

Residential Design Guide – section 3

Parking provision

March 2014

Introduction

This advice note, at annex A, explains the council's approach to the consideration of vehicle parking needs for residential development. Annex A consists of sections four to five of the council's supplementary planning document (SPD) called North Somerset Parking standards which was adopted November 2013.

The North Somerset Parking Standards (SPD) defines and outlines North Somerset Council's approach to parking in new developments within North Somerset. A supplementary planning document is used to provide further detail to existing development plan policies, but it cannot create new policy.

A full version of the [North Somerset Parking Standards Supplementary Planning Document \(November 2013\)](#) can be found on our website.

Annex A follows

4: Overarching principles and objectives for all new development

Principle 1: Use of standards

The parking standards included in this SPD apply to all development in North Somerset, including change of use.

Objectives

The number of parking spaces required for different classes of development is set out within this SPD. Residential and non-residential parking standards are expressed as a required standard.

Where development includes two or more land uses to which different parking standards apply, the required parking provision should be assessed on the basis of the uses' respective gross floor areas. Developers are encouraged to make best use of any shared parking areas where this can be achieved without difficulty or adverse impact on the surrounding area.

If the sum of the parking requirement results in part spaces, the provision should be rounded up to the nearest whole number.

The parking standards should be applied to all development in North Somerset, including change of use, sub-divisions, conversions and extensions. Where a residential extension would increase the number of bedrooms, this may result in an increase to the required parking provision.

Where an increase in bedrooms, floor area or change of use would result in a higher parking standard, additional spaces need only be provided to serve the additional requirement and not make up for deficiencies in existing provision.

Where appropriate and/or required by the Travel Plans SPD, new development should be supported by proactive travel plan and demand management measures which help manage the demand and competition for parking.

Principle 2: Demonstrating that the parking requirement can be met

Planning applications should include information to demonstrate to the satisfaction of the Council that the parking needs of the proposed development can be accommodated on or close to the site without prejudicing other planning objectives or the operation and safety of the highway network.

Objectives

Planning applications should be accompanied by scaled plans (at a minimum of 1:500) to show how parking will be accommodated and accessed.

To be considered as meeting the required standard, car parking spaces need to meet the minimum dimensions set out below.

Type of parking space	Minimum effective dimension
Parking bay	2.4m x 4.8m
Parallel parking space	6.0m x 2.0m
Garage	3.0m x 7.0m (internal dimension)
Double garage (without dividing wall)	5.5m x 7.0m (internal dimension)
Parking bay in front of a garage	2.4m x 5.0m
Disabled bay	3.6m x 4.8m

The dimensions of parking spaces may need to increase if the space is situated next to a wall, footway or other potential obstruction. Aisle width between rows of spaces should be a minimum of 6.0m to enable vehicles to manoeuvre safely.

Turning diagrams (vehicle tracking assessments) may be required to demonstrate that vehicles can safely access the space provided.

Where the car parking is provided adjacent to the home, spaces should be capable of enlargement to attain a 3.3m width to meet Lifetime Homes standards. This can be in the form of safeguarding land, e.g. a grass verge, to enable provision for enlarging the overall width by 0.9m at a later date.

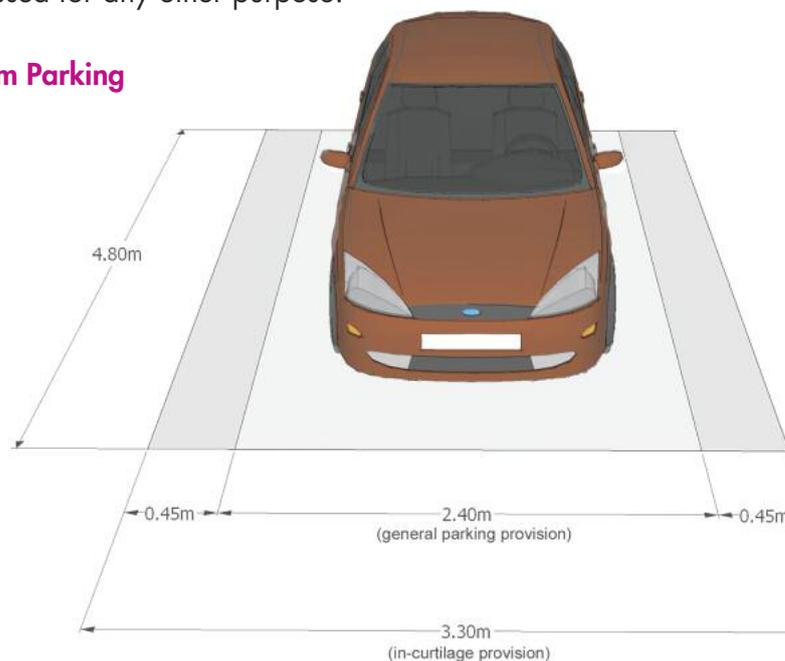
In communal parking areas at least one parking space in ten should have a minimum clear width of 3.3m.

