

9 Parking

Car Parking

9.1 This section of MfGS provides guidance on the provision of parking at new development for cars, cycles, motorcycles and, where appropriate, coaches and lorries. The policy and guidance framework for such provision is provided by Gloucestershire's *Local Transport Plan* (LTP), the NPPF, Local Plans and associated best practice guidance.

9.2 The guiding principle that will be applied by the Council towards parking provision is that sufficient parking should be available within a development to ensure that environmental and safety problems do not occur in the surrounding area as a result of overflow parking generated from the development. The parking facilities should be integrated within the overall design of the development so that they are easy, safe and attractive to use, and so that parking in inappropriate locations is deterred.

The Issues Surrounding Parking

9.3 Parking can be a contentious issue and is commonly raised as a significant problem during transport and local scheme related consultations and parish plans.

9.4 Unmanaged parking in residential environments can cause a whole host of issues, such as:

- Access issues to properties
- Road safety
- Difficult driving conditions
- Blocked paths
- Visibility obscured
- Congestion caused by parking on narrow roads
- Difficulties for larger vehicles including emergency services and buses caused by on-street parking

9.5 A lack of adequate parking provision can lead to overspill on to residential streets and footways, causing resident concerns and highway safety issues.

9.6 The document *Residential Car Parking Research* identifies the following factors as having a significant influence on car ownership and car parking demand:

- Dwelling size, type and tenure
- Dwelling location
- Availability of allocated and unallocated parking spaces
- Availability of on- and off-street parking
- Availability of visitor parking
- Availability of garage parking

9.7 The NPPF recommends that 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 the 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.

9.8 Further guidance on parking provision in new developments is provided in the document *Car Parking: What Works Where*.

Car Parking Standards

9.9 There are currently no local car parking standards for Gloucestershire. However, Developers are encouraged to calculate the parking demand that would be generated by the proposed development using the methodology set out in the NPPF and submit this evidence with the planning application. 2011 Census data in respect of car ownership is available for super output areas and this should be the starting point for determining likely car ownership levels for you development.

Allocated and Unallocated Parking

9.10 The allocation of spaces to individual dwellings can have an adverse impact upon the efficiency of car parking provision. Allocated parking spaces include any spaces within the curtilage of a property (e.g. garage or driveway parking) and any spaces in communal areas where the space is reserved for one particular property.

9.11 On-street spaces upon public highways are always unallocated. However they can be reserved for a particular purpose such as disabled person's or residents parking through the making of relevant Traffic Regulation Orders. The costs associated with making such Orders will need to be funded by the Developer.

Parking Bays

Adoptable Parking Bays

9.12 Parking bays adjacent to the adoptable highway are the only type of parking area considered by the Council as adoptable. The number of bays will be dependent upon the overall parking requirements and layout for the development and the Developer will need to provide reasoned justification for the proposed provision to the Council's HDM Team. The bays should be designed so as to fit well within the development layout, and consideration should be given to the sub-division of parking bays into smaller clusters using build outs with hard or soft landscaping.

9.13 Parking Bays should have the following dimensions:

- When parallel and adjacent to a footway, they should be 6m long and 2m wide;
- When parallel and adjacent to a boundary structure set back at least 1.8m, they should be 6m long and 2m wide;
- When parallel but adjacent to a boundary structure set back less than 1.8m, they should be 6m long and 3.2m wide;
- 45 degree splayed ends;
- When at right angles to and contiguous with carriageways they should be at least 4.8m long and 2.4m wide;
- Larger parking spaces should be provided for use by disabled people.

9.14 For bays at right angles to the carriageway there should be 6m of vehicular use road surface in front of the bays to allow for access movement. An additional 800mm paved strip shall be added to the width of any footway that abuts the back edge of a parking space to allow for vehicular overhang.

Non-Adoptable Parking Bays

9.15 A simple driveway hard standing without a turning area should be laid out so as to:

- enable any entrance gates to be opened inwards whilst a car is parked on the hard standing;
- enable any garage door in front of the hard standing to be opened and/or a car to be parked without the car projecting on to the highway;
- enable pedestrian movement past the car if the driveway provides the sole means of pedestrian access to the dwelling.

