



## Urban Design Bulletin 3 Parking in New Residential Developments

Produced by the Quality Places Practitioners Group (QPPG) on behalf of the Partnership for South Hampshire (PfSH). The QPPG is composed of built environment professionals representing Local Authorities in South Hampshire: Eastleigh, East Hampshire, Fareham, Gosport, Havant, Isle of Wight, New Forest, Portsmouth, Southampton, South Downs National Park, Test Valley, Winchester and Hampshire County Council.

The aim of the QPPG is to promote good quality place making in South Hampshire. To find out more, follow this link:

<https://www.push.gov.uk/work/cultural-creative-industries-and-the-built-environment/>

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## Introduction to Best Practice

### General residential car parking standards (parking spaces per dwelling)

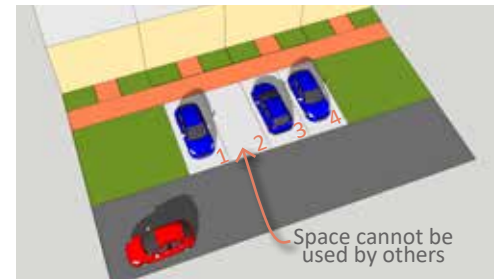
Each Local Authority has its own parking standards that set the number of spaces required. Spaces can be accommodated in various ways, with fewer spaces normally required in areas with good access to public transport, such as in or near urban centres and main arterial routes.

### Different ways of accommodating cars:

- » On-street parking is convenient and vehicles are visible, spaces may be restricted by street trees, although breaks in long lines of parking should be introduced for visual amenity
- » Rear mews and courts remove cars from the streetscene but are land hungry, can suffer from lack of natural surveillance and reduce street activity
- » Front courts can provide efficient parking in the public realm but design solutions need to reduce the visual dominance of cars
- » Garages are relatively secure but inefficient as only about 50% are used for car storage
- » Car ports provide some shelter and are utilised more often than garages
- » Undercroft parking is space efficient but can create dead frontage
- » Underground car parking is efficient but the cost can be prohibitive and accesses create dead frontage. Half in/half out solutions can be more cost effective

### Allocated and Unallocated Parking Spaces

Unallocated car spaces are the most efficient way of meeting parking need. Allocating spaces requires further provision of spaces for visitors. In areas of high demand there may be a risk of these being abused. Allocated spaces offer a greater level of certainty as each resident has a dedicated space.



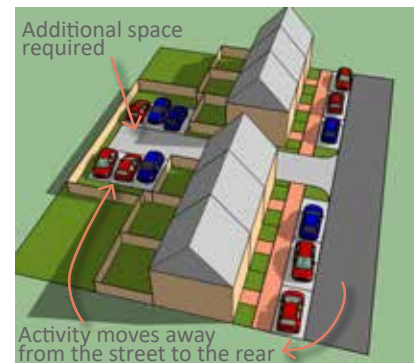
Allocated parking spaces



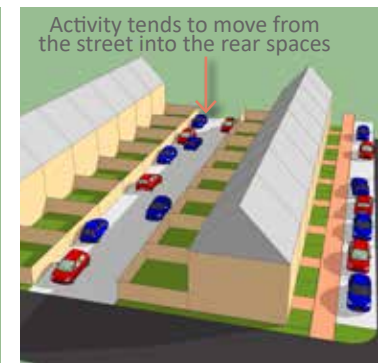
Unallocated parking spaces



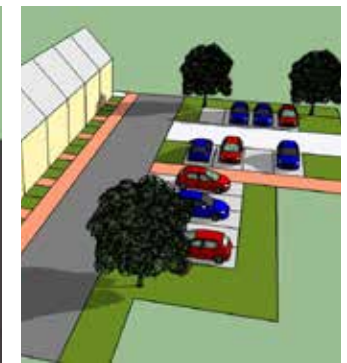
On-street parking



Rear court parking



Rear parking



Front court parking



Garages and Driveways



Car Ports



Undercroft Parking if overused creates dead frontage

### Common Issues

Poorly designed parking fails to support an attractive, comfortable, efficient and safe streetscene and may hinder pedestrian and cycle movements in the following ways:

- » Front gardens used for car parking, resulting in dead frontage and associated dropped kerbs and cross-falls that can be detrimental to pedestrian movement
- » Curtilage parking reducing or preventing unallocated on-street parking
- » Clutter of signs and lines acting as visual and physical obstructions
- » Extensive tarmac and white marking of spaces and numbers of parking bays can be unsightly
- » Hindrance to pedestrian and cycle movements
- » High levels of on-street parking on narrow roads may hinder access for key road users: emergency vehicles, buses, refuse lorries and deliveries
- » Vehicles overhanging footways or parked on pavements cause an obstruction to pedestrians and can force vulnerable users into the carriageway
- » Badly designed layouts can lead to poor and inconsiderate parking. Over-use of bollards to control this results in a cluttered streetscene.
- » Too many garages or undercroft parking spaces in a length of street create dead frontage, this reduces natural surveillance and creates an uncomfortable environment

- » Parked vehicles block views from ground floor rooms towards the street, again reducing natural surveillance
- » Car headlights, noise and air pollution can have a detrimental impact on ground floor residents
- » Large areas of hard surface are unsightly and create excessive run-off
- » Oil stains on paving are unsightly, difficult to remove, degrade the materials and create a slip hazard
- » Trampling of plants and compaction of soil can ruin landscape beds adjacent to parking spaces
- » Lack of space for the effective establishment of street trees and green infrastructure
- » Lack of infrastructure planning for electric, autonomous or connected autonomous vehicles hinders ability to retrofit technology



Loss of front boundaries degrades the streetscene and creates pedestrian/vehicular conflict



Unsightly entrances



Car-dominated streetscape of road & parking



Parking not integrated



Badly designed layouts and shrub beds liable to be trampled.



