified Roads

Where a lay-by is proposed to be relocated on a classified road or other route with a high movement function, the following additional standards shall apply:

- Lay-bys shall have a minimum depth of 3.5m.
- Avoid siting on the outside of a right-hand curve with a radius less than:

    - 510m for 60kph (≈ 37mph) design speed.
    - 360m for 50kph (≈ 31mph) design speed.
- Avoid siting on the inside of a left-hand curve with a radius less than:
    - 510m for 60kph (≈ 37mph) design speed.
    - 360m for 50kph (≈ 31mph) design speed.

Visibility checks shall be applied to both traffic lanes:

- Adjacent lane (same side as the lay-by):
    - Measure 1.5 × SSD upstream from the start of the lay-by entry to the end of the lay-by.
- Opposite lane (other side of the road):
    - Measure 1.5 × SSD upstream from the end of the lay-by to the start of the lay-by entry.

Entry Geometry:

The entry angle shall be sufficiently shallow to allow safe deceleration and entry from the carriageway. This is typically achieved through a short flare.

Cycle tracks

Where a lay-by is to be located adjacent a cycle track a separation strip should be provided of at least 0.5m where the speed-limit is ≤ 30mph or otherwise in accordance with LTN 1/20 where the speed-limit is higher.

1.27 Electric vehicle (EV) charging

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.

1.28 Residential parking – Quick guide for small developments

The following guide explains what is normally expected for residential parking on small development proposals, without needing to apply the full parking standards. It is written to be practical and proportionate, focusing on what works on the ground rather than policy terminology.

1.28.1 When this quick guide can be used

This approach will normally be suitable where the development is small in scale and parking arrangements are straightforward. In most cases, this means schemes where:

- the proposal includes fewer than 10 dwellings,
- each dwelling is accessed from an existing adopted road,
- parking is mainly provided within the curtilage of each plot,
- the proposal is not part of successive smaller schemes, particularly when cumulatively creating ribbon development or comparable linear frontage development that relies on the existing road for parking and servicing, and
- the surrounding area does not already experience significant parking stress.

Where the above applies, we would not normally expect parking schedules, heat maps, or detailed parking demand calculations to be submitted. However, where site circumstances indicate that parking impacts are likely, the Highway Authority may require the proposal to be assessed against the Countywide Residential Parking Standard.

1.28.2 How much parking should be provided

As a simple rule of thumb, the following minimum levels of off-street parking should be provided for each dwelling if the district or borough council do not have their own standards:

- 1-bedroom dwellings: 1 space
- 2-bedroom dwellings: 2 spaces
- 3-bedroom dwellings: 2 spaces
- 4-bedroom dwellings and above: 3 spaces

Parking spaces should be easy to use, close to the dwelling they serve, and large enough to comfortably accommodate modern vehicles.

If it is not possible to meet these levels, this does not automatically mean a proposal will be refused. However, it will be necessary to demonstrate that parking will not overspill onto the highway in a way that causes safety, access, or amenity problems.

1.28.3 Visitor parking

On small developments, visitor parking is usually expected to be absorbed within the overall parking provision. This may be achieved through spare capacity on driveways or informal space within the site.

Where it is clear that visitors would be forced to park on the street in a way that could cause problems, additional off-street parking may be required.

1.28.4 Parking space size – common issues to avoid

Many parking problems arise not from the number of spaces provided, but from spaces that are awkward or impractical to use. Common issues include:

- driveways shorter than 5.5m, resulting in vehicles overhanging footways,
- very narrow parking spaces that are difficult to access,
- tandem parking arrangements that are inconvenient to manage,
- parking spaces that are less convenient than informal on-street parking.

If residents find off-street parking inconvenient, it is unlikely to be used, regardless of what is shown on the plans.

1.28.5 Garages

Garages are frequently used for storage rather than for parking vehicles. As a result, a standard single garage is not usually counted as a full parking space on its own.

In most cases, a usable parking space will still be expected on the driveway in front of a garage. Layouts that rely heavily on garages to meet parking provision will be reviewed carefully to ensure they work in practice.

1.28.6 Electric vehicle charging

New dwellings must comply with electric vehicle charging requirements. Parking layouts should allow EV charging to take place within the curtilage of the dwelling and should avoid the need for charging cables to cross footways or the highway.

