

# GUIDANCE NOTE: RESIDENTIAL PARKING

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# Foreword

There are few issues that can inflame an entire community more than parking provision and the inadequacies of it. In recent years, the planning policy of restricting the level of parking provision, particularly in new residential developments, has promoted less reliance on the motor vehicle and a move to more sustainable and healthy methods of travel, particularly for shorter journeys.

Whilst this approach has had some success in city centres where public transport provision is good, the distance to important community services short and plenty of local shopping is available, in inter-urban and rural communities where mobility is more reliant on access to a car, many residential developments have been suffering from strict limitations of parking allocation.

The recent change in government has placed a new emphasis on local decisions and a move in policy attitude to parking provision; with this changing landscape it has become apparent that a fresh approach is needed for advising and informing planners, highway engineers and developers.

It is for this reason that two of the industry's key Institutions, The Chartered Institution of Highways and Transportation (CIHT) and the Institute of Highway Engineers (IHE) have worked together to produce a joint publication to offer those working on planning, design and delivery of the most up to date good practice guidance.

*“Residential Parking is often the most contentious issue that Transport Development Management Engineers have to deal with, be it from the Local Highway Authority or Developer point of view. The implications of having badly designed or too little provision can have serious affects on highway safety as a result of on street parking, while*

*over provision can result in poor design, wasted space and apparent encouragement to use cars in preference to walking, cycling and public transport. The Institute of Highway Engineers Development Control Group were aware of good practice around the country with regards to Residential Parking provision and decided to produce this best practice guidance note which can be used by others to develop appropriate local residential parking policies and guidance, with an emphasis on good design as well as the right amount.*

*I would like to personally thank the main authors, Bob White of Kent County Council and Stephen Hardy, formally of Dorset County Council. Both individuals have undertaken significant research in to the implications of Parking on Residential Developments and I thank them for the considerable hard work they put in to producing this document.*

*I am sure that this document will prove an extremely useful reference note to the portfolio of documents used by Transport Development Management Engineers”*

– Chris Saunders, Chair IHE Parking Group

*“Parking is a key issue for all communities, getting it right is not just about minimising conflict it is also about improving quality of life and better public realm provision. I commend these guidelines to our practitioners.”*

– Steve Spender, IHE President

*“We welcomed the opportunity of working with IHE on this important issue; whilst the sustainability and health agendas are very important ones, parking control is a blunt tool to deliver them and until we can offer good alternatives to the car to all our communities, we need to facilitate good parking design and provision. These guidelines are an excellent tool for our industry.”*

– David Gillham, CIHT President

# 1

## Introduction

It has long been the experience of local planning and highway authorities that parking is the biggest single issue of concern in recently-constructed residential developments. In Kent, for example, parking receives a negative rating in over half of nearly 300 sites that have been surveyed over the past four years. Worse still, a majority of residents in nearly two-thirds of the same sites believe that there are parking problems.

Parking problems manifest themselves in pavement parking, obstruction of driveways and accesses, hindrance to larger delivery vehicles and refuse freighters, damage to soft landscaping and footways, and cluttered, unsightly streets (Photographs 1 and 2). They cause tension between neighbours that has been known to escalate into violence in some cases. They appear to reduce the likelihood of children using the street for play, and may have other implications for non-car travel and health. Otherwise well-designed neighbourhoods are often compromised in terms of their appearance and enjoyment by ill-considered approaches to the provision of parking for residents and their visitors.

Parking can affect people's feelings about street safety, personal security and the potential for car crime, as well as having an actual effect upon those aspects of communities and neighbourhoods.

This Guidance Note seizes the opportunity offered by the Coalition Government's announcements on residential parking, by bringing together best practice and sound evidence to assist designers and auditors in getting it right.



Photograph 1. Unsightly and obstructive parking



Photograph 2. Pavement parking

# RESIDENTIAL PARKING POLICIES AND GUIDANCE



Section 51 of Planning Policy Statement 3 (PPS3): Housing<sup>1</sup> (Communities & Local Government (CLG), June 2011 (first version November 2006)) required that:

“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”

The National Planning Policy Framework<sup>2</sup> (CLG, March 2012) carries forward the various aspects of Section 51, albeit they are not contained in a single section. The only specific guidance in respect of parking is Section 39:

“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- ◆ the accessibility of the development;
- ◆ the type, mix and use of development;
- ◆ the availability of and opportunities for public transport;
- ◆ local car ownership levels; and
- ◆ an overall need to reduce the use of high-emission vehicles.”