Access to a single driveway should have a minimum clear width which enables a vehicle to enter and exit safely. Access to communal parking areas should have a minimum clear width which enables two cars to pass.

The Council will not permit the use of double-banked (tandem) spaces in communal parking areas.

A condition may be imposed to ensure that car parking spaces are retained for car parking and not used for any other purpose.

Figure 1: Minimum Parking Bay Dimensions



Principle 3: High quality design and layout

The Council will promote high quality, functional and inclusive parking design in the layout of new developments.

Objectives

The quality of development and the streetscene will not only be influenced by the number of parking spaces but how they have been integrated with the public realm.

There are many ways of designing high quality parking areas and minimising the impact of parking for development. Developers should consider a range of approaches to car parking from the master-planning stage of the development process and will need to satisfy the Council that they have proposed the most appropriate solution.

The design and location of parking should always take reference from the character and the appearance of the street scene and surrounding area.

From the outset, developers should consider a user hierarchy which prioritises pedestrian use of the street and recognises the street as an extension of the public realm. The design and layout of parking areas should facilitate safe and direct pedestrian movements.

Car parking should always be located close to the property it serves. For houses, car parking should be provided within the residential curtilage and at the front of the property.

Design solutions should avoid large expanses of hard surfacing and ensure that parked vehicles do not dominate street frontages.

The inclusion of rear parking courts should be avoided. If required, parking courts should be provided in the form of parking squares at the front of dwellings and integrated into the street scene. If in exceptional circumstances rear parking courts are permitted, they should be well lit, overlooked, the same style as other parts of development, and restricted to a maximum of 10 spaces per court. Parking courts should only have one entrance/exit point to ensure that there is no reason for non-residents to travel through the court.

For parking areas in non-residential developments, developers should consider a range of design and layout options, and select the most appropriate layout that maximises public safety and the efficient operation of the area. Echelon parking should be considered where appropriate.

End of Parking or 'H' Bars, commonly used to keep a section of carriageway or access clear of waiting vehicles will only be considered in exceptional circumstances in accordance with the Council's 'H' Bar Road Marking Policy.

A mixture of high quality materials and landscaping should be used to break-up and enhance the appearance of parking areas. The landscaping scheme should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Large shrubs or other features which restrict visibility or provide places for concealment should be avoided.

The design of car parking areas should comply with Secured by Design principles to promote crime prevention and personal safety and should promote wider place-making objectives. Parking areas should be designed to minimise surface water run-off. Surface water run-off from private driveways and allocated parking areas is not permitted to drain onto the public highway. These areas will need to be designed to ensure that the surface water run-off is either contained within the boundary of a property or directed to a private drainage system so that it does not come onto the public highway. The use of and/or integration with sustainable urban drainage systems (SUDS) should be considered when designing car parking areas.

A private driveway can be constructed using a suitable permeable surface or set out such that the surface water run-off from the driveway will be onto adjacent soft landscaped areas.

Developers are encouraged to provide electric vehicle charging facilities. In order to future proof parking design, parking arrangements and electrical connections should be designed so that electric vehicle charging facilities can be provided or can be retrofitted with minimal disruption.

Residential developments for elderly persons and other developments which are likely to be highly used by people with disabilities may require a relatively higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.

Developers and their agents are encouraged to consult *Manual for Streets (2007)*, published by the Department for Transport which provides guidance on the design and layout of new developments, including street widths and design of parking facilities.

Figure 2: Example Parking Court



5: Parking for residential development

Principle 4: Car parking provision in residential development

Residential development should provide the required minimum number of car parking spaces set out in Appendix A.

Objectives

The residential parking requirements balance the need for the provision of sufficient on-site parking to meet the needs of residents with good design. The parking standard (including the visitor parking requirement) should be met in full. The Council will only permit deviation from the required standard in exceptional circumstances and where fully justified as part of the planning application.

Car parking should be provided within the development site and within the curtilage of the property. In exceptional circumstances, and where it can be demonstrated to the satisfaction of the Council that this is not possible, Principles 8, 9 and 11 may be considered.

Where provision below the required standard has been granted by the Council the site should provide contingency space that can be used for parking in the future should parking issues become critical (e.g. grassed or wood-chipped areas).

Principle 5: The provision of at least one car parking space per dwelling

A minimum car parking standard of at least one space per dwelling is required.

Objectives

Whilst the Council recognises that residential development in sustainable locations facilitates the use of non-car modes of travel, it is anticipated most residents will still own a private vehicle.

Therefore, even in exceptional circumstances where the Council agrees to a lower provision of car parking than required by the standard, it will not allow less than one parking space per residential unit.

