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Key car parking principles

- Parking design should be in keeping with the characteristics of the settlement, relate well to dwellings and be incorporated with the overall built form as far as possible.

- There is no best solution to provide car parking – a combination of on-plot, off-plot and on-street will often be appropriate. On street parking is efficient, understandable and can increase vitality and safety. Streets should be designed to accommodate parking from the outset with the use of inset parking bays to avoid inappropriate parking.

- Echelon parking should be considered in all locations as an efficient, safe and attractive method of accommodating parked vehicles together with suitable landscaping. The Movement and Streets supplement provides further detail on this.

- Rear courtyard parking may serve around five properties to increase the sense of ownership afforded to such areas.

- There are many examples of recent developments, designed at a time where planning policy required higher densities and low levels of parking, where well designed and realistic parking provision has not been achieved and this has resulted in on-street parking problems, such as parking on footpaths and verges. In order to avoid the need for controlled parking enforcement measures new developments must ensure that sufficient parking provision is made for residents and visitors. The Council may require a parking enforcement plan to be implemented, particularly during the site construction phase, in order to encourage appropriate parking behaviour

- An equivalent of 0.25 spaces for dwelling should be provided for visitor parking, and should be accommodated in public areas, either in marked bays or within widened sections of the carriageway.

- Tandem parking of more than two cars will not be acceptable. In accordance with the parking standards on page 29, in designing new streets one parking space out of three/four for larger properties may be provided in front of the property within the extent of the highway on streets of a sufficient width, or in inset parking bays on a narrower street. Further guidance on street parameters is included in the Movement and Streets supplement.

- Parking as part of a square may count towards the required parking provision.

- Parking surfaces must be permeable to comply with current regulations. There are three main solutions;
  - Using gravel or a mainly green, vegetated area.
  - Directing water from an impermeable surface to a border rain garden or soakaway.
  - Using permeable block paving, porous asphalt or concrete.

1.14 Parking Standards

Residential Parking Standards

Type of Property	4/4+ bedroom		3 bedrooms		2 bedrooms		1 bedroom	
	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces
Detached	3*	4*	2	3	2	2	1	2
Semi-Detached	3*	4*	2	3	2	2	1	2
Terraced	2	2.5	2	2.5	2	2	1	2
Apartment	2	2	2	2	2	2	1	2

*One parking space out of the three required for four bedroom properties can be provided on street and thus unallocated.

†The suggested parking standards will allow flexibility to provide additional parking if specific needs dictate this i.e. in rural areas or to provide choice for larger homes

Commercial Parking Standards

Use Class	Land Use	Space Standard
A1 Retail	Food-retail	1 per 14sqm (>1000sqm)
		1 per 35sqm (<1000sqm)
	Non-food Retail	1 per 20sqm (>1000sqm)
		1 per 35sqm (<1000sqm)
A2 Financial and Professional Services		1 per 30sqm
A3 Food and Drink	Restaurant	1 per 25sqm
	Fast Food Takeaway	1 per 25sqm
B1 Business	Offices other than A2	1 per 30sqm (urban zones)
		1 per 25sqm (rural zones)
	Business Parks	1 per 25sqm
B2 General industry	General Industry	1 per 100sqm (more than 500sqm)
		1 per 30sqm (less than 500sqm)
B8 Storage and Distribution	Storage and Distribution	1 per 200sqm (more than 500sqm)
		1 per 30sqm (less than 500sqm)