Residential Car Parking Research<sup>3</sup> (May 2007), a report published by CLG to support the first version of PPS3, considers the various influences on levels of residential parking, pointing to data from the 2001 Census as a starting point for estimating “expected levels of car ownership”.

In January 2011, the Coalition Government announced its intention “to end the war on motorists”<sup>4</sup>. One of the three elements of this announcement was the removal of national limits on residential parking. Local authorities are still required to set parking standards for their areas, but they should do so having regard for local circumstances and without trying to control car ownership. The need to promote sustainable transport outcomes is not affected.

The Government has concluded that national constraint policies have led to “significant levels of on-street parking causing congestion and danger to pedestrians”<sup>4</sup>. In preparing new policies, local authorities are being urged “to make the right decisions for the benefit of their communities”<sup>4</sup>.

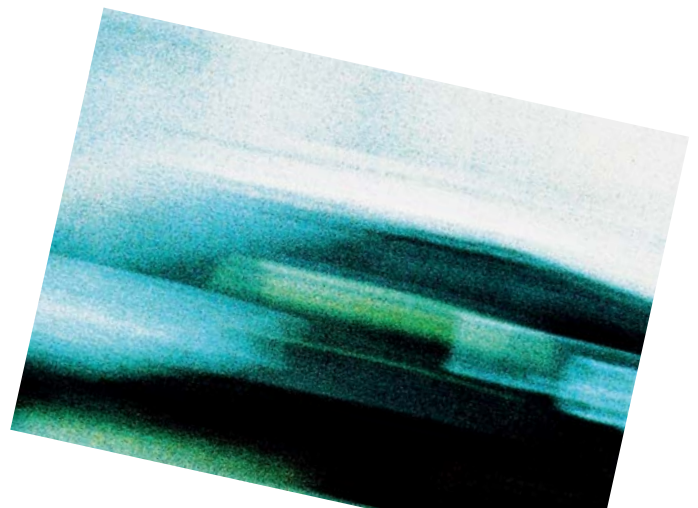
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In January 2011, the Government also published “Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen”<sup>5</sup> (Department for Transport), a Transport White Paper. Section 7.10 has the following to say about Parking:

“Local authorities set their own parking policies and charges to meet the needs of the local area. Changes to Planning Policy Guidance 13 announced on 3 January will further free local authorities to adopt the right policies for their area. Local authorities will wish to consider how their parking strategy should best fit with their overall strategy for promoting sustainable transport choices and the efficient use of land, enabling schemes to fit into central urban sites, promoting linked-trips and tackling congestion. The need for parking in city centres may be reduced through well-placed and well-used Park and Ride schemes. For new residential developments, a parking strategy can include setting minimum or maximum levels of parking places, depending on what is right for the area. To create the parking provision for electric vehicles, local authorities are encouraged to provide electric vehicle charging infrastructure in new developments, where this does not affect the development’s overall viability. Local authorities may also wish to set aside some residential car parking

spaces solely for car club vehicles.”

It is important to recognise the fundamental difference between the provision of spaces in residential developments as Origin Parking and spaces in employment, retail and leisure developments as Destination Parking. The shift in residential guidance reflects the evidence that where constrained approaches to Origin Parking have not been supported by effective controls, problems affecting the use and enjoyment of streets have often arisen. Given that there has never been a policy to limit car ownership, the emphasis of sustainable transport is now placed on locating residential development where car use is less likely and/or necessary for many trips, without assuming that car ownership will be less as a result. Leisure use, and even the need to drive to the nearest appropriate railway station for work trips, may sustain ownership demand, while increasing proportions of peak hour journeys are undertaken by public transport.



# HOW MANY SPACES (ISSUES AFFECTING HOW PPS3 WAS INTERPRETED)



When it was first published in 2006, the wording of Section 51 of PPS3 suggested that there may be reasons why not all guidance on levels of residential car parking needed to be expressed as maximum standards. Conversely, some people assumed that Sections 49-56 of the original version of Planning Policy Guidance 13 (PPG13): Transport<sup>6</sup> (Office of The Deputy Prime Minister, March 2001) prevented such flexibility in local interpretation. The Government’s announcement, changes to PPG13, and the Transport White Paper have clarified the position. While in certain locations it may be appropriate to limit car parking to achieve significantly higher densities of development, usually in situations where there are also vehicular constraint policies, it is now also acceptable to establish baseline amounts for car parking provision and set these as minimum levels. Alternatively, residential parking policies may use target amounts (or “designing for demand”), without the need to step from maximum to minimum levels at particular boundaries between zones.