1.28.7 When additional information may be required

Even on small schemes, a short transport or parking note may be requested where:

- parking provision is clearly low for the size of the dwellings,
- the surrounding streets already experience parking pressure, or
- on-street parking could affect safety, access, or pedestrian movement.

Any additional information requested will be proportionate and focused on the specific issue identified.

1.28.8 Key message

The key consideration is not simply the number of parking spaces, but whether the parking provided will actually be used. Well-designed, convenient parking that works day to day is far more effective than meeting a numerical target that does not function in practice. Should designers be in any doubt, the relevant sections in the main part of this chapter should be reviewed.

Supporting table for this chapter

Table 1.13: Lower Layer Super Output Areas (LSOAs) Classified as Rural under RUC 2021

District	ONS Code	Ward	Ward Code	Lower Layer Super Output Area	Lower Layer Super Output Area Code
Ashfield	E07000170	Jacksdale & Westwood	E05010683	Ashfield 012A	E01027945
Ashfield	E07000170	Jacksdale & Westwood	E05010683	Ashfield 012B	E01027946
Bassetlaw	E07000171	Blyth	E05006378	Bassetlaw 001A	E01028000
Bassetlaw	E07000171	Harworth	E05006387	Bassetlaw 001B	E01028024
Bassetlaw	E07000171	Harworth	E05006387	Bassetlaw 001C	E01028025
Bassetlaw	E07000171	Harworth	E05006387	Bassetlaw 001D	E01028026
Bassetlaw	E07000171	Harworth	E05006387	Bassetlaw 001E	E01028027
Bassetlaw	E07000171	Harworth	E05006387	Bassetlaw 001F	E01028028
Bassetlaw	E07000171	Beckingham	E05006377	Bassetlaw 002A	E01027999
Bassetlaw	E07000171	Clayworth	E05006380	Bassetlaw 002B	E01028005
Bassetlaw	E07000171	Misterton	E05006389	Bassetlaw 002C	E01028031
Bassetlaw	E07000171	Misterton	E05006389	Bassetlaw 002D	E01028032
Bassetlaw	E07000171	Sturton	E05006392	Bassetlaw 002E	E01028035
Bassetlaw	E07000171	Everton	E05006386	Bassetlaw 003A	E01028023
Bassetlaw	E07000171	Ranskill	E05006391	Bassetlaw 003B	E01028034
Bassetlaw	E07000171	Sutton	E05006393	Bassetlaw 003C	E01028036
Bassetlaw	E07000171	Carlton	E05006379	Bassetlaw 004A	E01028001
Bassetlaw	E07000171	Carlton	E05006379	Bassetlaw 004B	E01028002
Bassetlaw	E07000171	Carlton	E05006379	Bassetlaw 004C	E01028003
Bassetlaw	E07000171	Carlton	E05006379	Bassetlaw 004D	E01028004
Bassetlaw	E07000171	Langold	E05006388	Bassetlaw 004E	E01028029
Bassetlaw	E07000171	Langold	E05006388	Bassetlaw 004F	E01028030
Bassetlaw	E07000171	Welbeck	E05006395	Bassetlaw 014F	E01033769
Bassetlaw	E07000171	East Markham	E05006381	Bassetlaw 015A	E01028006
Bassetlaw	E07000171	East Markham	E05006381	Bassetlaw 015B	E01028007
Bassetlaw	E07000171	Rampton	E05006390	Bassetlaw 015C	E01028033
Bassetlaw	E07000171	Tuxford and Trent	E05006394	Bassetlaw 015D	E01028037
Bassetlaw	E07000171	Tuxford and Trent	E05006394	Bassetlaw 015E	E01028038
Bassetlaw	E07000171	Tuxford and Trent	E05006394	Bassetlaw 015F	E01028039
Broxtowe	E07000172	Kimberley	E05010527	Broxtowe 016B	E01028106