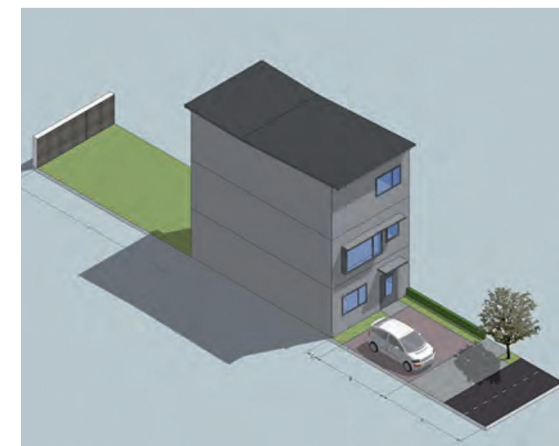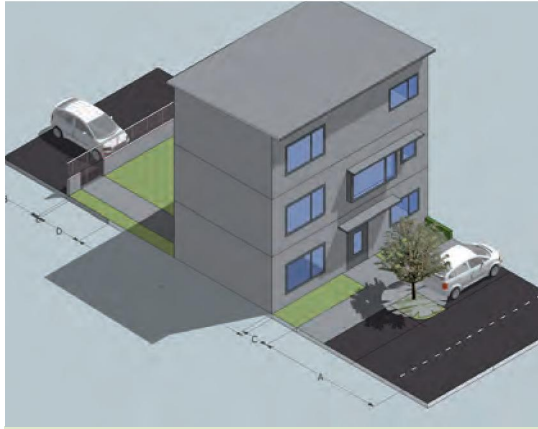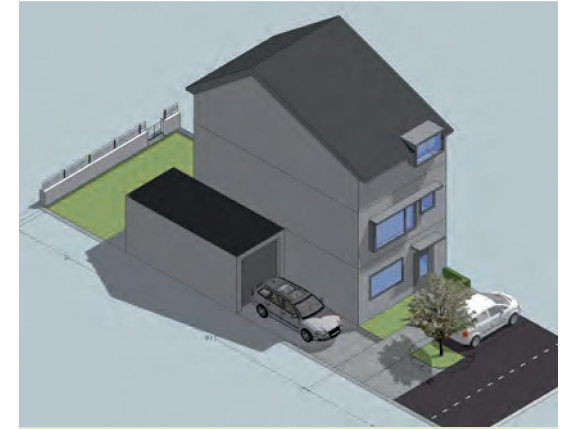**To be considered as a qualifying parking space, garages must be a minimum size of 3.3m X 7m**

Fig 1.29 Indicative on plot, independently accessible parking layout for terraced property

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Fig 1.30 Indicative Parking layout with rear parking court for apartments.
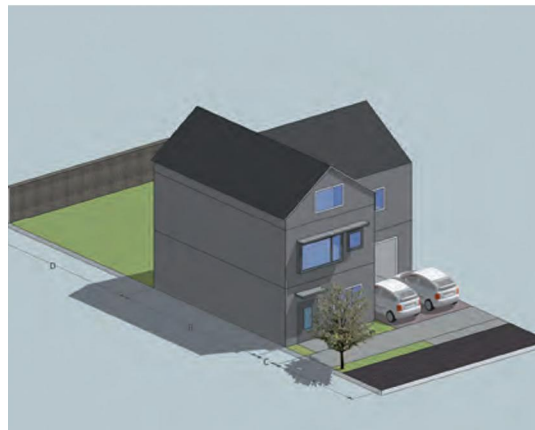

Fig 1.32 Indicative Parking layout for 3 bedroom bungalow
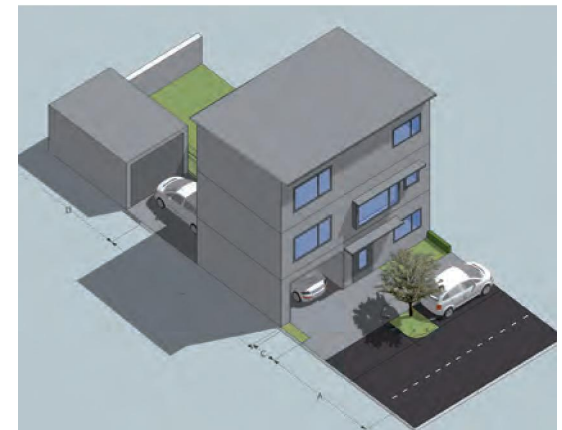

Fig 1.34 Indicative Parking layout for garage and on plot parking in front layout.

Fig 1.31 Wide front units allow cars to be located on plot and be accessed independently

Fig 1.33 L-Shaped housing can allow 2 cars to be accessed independently on plot and be screened by part of the house

Fig 1.35 Where tandem parking is included, it is important to have on street parking as close as possible to the property's front door.