PPS3 also emphasised the place of good design in providing residential parking. It is not acceptable for those involved in the development management process to rely only on residential parking “standards”. Rather, it is important that a range of factors should be considered before determining the appropriate levels of parking and how these are to be provided. Similarly, the emphasis on the efficient use of land demands that good design should seek to avoid ‘land-hungry’ approaches to parking, such as rear

courtyards. Section 16 of PPS3 included the following under “Matters to consider when assessing design quality include the extent to which the proposed development”:

“... a design-led approach to the provision of car-parking space, that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.”

Parking spaces within streets and accessed directly from them minimise the amount of land given over to access ways and manoeuvring areas. They also offer ‘natural surveillance’ of parked vehicles, thereby reducing concerns about security. Good street design maximises the use of areas specifically designed for static vehicles while reducing the likelihood of indiscriminate and obstructive parking (Photograph 3).

Some Travel Plans will include maximum vehicular trip generation rates which, if exceeded, will trigger ‘penalty’ funding for mitigation measures. Such rates may be used in relation to reduced parking provision at appropriate locations, albeit the use of vehicles, especially at peak times, rather than ownership of them is the intended constraint. Car Clubs are a particularly useful feature of residential travel plans where travel flexibility without high car ownership is sought.

Photograph 3. A successful mixture of on-street, curtilage and courtyard parking





Allocation of parking to individual units increases the amount of parking needed. Non-allocated parking makes use of different levels of ownership, including those without vehicles, to use the land given over to parking in the most efficient way. It can also satisfy the reasonable needs of visitor parking because of the occupancy patterns across the day. A design-led allowance for on-street parking will normally be the best way to cater for visitors, and additional vehicles owned by residents, where there are no on-street restrictions in place.

#### **THE MAXIMUM AND MINIMUM APPROACH**

It is clear from the Transport White Paper that “residential parking policies” can include minimum and maximum amounts, according to location. While attempts to limit car ownership through limitations on parking provision have often failed where there are no controls in respect of on-street parking, there is clear evidence that limited provision within controlled areas (with less need to travel and greater sustainable travel options) is usually matched by lower ownership. Urban parking strategies can leave people who own more cars than they have allocated spaces with no option but to pay to park in public car parks.

Parking strategies may also include areas with on-street parking permits. The occupiers of new developments in such areas may be rendered ineligible for permits. Alternatively, proper limitations (based on the actual on-street space available) on the number of permits may mean that they have to join a waiting list. It is important that parking strategies should take account of the potential for increased demand in the areas covered resulting from new development and any sub-division of existing properties.

Maximum levels of parking should therefore only be used where some form of control is exercised such that excessive ownership does not compromise the streets and places in question.

If on-street controls are needed to support the chosen approach to parking provision, these must

be considered in relation to any potential for parking in neighbouring streets. Controls within the development can be imposed without public consultation (albeit purchasers must be advised of the intention to introduce them), but residents in streets affected by wider controls need to be involved in framing such controls for inclusion in any traffic regulation orders. Section 106 Agreements can be used to secure funding for such orders, along with any additional enforcement.

Minimum levels of parking, in the context of good design and the efficient use of land, involve setting baseline amounts of spaces that are designed to achieve the maximum amount of use.

#### **THE TARGET (OR OPTIMUM) APPROACH**

Target (or Optimum) levels of car parking may be derived from Census data, as described in the 2007 Research Report, and local approaches derived from it. Comparison of the 2011 data with the 2001 values can be used to assess the potential for growth. Census data can be obtained for Census Output Areas up to districts and counties. Local authorities can use the data in many ways to identify more appropriate levels of car ownership as socio-demographics change, e.g. by settlement size as shown in Figures 1 and 2.

In this particular example it is clear that there is little difference in car ownership between centres of population across Oxfordshire with the exception of Oxford itself, which is not surprising given its high student population. However, the use of Census data may need validation through surveys. In Kent<sup>7</sup>, recent developments show variations from the relevant Census ownership figures. Examples of such variations in the Kent evidence base include:

- ◆ “Above Census”: regeneration of an area, which may involve higher incomes and greater mobility aspirations among the occupiers of new homes;
- ◆ “Below Census”: infill developments within large villages that are set in extensive rural wards.

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Detailed analysis of the survey returns in Kent suggests that vehicle ownership among the residents of recent developments does not have the same variation by district area as the Census data. This may be due to the lack of similar development in the district giving rise to the same demographics as those being delivered for the proposed development. It is therefore recommended that for a robust approach to residential parking, survey evidence of similar developments to that being proposed should be obtained and used to validate or adjust the use of Census data.