However, in accordance with Principle 1, the Council will take into account the balance of parking provision from the previous use of the development and therefore it is recognised that in some circumstances relating to change of use, the development's overall parking provision may be less than one space per unit.

Principle 6: Allocated parking spaces

Where car parking is located within the development site but beyond the new properties' residential curtilages, at least one space should be allocated for use by each property.

Objectives

Spaces should be allocated in a way that does not distinguish between market housing and affordable housing.

It is the expectation that each property will have the parking space(s) located closest to it.

A car parking allocation plan should be submitted in support of a planning application to ensure that all new properties have at least one car parking space and to ensure an appropriate, accessible layout.

The allocated car parking space(s) need to be retained in perpetuity and be identified in the deeds to the dwelling.

If, after consideration of the parking requirements for the development in accordance with this SPD, this results in there being less than one on-site parking space for each property, then those parking spaces should not be allocated.

Principle 7: Garages

Garages will only count towards the car parking standard where they meet the minimum dimensions outlined in Principle 2.

Objectives

A condition may be imposed to ensure that garages are retained for car parking and not used for any other purpose.

Where adequate on-site parking has been provided in an alternative form, the provision and dimensions of a garage will not need to be taken into account by the Council in consideration of the parking standard.

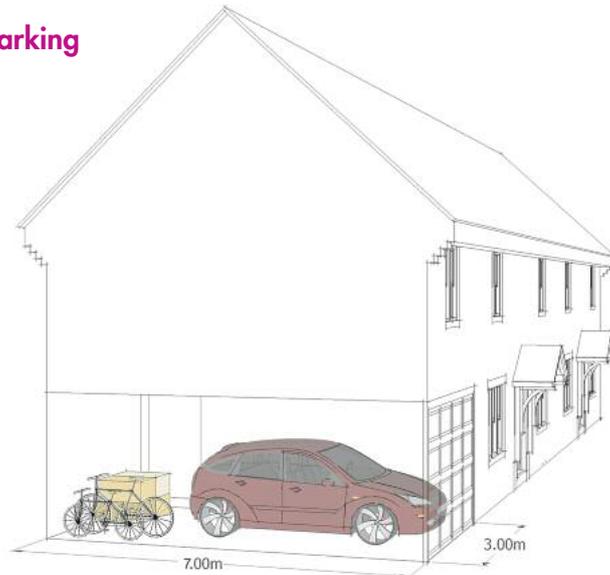
Car ports/undercroft parking tend to be well used for car parking and can improve the appearance of parking within the streetscene.

Car ports/open undercroft parking also discourages the misuse of integral parking space as storage. Car ports/undercroft parking must be well lit, allow for good surveillance and should be kept private with access control measures for residents only.

Basement car parking is recommended for high density urban developments or where it is impractical to provide in-curtilage surface parking. Basement parking should provide allocated parking spaces, promote crime prevention and personal security and only be located in areas of low flood risk.

Car parking spaces that can only be accessed through a garage or car port will not count towards the parking standard.