9.16 The minimum recommended distance between the front of a garage and entrance gates is 7m. Where entrance gates are not to be erected this distance can be reduced to 6m. These requirements should be regarded as essential on Primary Routes and Classified Roads, as these routes tend to be busier and, on occasion, high speed, meaning that any vehicle parking in the carriageway whilst gates or garage doors are opened would potentially conflict with moving traffic. Where a development is located on the unclassified road network, then lower distances will be considered.

9.17 The minimum recommended length of any parking space within the curtilage is 5.5m.

9.18 If the driveway is to be used as both vehicular and pedestrian access to the dwelling, the parking area should have a minimum width of 3.2m, otherwise the width can be reduced to a recommended minimum of 2.4m, unless adjacent to boundaries when the recommended minimum width is 3.0m.

9.19 Where a property is to be divided into several residential units which increase parking requirements, a communal parking area may be provided.

Garages

9.20 Garages located on plots for individual properties should be located so that:

- Cars can park in front of the garage without obstructing the highway (including the footway), and
- The garage doors can be opened without the car being moved.

9.21 Experience from other areas of the country would indicate that approximately 75% of garages are not used to store vehicles. When calculating parking provision, therefore, unless use of the proposed garage can be conditioned to be retained available for the storage of a motor car, the garage will not counted towards the overall provision of car parking. .

9.22 In addition, the proposed garages must meet the following minimum internal calculations.

- Standard single = 6m x 3m, with minimum door width of 2.4m
- Use by disabled = 6m x 3.3m with minimum door width of 2.8m
- Double = 6m x 6m, with minimum door width of 4.2m.

9.23 If a dwelling has no separate parking for cycles, this may affect the decision as to whether or not the garage should count towards car parking provision. A garage should also have an electricity supply suitable for use for charging electric vehicles.

Disabled Parking Provision

9.24 The minimum acceptable dimension for a single widened bay should be 3.6m wide by 4.8m long. In most cases this will provide sufficient room for the car door to be fully opened, enabling easier access.

9.25 Where the parking bay is located at a right angle to a street with high vehicular usage then it should be 6.6m long to enable sufficient room to access the boot of the car and remove/replace a wheelchair.

9.26 In areas where there is the requirement for multiple widened bays then the use of shared transfer zones helps to reduce the total land area required.

9.27 For buildings where it is necessary to make provision for a mini bus, for example a sports centre or care home, the minimum dimensions of the parking bay should be 6m wide by 11m long. This will allow for the operation of a ramp to the rear or side of the mini bus.

Parking for Heavy Goods Vehicles

- 9.28 Changes to driver regulations in recent years have placed a greater emphasis upon the suitable provision of lorry parking facilities. At commercial developments, as well as designing for the access and manoeuvring of service vehicles, it may be that additional provision is required for lorries parking for a period of time whilst a driver is, for example, on a rest break. Increasingly, lorry parking takes place on industrial access roads or in lay-bys, and to ensure that such parking does not take place in environmentally unsuitable locations it is important that developments that will generate trips by Heavy Goods Vehicles make some provision for lorry parking within their design.
- 9.29 Accordingly, on Industrial (B1(c)/B2 and warehousing/distribution (B8) developments, appropriate provision should be made for HGV parking as required for the specific operation of the site. Provision should be assessed on a site-by-site basis, taking into account the proposed operations at the site and the space required.
- 9.30 The following factors should be taken into account when designing lorry parking facilities as part of a development:

- Lorry parking should not obstruct the highway.
- Facilities should have a safe access from the highway.
- The construction of the lorry parking area should be capable of taking the axle, steering and braking loads.
- The parking area must be of a sufficient size and shape to minimise manoeuvring to park.
- The parking area should be located so as to minimise noise and other nuisance and hazards to neighbouring development.
- There must be sufficient capacity to cater for maximum demand generated by the development, with no overspill parking onto the adjacent highway.
- Drainage systems should be designed so as to minimise the risk of pollutants entering the public drainage system.
- Clear signage to direct drivers to the parking area.

- 9.31 The Council will not set prescribed standards for lorry parking provision, but will expect the Developer to produce a reasoned justification for their proposed provision based on the factors listed above.