The two approaches to identifying levels of car parking described above are not mutually exclusive, hence a combination of the two may be used. However, in adopting any approach to planning for expected levels of car ownership in the context of good design, regard must be had for ease of interpretation, flexibility, and ongoing review to ensure that the overall objectives have been achieved. The constraint approach that has given rise to so many parking problems in recent developments must not be replaced by something that is equally ignorant of people's reasonable aspirations and their likely behaviour.

Some authorities have found that expressing levels in whole vehicle amounts for allocated spaces and simple fractions/percentages for on-street, communal and visitor parking is much easier for development partners to understand. Such an approach can also embrace the potential for growth in car ownership.

### INFLUENCES ON OWNERSHIP LEVELS

A zonal approach to residential parking is likely to differentiate between areas with maximum and minimum levels, or target amounts, and may include different values according to:

- ◆ the exact nature of on-street controls and any permit schemes;
- ◆ designations such as “Urban”, “Urban Edge”, “Suburban” and “Suburban Edge/Rural/Village”, with each having an evidence base to support the variations.

The zonal approach will vary according to the authority area(s) being considered. For example, shire counties and their districts will require a different approach to metropolitan areas (Figures 1, 2 and 3).

There is no clear evidence to show that access to existing and/or proposed public transport measures and the distance from key facilities, including the quality of the walking and cycling infrastructure that provides the links, affects car ownership to the extent that these factors could be used in isolation to develop an alternative zonal approach.

The size of properties is a key factor. Census data is expressed against the number of habitable rooms, whereas standards have normally been related to the number of bedrooms. It is not difficult to move between the two approaches. Habitable rooms will be required for Census-based levels of parking, whereas bedrooms will normally be appropriate for survey-based approaches. Where necessary, survey evidence can be used to derive conversion factors between the two.