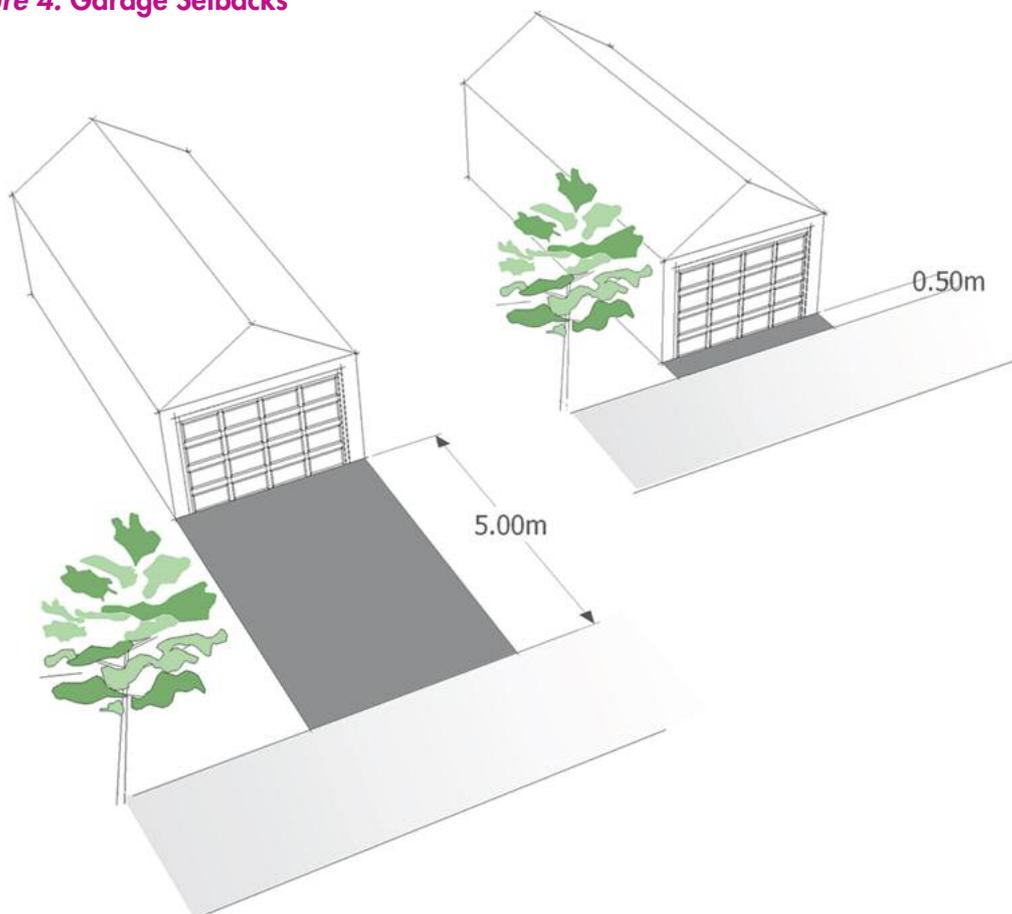
Figure 3: Garage Parking



To prevent illegal parking, where vehicles encroach on the carriageway or footway, minimum and maximum 'setback' spaces will be required as follows:

- Where virtually no driveway space is provided: the distance from garage door to footpath/road should be a maximum of 0.5m.
- Where driveway space is provided: the distance from garage door to footpath/road should be a minimum distance of 5m.

Figure 4: Garage Setbacks



Principle 8: Parking on the public highway (residential)

Parking spaces on the public highway within a 100m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity, there is no opportunity to provide car parking closer to the site and it would not unacceptably impact on existing on-street parking provision or on the safety or operation of the public highway.

Objectives

Unused capacity and the impact of an increase in demand for on-street parking should be demonstrated through parking surveys, submitted with the planning application, undertaken during the early morning (6am to 8am) and late evening (7pm to 9pm) on a sample week and weekend. The survey should, as a minimum, indicate how many spaces (measured in accordance with the dimensions outlined in Principle 2) are unoccupied at different times on different days and be supported by appropriate plans and photographs.

On-street parking spaces which are not allocated to particular dwellings may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of individual dwellings will not be adopted and therefore the developer must make arrangements for their future management and maintenance.

Figure 5: Example On-street Residential Car Parking



Developers must consider the effective carriageway width of the public highway when proposing on-street parking spaces. Developers and their agents are advised to consult *Manual for Streets (2007)* in this respect.

End of Parking or 'H' bar markings will not be considered for individual residential properties.

Principle 9: Parking on land in separate ownership

Spare capacity on third party land may count towards the parking standard where secured in perpetuity with a legal agreement.

Objectives

In order for car parking spaces on land in separate ownership to count towards the parking standard, the Council would need to see, submitted with the planning application, evidence that the spaces will be available to residents, can be accessed appropriately and are of a suitable standard.

The car parking spaces must be located within a 100m walking distance of the site.

Principle 10: Visitor car parking

Individually accessible visitor car parking spaces should be provided in accordance with Appendix A.

Objectives

Visitor car parking spaces should be included within the parking provision to allow residents to accommodate visitors and for the site to accommodate changes.

The total visitor space requirement should be rounded up to the nearest whole number.

No special provision need be made for visitors where at least half of the parking provision associated with a development is unallocated.

Visitors car parking spaces should be clearly identifiable as such where they are located within private car parking areas.

Principle 11: Parking in town centres (residential)

The Council may consider applications for residential development in town or local centres where the parking requirement cannot be met within the residential curtilage.

Objectives

The Council recognises that new development in town and local centres can facilitate regeneration and have social, economic and environmental benefits. However, due to the physical constraints which may be present at such urban locations, it may not be reasonably possible to meet the required parking standard within the site.

It would be expected that the planning application demonstrates the site is highly accessible by other means of transport or makes good provision for access by sustainable transport modes.

Where less than one space per dwelling is provided on site, those spaces should be unallocated.

Applicants may consider the use of public parking or other off-site locations to meet the parking requirement in accordance with Principle 8 and Principle 9.

The Council will only permit provision of less than the required parking standard where it is demonstrated to the satisfaction of the Council that there will be no unacceptable impact on on-street parking or access in the surrounding area and where such a proposal would not be prejudicial to highway safety.

Where provision below the required standard has been approved by the Council it would be expected that developers propose and pay for measures to manage parking demand such as a proactive Travel Plan and/or on-street parking controls.



This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English.

Please contact 01275 888 811.