Cycle Parking

Non-residential

- 9.32 The Council encourages the safe use of cycles. Therefore, secure, convenient parking for cycles should be included within all new developments. The Cycle Facility Guidelines set out in Appendix L set out the design requirements that will be applied to cycle parking provision. If the Developer proposes to use different standards or designs for cycle parking, then early contact with the HDM Team is recommended.
- 9.33 Parking for staff and other long-stay users may need to be different from that for short-stay users. Ease of access needs to be balanced with security. Cycle parking provision should be at a level to ensure that the opportunities for cycling are protected and exploited.
- 9.34 Staff and other long-stay parking should ideally be located within the main building. If this is not possible then it should be located close to the entrances and must be closer than any corresponding car parking (staff cycle parking should be close to staff entrances). It must be secure, covered, well-lit and easily observed. Employers should provide lockers, showers and changing facilities.
- 9.35 Short-stay parking must be close to the appropriate building entrances and closer than car parking. It must be secure, clearly visible, well-signed and easily accessible. It will preferably be covered but not so as to compromise safety and security.
- 9.36 For convenience, and to encourage cycling, it may be preferable on a larger site to have clusters of cycle parking facilities rather than one central point.

Cycle Parking Specification

- 9.37 Cycle parking should be in accordance with the Council's Cycle Facility Guidelines.

Residential

- 9.38 A minimum provision of 1 cycle parking space per dwelling is required for residential developments. It is anticipated that in the majority of cases cycle parking can be adequately accommodated within garages, sheds or other secure storage areas, subject to sufficient internal space being provided.
- 9.39 Cycle parking should be designed at the outset into new residential developments. Every effort should be made to ensure that cycle parking is under cover and secure.
- 9.40 For developments of flats, communal parking facilities should be provided as an integral part of the development. They should be well lit, fully covered, and secure, containing Sheffield stands as per the specification referred to in paragraph 8.3.6 above.

- 9.41 Where the Developer proposes cycle parking provision that does not comply with these requirements, early discussion with the HDM Team is recommended with reasoned justification for the approach proposed by the Developer.

Motorcycle Parking

- 9.42 Motorcycle parking should be provided at all developments in accordance with the standards set out on *Traffic Advisory Leaflet 2/02 – Motorcycle Parking*, the British Motorcyclists Federation guidance *Parking for Motorcycles and Scooters* and the Motorcycle Action Group guidance *Secure Parking for Motorcycles*.
- 9.43 The number and location of motorcycle parking spaces proposed will vary with the nature of the development and whether likely use of the spaces will be for short or long stays. As a broad guide, motorcycle parking at non-residential development should be provided for in the range of 5-10% of the total car parking (i.e. for a 100 space car park, between 5 and 10 motorcycle parking spaces should be provided). The Developer should provide reasoned justification for the proposed level of provision within the TA or TS, or as part of the planning application submission.
- 9.44 Motorcycle parking should be designed so that riders can adequately secure their vehicle, and the guidance documents referred to above provide guidance on this. At developments where long-stay parking is likely, such as employment sites, motorcycle parking should be covered.
- 9.45 Motorcycle parking bays should allow for an effective distance of 2.3 metres and an effective width of 0.9 metres.

Coach Parking

- 9.46 Some types of development, such as schools and colleges, sports facilities and stadia, and tourist attractions, will require dedicated coach parking to be provided. The Council will not specify standards for the provision of coach parking, but will review requirements on a case by case basis. Early discussion between the Developer and the Council's HDM Team is recommended to discuss the methodology to be used to identify the appropriate coach parking requirement.
- 9.47 Where coach parking cannot, due to limitations of the site, be provided at the development itself, then suitable, safe and convenient drop off and pick up points will be required, and coach parking provided at an off-site location. Where this off-site location is not within the Developer's control, then financial contribution may be required to secure the provision and operation of the coach parking facilities.

Visitor Parking

- 9.48 Whilst there are times, such as evening and weekends, when residents are likely to receive significant numbers of visitors by cars, this demand can to some degree be offset by other residents being away at the same time. This balancing effect is most

significant when a high proportion of parking spaces are unallocated and available for both visitors and residents.

- 9.49 No special provision needs to be made for visitors when the carriageway is at least 5.5m wide and where at least half of the parking provision associated with the development is unallocated.
- 9.50 In all other circumstances, an additional provision of well designed and legible parking bays must be provided within the highway at a minimum ratio of 0.2 spaces per dwelling.