District	ONS Code	Ward	Ward Code	Lower Layer Super Output Area	Lower Layer Super Output Area Code
Gedling	E07000173	Newstead Abbey	E05009701	Gedling 001A	E01028189
Gedling	E07000173	Newstead Abbey	E05009701	Gedling 001B	E01028198
Gedling	E07000173	Newstead Abbey	E05009701	Gedling 001C	E01028199
Gedling	E07000173	Newstead Abbey	E05009701	Gedling 001D	E01028200
Gedling	E07000173	Newstead Abbey	E05009701	Gedling 001E	E01028201
Gedling	E07000173	Calverton	E05009690	Gedling 002A	E01028150
Gedling	E07000173	Calverton	E05009690	Gedling 002B	E01028151
Gedling	E07000173	Calverton	E05009690	Gedling 002C	E01028152
Gedling	E07000173	Calverton	E05009690	Gedling 002D	E01028153
Gedling	E07000173	Calverton	E05009690	Gedling 002E	E01028154
Gedling	E07000173	Dumbles	E05009697	Gedling 002F	E01028213
Mansfield	E07000174	Meden	E05008875	Mansfield 001A	E01028224
Mansfield	E07000174	Netherfield	E05008876	Mansfield 001B	E01028257
Mansfield	E07000174	Netherfield	E05008876	Mansfield 001C	E01028258
Mansfield	E07000174	Warsop Carrs	E05008889	Mansfield 001D	E01028259
Mansfield	E07000174	Warsop Carrs	E05008889	Mansfield 002A	E01028223
Mansfield	E07000174	Market Warsop	E05008873	Mansfield 002B	E01028225
Mansfield	E07000174	Market Warsop	E05008873	Mansfield 002C	E01028226
Mansfield	E07000174	Market Warsop	E05008873	Mansfield 002D	E01028260
Newark and Sherwood	E07000175	Edwinstowe & Clipstone	E05010073	Newark and Sherwood 002C	E01028321
Newark and Sherwood	E07000175	Edwinstowe & Clipstone	E05010073	Newark and Sherwood 002D	E01028322
Newark and Sherwood	E07000175	Edwinstowe & Clipstone	E05010073	Newark and Sherwood 002E	E01028323
Newark and Sherwood	E07000175	Edwinstowe & Clipstone	E05010073	Newark and Sherwood 002G	E01033773
Newark and Sherwood	E07000175	Boughton	E05010067	Newark and Sherwood 003A	E01028303
Newark and Sherwood	E07000175	Sutton-on-Trent	E05010082	Newark and Sherwood 003B	E01028312
Newark and Sherwood	E07000175	Muskham	E05010077	Newark and Sherwood 003C	E01028337
Newark and Sherwood	E07000175	Sutton-on-Trent	E05010082	Newark and Sherwood 003D	E01028349
Newark and Sherwood	E07000175	Sutton-on-Trent	E05010082	Newark and Sherwood 003E	E01028350
Newark and Sherwood	E07000175	Collingham	E05010070	Newark and Sherwood 004A	E01028315
Newark and Sherwood	E07000175	Collingham	E05010070	Newark and Sherwood 004B	E01028316
Newark and Sherwood	E07000175	Collingham	E05010070	Newark and Sherwood 004C	E01028317
Newark and Sherwood	E07000175	Balderton North & Coddington	E05011552	Newark and Sherwood 004D	E01028353
Newark and Sherwood	E07000175	Bilsthorpe	E05010066	Newark and Sherwood 005A	E01028295