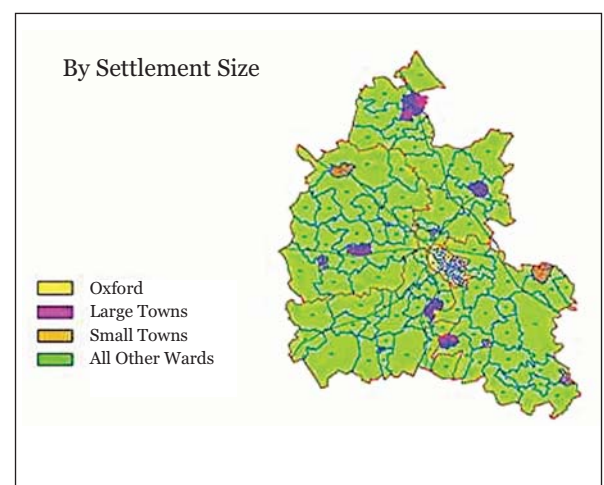


Figure 1. Zonal approach used in Oxfordshire <sup>16</sup>



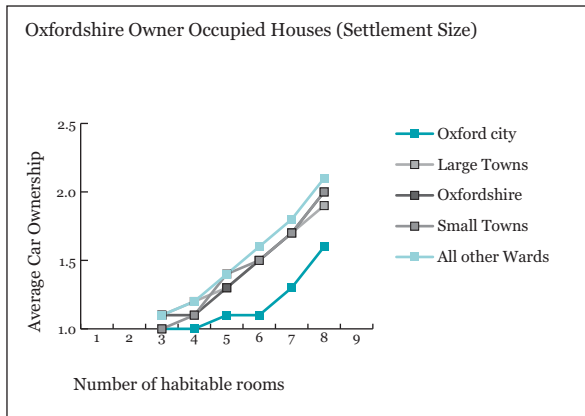


Figure 2. Average ownership graph for Oxfordshire <sup>16</sup>

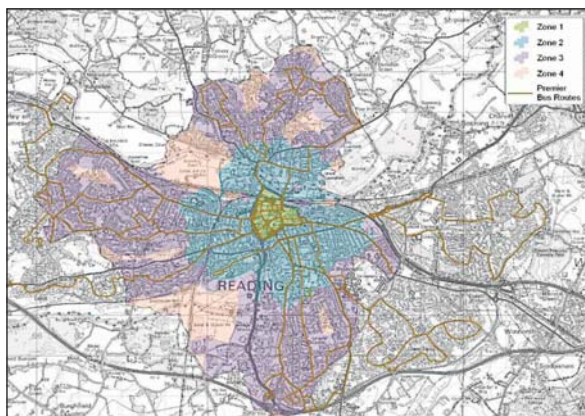


Figure 3. Zonal approach used in Reading <sup>17</sup>

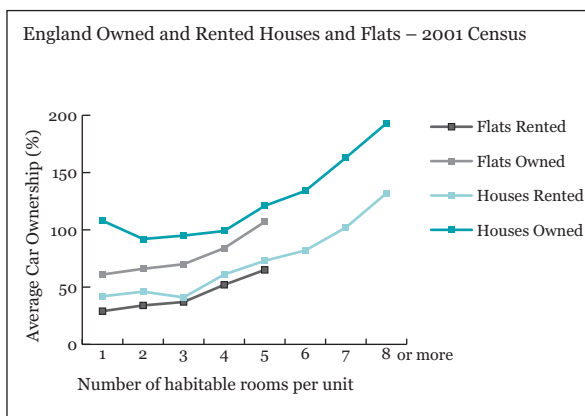


Figure 4. Influence of dwelling size, type and tenure using the 2001 Census data

Census and survey data show that car ownership among the occupiers of flats is normally lower than that for houses (Figure 4). Furthermore, the design of parking for flats normally lends itself to non-allocation for the most efficient use of land.

2001 Census data shows that car ownership among the occupiers of private market housing is higher than for the various forms of social housing. Approaches to residential parking that use tenure to differentiate between expected levels of parking should be supported by policies that secure appropriate tenancy controls in perpetuity. However, given that for most schemes the loss of a few parking spaces from the layout will not improve the overall design, it may be more sensible to design for flexibility in the tenure and include additional spaces. This is particularly true where tenure may change over time, e.g. part-own, part-rent schemes.

Follow-up surveys in Kent suggest that many recent housing developments that have parking problems do not have an effective residents' group that can look at ways to deal with the issues. It is recommended that all new developments should have such groups, one model being when all residents are parties in a management company.

Variations in ownership for the same size of property have been found in the Kent surveys to be significant, especially in the two to three bedroom house range. This is not related to location. It is important, therefore, to assess the sensitivity to ownership variations of the approach taken, in numerical and design terms. Many of the problems found in recent developments have been caused by avoidable constraints on street space and parking layouts, resulting in ad hoc parking in wholly inappropriate places.

# DESIGN ISSUES

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In the simplest of terms, successful residential parking involves the right number of the right spaces in the right places. When it comes to design, it is all about being as certain as possible that the spaces that are designed for parking are going to be used for parking, and that places where parking will cause problems are not going to be used for that purpose. Under-utilised parking courts and heavily-parked footways indicate that something is wrong, even if that is simply a lack of effective controls. People are most likely to park where they feel confident that their own security and that of their vehicles will not be compromised (Photograph 4). This, in turn, can contribute to the overall safety (perceived and actual) of streets.

Most car owners like to be able to see their vehicles and/or to know that they are securely parked. In-curtilage parking usually satisfies this strong desire. Acceptance of this by designers means that the parking is designed as part of the overall plot, in the context of the wider streetscape. Furthermore, good materials and landscaping are likely to be maintained by occupiers, whereas poorly considered schemes may be subject to insensitive alterations, especially in the case of additional space for parking being provided by residents in their gardens.

Tandem parking spaces are often under-utilised by households with two or more cars in regular use. Independently accessible spaces do not have to be side-by-side. The most efficient use of land may involve accepting that one or more vehicles may be parked on the street. Similarly, garages are often used for storage rather than parking, especially when the internal dimensions do not relate to the size of modern cars. Where garages are to be provided, additional curtilage and/or on-street parking is likely to be required. Open car ports and car barns are more likely to be used for parking (Photograph 5), and the latter can be used as strong architectural features.

“Car parking that is integrated and situated so that it supports the street scene” (Building for Life<sup>8</sup>, Criterion 12) acknowledges that many people’s

second most expensive purchase (their car) does not need to be hidden from view in relation to their most expensive purchase (their home). Unallocated on-street parking is more flexible than curtilage parking, such that it can accommodate visitors, deliveries and residents across the day and night. The skill is to design public realm parking in the context of strong soft and/or hard landscaping, architecture and boundary treatment, such that it does not dominate the streetscape.

On-street parking can be informal or formal, one or both sides, parallel, echelon or at right angles, according to the overall design concept. Squares and other spaces are especially good for parking in the wider context of a sense of place. Visitor parking must be considered in neighbourhoods that will not be subject to on-street controls.