Parking dominated streetscape



Pollution from parking



Disturbance from headlights



Excessive tarmac



Inconsiderate parking



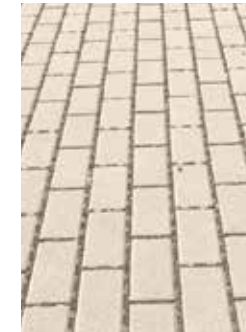
Garages create a dull façade and dead frontage



Dull streetscape of parking spaces

## Addressing Issues

- » Provide a mix of car parking solutions for large sites **with associated electric vehicle charging points**. These should be provided in garages, or, designed in a way that does not clutter the streetscene or hinder pedestrian movement.
- » Reduce visual impact by introducing tree planting and varying surface materials
- » Use alternative materials to white paint to mark surfaces and delineate bays
- » All communal parking areas should be well-screened by soft landscape and, one tree must be provided every six parking spaces to visually break up long runs of parking and help combat climate change<sup>3</sup>
- » Create permeable surfaces of blockwork and asphalt to enable Sustainable Drainage Systems (SuDS) where suitable. Where appropriate, check adoption standards with the Local Highway Authority.
- » Set back garages, car ports and car spaces behind the building line to maintain subservience to the main building and include electric vehicle charging points within garages
- » Avoid the excessive repetition of garages or undercroft parking and limit runs of undercroft parking spaces to three
- » Clearly marked out individual spaces encourage efficient and considerate parking habits
- » Considered use of shared surfaces and home zones can create a highly efficient



Visual impact of car parking is reduced by tree and shrub planting and varied paving

Permeable paving reduces run-off

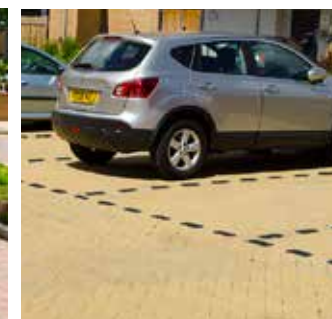


Planting and varied surfacing reduces impact of parking areas

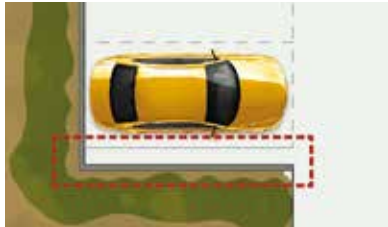
Cars set back behind front boundary structures reduces visual impact

use of space, enabling circulation areas to also act as social and play spaces, but, care is needed to minimise the risk of inconsiderate parking

- » Provide buffer space between planting and parking to avoid the risk of damage to shrubs and soil by trampling
- » Minimize the size of rear parking courts
- » Design out opportunities for pavement and other inconsiderate parking



Car parking bays should be delineated by changes in material, size and textures, rather than white paint



Extra 300-400 mm buffer strip to protect soft landscape



Parking bays reserved for car club vehicles



Physical measures for tackling inconsiderate parking can be treated individually



- » Design out the need for bollards and other barriers to control inconsiderate parking
- » Design fenestration to enable natural surveillance, particularly of rear parking courts
- » Protect ground floor residents from car headlights, noise and air pollution, with a buffer of at least 3m from a habitable room comprising walls and /or hedges and shrub planting



Rear court parking with mitigating features



Imaginative landscape design controls parking and improves the environment in this home-zone layout

- » Where it is economically viable provide underground car parking with access ramps located to minimise impact on the streetscene
- » Protect against inconsiderate parking, through use of physical measures and parking management regimes. Where there is serious risk of inconsiderate parking obstructing bus routes or other circulation, councils may seek CIL or Section 106 payments to fund enforcement.



Parking square with tree planting



Houses separated from parking and vehicles by a hedge

- » Consider establishing a Car Club as this can reduce the need for parking spaces. Research suggests around a third of Car Club users have deferred a planned vehicle purchase and, that for every car club vehicle on the street members have sold approximately four vehicles.
- » Safeguard land to enable infrastructure to be installed at a future date for electric vehicle charging and autonomous vehicles in a way that supports the streetscene



*References, useful links and further information:*

- 1 - [Car Parking: What works where](#), English Partnerships, 2006
- 2 - [Manual for Streets](#), Department for Transport, 2007
- 3 - [Quality Places](#), SPD, Eastleigh, Adopted 2011