District	ONS Code	Ward	Ward Code	Lower Layer Super Output Area	Lower Layer Super Output Area Code
Newark and Sherwood	E07000175	Bilsthorpe	E05010066	Newark and Sherwood 005B	E01028297
Newark and Sherwood	E07000175	Farnsfield	E05010075	Newark and Sherwood 005C	E01028327
Newark and Sherwood	E07000175	Farnsfield	E05010075	Newark and Sherwood 005D	E01028328
Newark and Sherwood	E07000175	Southwell	E05010081	Newark and Sherwood 005E	E01028329
Newark and Sherwood	E07000175	Rainworth South & Blidworth	E05010080	Newark and Sherwood 006B	E01028298
Newark and Sherwood	E07000175	Rainworth South & Blidworth	E05010080	Newark and Sherwood 006C	E01028299
Newark and Sherwood	E07000175	Rainworth South & Blidworth	E05010080	Newark and Sherwood 006D	E01028300
Newark and Sherwood	E07000175	Southwell	E05010081	Newark and Sherwood 008A	E01028345
Newark and Sherwood	E07000175	Southwell	E05010081	Newark and Sherwood 008B	E01028346
Newark and Sherwood	E07000175	Southwell	E05010081	Newark and Sherwood 008C	E01028347
Newark and Sherwood	E07000175	Southwell	E05010081	Newark and Sherwood 008D	E01028348
Newark and Sherwood	E07000175	Farndon & Fernwood	E05011555	Newark and Sherwood 012B	E01028325
Newark and Sherwood	E07000175	Farndon & Fernwood	E05011555	Newark and Sherwood 012C	E01028326
Newark and Sherwood	E07000175	Trent	E05010083	Newark and Sherwood 012D	E01028336
Newark and Sherwood	E07000175	Trent	E05010083	Newark and Sherwood 012E	E01028352
Newark and Sherwood	E07000175	Farndon & Fernwood	E05011555	Newark and Sherwood 012G	E01033394
Newark and Sherwood	E07000175	Lowdham	E05010076	Newark and Sherwood 013B	E01028331
Newark and Sherwood	E07000175	Dover Beck	E05010072	Newark and Sherwood 013C	E01028332
Newark and Sherwood	E07000175	Trent	E05010083	Newark and Sherwood 013D	E01028351
Rushcliffe	E07000176	Cranmer	E05009714	Rushcliffe 001A	E01028371
Rushcliffe	E07000176	East Bridgford	E05009716	Rushcliffe 001B	E01028403
Rushcliffe	E07000176	Thoroton	E05009730	Rushcliffe 001C	E01028411
Rushcliffe	E07000176	Radcliffe on Trent	E05009727	Rushcliffe 003A	E01028393
Rushcliffe	E07000176	Radcliffe on Trent	E05009727	Rushcliffe 003B	E01028394
Rushcliffe	E07000176	Radcliffe on Trent	E05009727	Rushcliffe 003C	E01028395
Rushcliffe	E07000176	Radcliffe on Trent	E05009727	Rushcliffe 003D	E01028413
Rushcliffe	E07000176	Radcliffe on Trent	E05009727	Rushcliffe 003E	E01028414
Rushcliffe	E07000176	East Bridgford	E05009716	Rushcliffe 003F	E01028415
Rushcliffe	E07000176	Cotgrave	E05009713	Rushcliffe 009A	E01028366
Rushcliffe	E07000176	Cotgrave	E05009713	Rushcliffe 009B	E01028367
Rushcliffe	E07000176	Cotgrave	E05009713	Rushcliffe 009C	E01028368
Rushcliffe	E07000176	Cotgrave	E05009713	Rushcliffe 009D	E01028369
Rushcliffe	E07000176	Cotgrave	E05009713	Rushcliffe 009E	E01028370

District	ONS Code	Ward	Ward Code	Lower Layer Super Output Area	Lower Layer Super Output Area Code
Rushcliffe	E07000176	Nevile & Langar	E05009726	Rushcliffe 010A	E01028402
Rushcliffe	E07000176	Cropwell	E05009715	Rushcliffe 010B	E01028419
Rushcliffe	E07000176	Nevile & Langar	E05009726	Rushcliffe 010C	E01028420
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 012A	E01028379
Rushcliffe	E07000176	Tollerton	E05009731	Rushcliffe 012B	E01028412
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 012C	E01028421
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 013A	E01028380
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 013B	E01028381
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 013C	E01028382
Rushcliffe	E07000176	Keyworth & Wolds	E05009721	Rushcliffe 013D	E01028383
Rushcliffe	E07000176	Gotham	E05009720	Rushcliffe 014A	E01028378
Rushcliffe	E07000176	Leake	E05009723	Rushcliffe 014B	E01028387
Rushcliffe	E07000176	Sutton Bonington	E05009729	Rushcliffe 014C	E01028408
Rushcliffe	E07000176	Leake	E05009723	Rushcliffe 015A	E01028388
Rushcliffe	E07000176	Leake	E05009723	Rushcliffe 015B	E01028389
Rushcliffe	E07000176	Leake	E05009723	Rushcliffe 015C	E01028390
Rushcliffe	E07000176	Bunny	E05009711	Rushcliffe 015D	E01028409
Rushcliffe	E07000176	Bunny	E05009711	Rushcliffe 015E	E01028410

-End-