Well-designed parking courts that are located and overlooked, or secured, such that they are likely to be preferred to ad hoc on-street parking, can be used to achieve streets with less obvious evidence of cars (Photograph 6). Such areas should be lit at night and have convenient pedestrian connections with the properties they serve. However, rear courts are often under-utilised and are sometimes abused. They may form part of a scheme with various approaches to parking, but experience shows that heavy reliance on rear parking courts, without on-street controls to maximise their use, often leads to serious on-street problems. Furthermore, land taken up by courtyard

Photograph 4. Damage to car in remote parking area



# 4



Photograph 5. Car Barns with storage space



Photograph 6. Well-designed parking court

parking, compared with spaces accessed directly from or forming part of a street, may actually reduce the reasonable density of development.

Design-led parking guidance developed at national, county, district and unitary authority level is available in documents such as *Manual for Streets*<sup>9</sup> (Department for Transport etc. 2007), *Car Parking: What Works Where*<sup>10</sup> (English Partnerships 2006), Essex County Council's *Parking Standards: Design and Good Practice*<sup>11</sup> (Essex County Council 2009), Ashford Borough Council's *Residential Parking and Design Guidance Supplementary Planning Document*<sup>12</sup> (Ashford Borough Council 2010) and Leeds City Council's *Street Design Guide*<sup>13</sup> (Leeds City Council 2009). Ashford's document is founded on framework guidance prepared at county level<sup>14</sup>.

Alternative approaches can also be found in *The Bournemouth, Poole and Dorset Residential Car Parking Study*<sup>15</sup> (Dorset County Council and District Councils 2011), *Parking Standards for New Residential Developments*<sup>16</sup> (Oxfordshire County Council 2011) and *Revised Parking Standards and Design*<sup>17</sup> (Reading Borough Council 2011).

When it comes to “the right spaces”, the dimensions really matter. Inadequate width or length is likely to result in alternative parking that has not been planned for. Common problems include a failure to allow for doors to open and vehicles overhanging footways. Equally, providing areas of hard surfacing, such as unmarked cycle routes and short verge crossings, may tempt householders to park in places that will obstruct other street users. In the context of the overall Quality Audit<sup>18</sup>, every new residential street and neighbourhood should be subject to an informed Parking Audit to demonstrate that the designers have anticipated and, where possible, designed out problems. And if the design concept relies upon control measures, those controls should be put in place and enforced from the outset.

## MINIMUM PARKING SPACE SIZES

Various parking space and garage sizes, based on vehicle sizes and the additional need for occupiers to be able to open doors on one or both sides, and to open tail gates, access gates and garage doors, are accepted by different authorities. As such, it is not for this document to attempt to standardise these locally accepted approaches.

The key issue when determining the size and nature of parking spaces is will they be used, or abused? (Photograph 7) A single garage needs to be big enough for additional storage, and even then it may not be used for parking. A double garage may only be used for a single vehicle. Bicycles and motorcycles, along with domestic appliances and garden equipment, may be stored in preference to cars, especially where use of the garage may involve awkward manoeuvring of a vehicle in regular use. Where on-street restrictions

# 4



Photograph 7. Recessed garage with obstructive parking



Photograph 8. Vans in a rear parking court

prevent alternative parking, garage use is more likely. Obvious as it may seem, garage doors need to be wide enough and high enough for modern vehicles.

Vans are an increasingly common sight in residential areas (Photograph 8). Although covenants are often put in place in new developments, with the apparent aim of preventing such vehicles from being owned or brought home by residents, they are seldom enforced. Modern working patterns often necessitate the parking of vans at home, hence there is a need to design with them in mind. Consideration should be given to modelling parking bay dimensions on vans rather than cars, especially where on-street spaces for such vehicles might be the best solution.

## MANOEUVRING SPACE

Typically, right angled spaces require 6.0m minimum aisle width for reasonable manoeuvring, while parallel parking requires 3.0m minimum. Echelon parking lies between the two, according to the angle: 4.2m minimum for 60 degrees and 3.6m minimum for 45 degrees and 30 degrees (Section 11.1.9 of Manual for Streets 2<sup>19</sup> (Chartered Institution of Highways and Transportation etc. 2010)).

Care needs to be taken with parallel parking areas to avoid their use as echelon parking, unless the available width for movement will not be compromised by such flexibility of use.

Widening of spaces and/or accesses may reduce the depth associated with right angled parking. However, where there is a mixture of right angled and parallel parking, it is important to avoid compromising the use of one with the other. Good design will minimise the risk of ad hoc parking that might compromise designed spaces.

The emergency services, especially the Fire Service, are sometimes confronted by the partial, or even total, obstruction of streets where the design concept for parking has failed to marry up with the expectations and practice of the occupiers and their visitors. Designing with emergency access in mind will also reduce problems associated with deliveries, removals and refuse collection. Similarly, inclusive access can be undermined when people park on or across footways, and in other places that were primarily designed for non-vehicular movement. Vulnerable street users, in particular, often feel unsafe when this occurs. Parking Audits that make use of evidence from successful and unsuccessful schemes will help to reduce the likelihood of problems (Photographs 9, 10 and 11). Furthermore, they will reduce the possibility of additional maintenance costs arising from damage caused by inappropriate parking.

Bus routes, especially those that will be introduced after substantial occupation of frontage properties,

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must be safeguarded by positive design and/or enforceable waiting restrictions. Furthermore, they must be secured ahead of occupation such that residents buy-in to their provision, rather than feeling at liberty to oppose their introduction.

Experience suggests that many covenants intended to prevent on-street parking are not enforced, and become unenforceable when the streets become high-ways. If a covenant is needed to safeguard the design concept it should be followed through as a legally enforceable waiting restriction, albeit great care needs to be taken concerning the location of such restrictions.

Neighbour disputes are sometimes caused by parking problems, even to the point of violence and legal action. When designing streets that are to be attractive, safe and friendly, parking will normally have a strong influence on the degree of success.

Research carried out in Kent<sup>20</sup> suggests that residents' perceptions of the safety of their streets and their willingness to let their children own and use bicycles are undermined by ad hoc on-street parking. Conversely, developments that exhibit high cycle ownership and use tend to be those without parking problems and fears about safety. As such, getting the parking right appears to contribute towards the personal health agenda.



Photograph 9. Attractive allowance for on-street parking



Photograph 10. Imaginative use of a landscape feature, buildings and public realm to create attractive and functional parking for residents and visitors



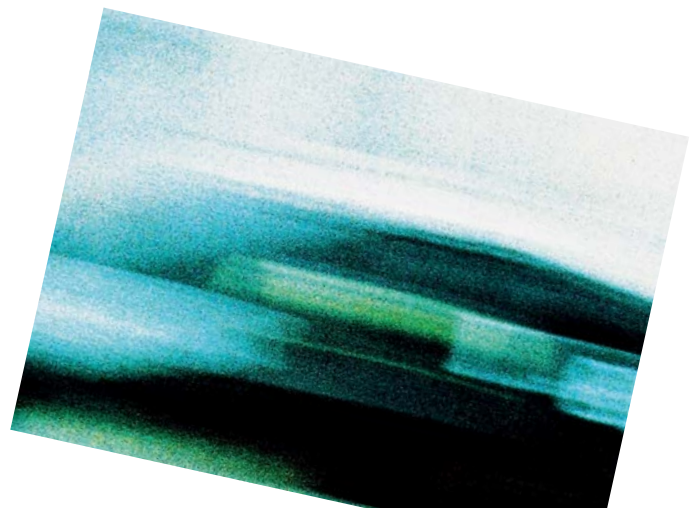
Photograph 11. Recent homes with parking that is rated “Very Good” by residents

## ELECTRIC CARS AND CAR CLUBS



Waiting bays associated with communal charging points for electric vehicles must be located and designated such that they will not be used or obstructed by other vehicles. The number of charging points and related parking bays, and the length of time over which they may be used by relevant vehicles, should be determined according to the charging infrastructure to be provided and the likely number of electric vehicles requiring regular charging. Where curtilage parking is provided, the charging facilities on the dwellings or outbuildings should relate conveniently to the places where electric cars can be parked.

Car club parking bays should be designated for use by club vehicles only, with no obvious potential for their accessibility being affected by other parking. They should be located to achieve the greatest exposure and use of the vehicles, subject to any specific requirements of the operator.

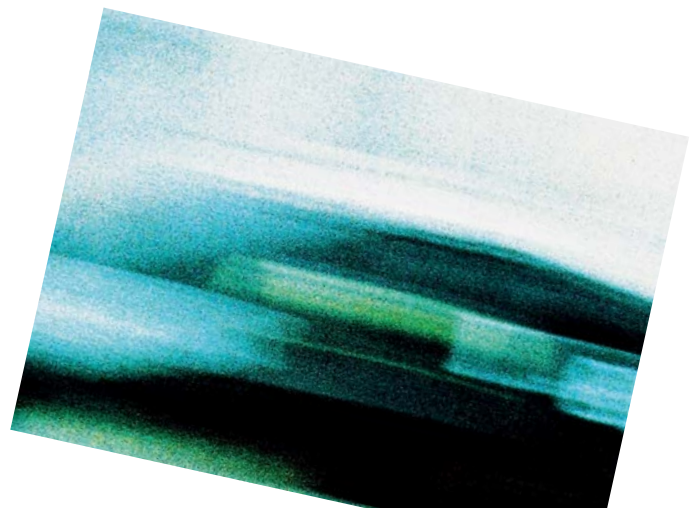


## MINOR DEVELOPMENTS



This Guidance Note relates primarily to development proposals involving new streets and places. Local residential parking policies can be applied to minor (often infill) developments, but regard needs to be had for the severity of concerns about safety and/or amenity before recommendations of refusal are made in respect of numerically inadequate parking. Unless demonstrable harm is likely to be caused, it may be inappropriate to make such recommendations. Streets with existing parking problems (usually in the evenings and at weekends) may be identified for inclusion in urban parking strategies.

Retirement and other residential developments with particular occupancy controls are not covered by this Guidance Note. While some of the principles are applicable, specialist providers have tended to develop their own evidence base for such accommodation.



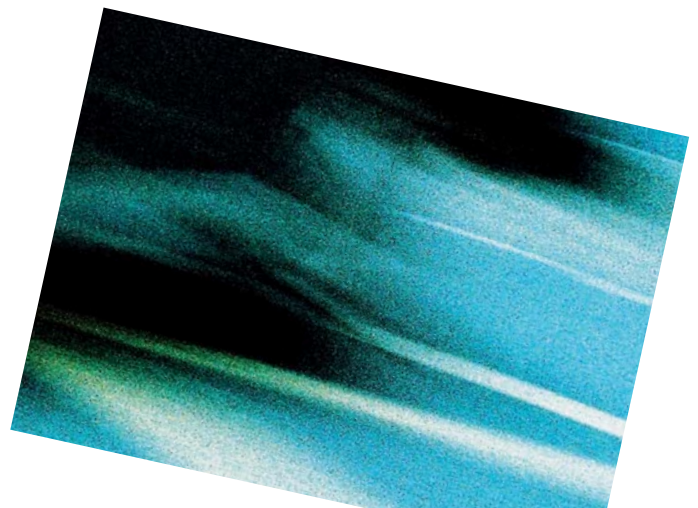
# CONCLUSIONS



The right number of the right spaces in the right places is a golden rule that offers:

- ◆ designers the opportunity to achieve high quality and actively used public realm;
- ◆ developers the opportunity to design to meet their customers' reasonable expectations; and
- ◆ occupiers the opportunity to enjoy their homes and neighbourhoods without upsetting their neighbours.

All parties involved in the design and assessment of new developments should be following current guidance by identifying parking provision that is well-designed and that will satisfy expected demand in the local context.





# LINKS

- 1 Planning Policy Statement 3: Housing  
<http://webarchive.nationalarchives.gov.uk/+http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>
- 2 National Planning Policy Framework  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>
- 3 Residential Car Parking Research  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/residentialcarparking.pdf>
- 4 Announcement reported on CLG website and corresponding CLG letters to Chief Planning Officers (14 January 2011) and Clive Betts MP (3 January 2011)  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1817550.pdf>
- 5 Transport White Paper  
<http://www2.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf>
- 6 Planning Policy Guidance 13: Transport  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1758358.pdf>
- 7 Data sets from post-occupation surveys in Kent  
[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_improvements.aspx](http://www.kent.gov.uk/roads_and_transport/highway_improvements.aspx)
- 8 Building for Life  
<http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/home>
- 9 Manual for Streets  
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# CHECKLIST

- ◆ Do the designers understand current guidance on residential parking, and is there any apparent conflict between local and national guidance?
- ◆ Are there local parking policies for which the proposal must have regard? If not, are such policies in the course of preparation?
- ◆ If on-street controls are needed, are all necessary mechanisms for introducing these understood and funding agreed?
- ◆ Does the design have regard for expected levels of ownership, taking account of location, tenure, size and type of accommodation?
- ◆ Does the developer intend to establish a Car Club?
- ◆ Is the layout design-led in relation to parking provision, including on-street parking where appropriate?
- ◆ Should growth be considered, and are there regeneration influences to be taken account of?
- ◆ Has non-allocation of parking been considered?
- ◆ If garages are included, are they likely to be used to an extent that will contribute to the overall accommodation of expected levels of ownership?
- ◆ Can parking spaces be viewed from properties?
- ◆ Have the likely effects of parking on street safety, fear of crime, personal security, and the potential for vehicle damage been considered?
- ◆ What allowance has been made for visitor parking, and are the habits of visitors understood?
- ◆ Are there any 'risks' associated with the layout, such as indiscriminate parking, commercial vehicle parking and hindrance to emergency service access?
- ◆ Would you be happy to live with the amount and design of the parking shown?

