

Appendix C

Guidance on the design, layout and dimensions of car parking spaces

C.1 Design

- C.2 Full details of parking areas must be submitted with all detailed planning applications, and it is important to stress that car parking provision is but one consideration in the layout and design of a development. The requirement should not be met in a way that would conflict with other design and layout criteria.
- C.3 The importance of the design of parking areas is strongly emphasised. The achievement of parking requirements at the expense of environment and good design will not be acceptable. In particular, large, unbroken expanses of surface parking are considered to be monotonous and unattractive. Car parking should be integrated into the overall design of a development and consequently, consideration should be given, inter alia, to screening, landscaping, layout and surface finishes.
- C.4 Parking areas should be clearly marked out in bays to assist in their efficient use. Whilst it is often desirable to use surface material, texture and colour differences to delineate spaces, it must be done in such a way as to ensure that the layout remains clear despite weathering. It is also recommended that where marking extends to warning and other messages the use of colour should take into account colour contrast as seen by persons with abnormal colour perception. Additionally, particular attention should be paid to the method of achieving car parking provision in environmentally sensitive locations such as those in close proximity to Listed Buildings; in Conservation Areas; and rural settings.

C.5 Security

- C.6 The design of car parking layouts should incorporate features that are likely to reduce the potential for crime. To that end the criteria put forward in the Police initiative "Secured by Design Safer Parking Award" scheme is commended for use in helping to produce a safe and secure environment. Developers are therefore strongly advised to consult the Architectural Liaison Officer at Hertfordshire Constabulary, 16 St Albans Road East, Hatfield, Herts AL10 0EL for advice.

C.7 Residential Parking

- C.8 Residential parking spaces, whether assigned or unassigned, should be provided in close proximity to the dwellings with which they are associated, and should normally be positioned no more than 20 metres away, in order to encourage maximum usage. Where possible, spaces should be over-looked by the properties which they serve in order that security of vehicles is not compromised. All spaces should be capable of independent use, except where positioned within the curtilage of a dwelling for its exclusive use, where tandem parking may be acceptable.

C.9 Assigned Parking

- C.10 Assigned parking is off-street parking, allocated to individual dwellings, in the form of grouped garages, allocated grouped hardstandings, or garages or hardstandings within the curtilage of a dwelling.
- C.11 Assigned spaces should be located in areas which are easily accessible and clearly visible. They should preferably be located within the curtilage of dwellings. Where this is not possible or appropriate, because of the form or type of development, or where this would substantially compromise the design or layout of a scheme, such assigned spaces should be located as close as possible to the relevant dwelling, as stated in paragraph 3.39 above, and be clearly marked for such purposes.

C.12 Unassigned Parking

- C.13 Unassigned parking is parking not allocated to any specific dwelling, but available for general public use, principally for visitors and casual callers. Casual callers include service vehicles, and comprises those visiting the area who would not normally park either on the drive of a private dwelling, or in a private assigned space. They are also available for residents with above average car ownership, as overspill from assigned spaces. Unassigned spaces should, therefore, be clearly identified as available for such purposes, and be located just off the carriageway but still part of the highway, or in small grouped parking areas.

C.14 The Layout and Dimensions of Car Parking Spaces

C.15 Application

- C.16 Although a standard car parking space is, in general, 4.8m long and 2.4m wide, depending on the way in which the layout of parking areas is facilitated, this may not be suitable for all developments. The following guidance gives examples of specific layouts and the dimensions of car parking spaces to be applied to them.

C.17 Parking Bays

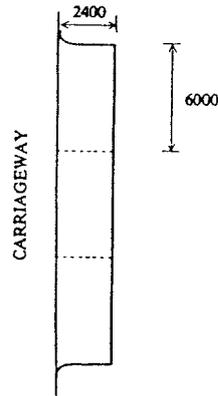


Figure 1 –
Parking Bay
Parallel with Carriageway

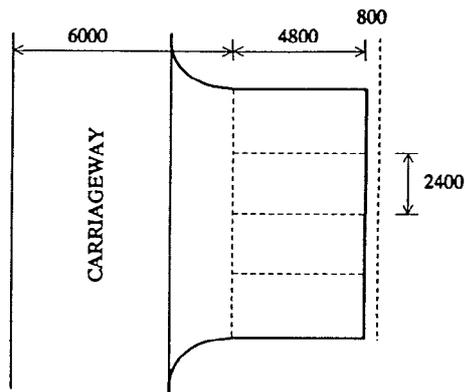


Figure 2 –
Parking Bay
Right Angled

C.18 The provision of car parking bays should normally be made as follows:-

- (a) when parallel with and contiguous with carriageways they should normally be 6.0m long by 2.0m wide. However, if a footway or paved margin is not provided alongside, the width of the space should increase to 2.4m (Figure 1);
- (b) when the bays are provided at right angles to and contiguous with carriageways, each space should be at least 4.8m long by 2.4m wide. An allowance of 6.0m can also be made in front of the bays for access purposes and additional area of 800mm should be made at the rear to allow for vehicle overhang (Figure 2). In residential areas this type of parking provision is suited to developments where roads serve a maximum of 100 dwellings.

C.19 Communal Parking Areas

C.20 Grouped parking bays can be provided in a number of permutations:

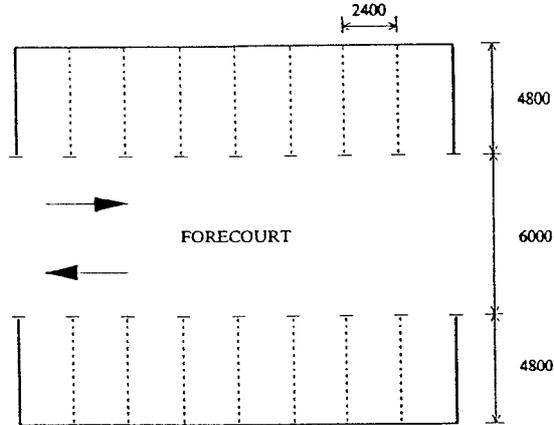


Figure 3 –
Grouped Parking Bay
90 Degree Formation

- (a) the 90 degree formation of grouped parking bays is usually considered to be one of the most successful ways of providing communal parking (Figure 3). The forecourt depth is usually provided at 6.0m and the parking bay width at 2.4m. However the forecourt depth can be reduced to 5.5m if the width of the parking bays is increased to 3.0m. The length of the space would remain the same (4.8m) in both instances;
- (b) 60 and 45 degree grouped parking bays are illustrated as Figures 4 and 5 respectively. A 30 degree version is also possible which requires a parking bay depth of 4.5m and a forecourt depth of 3.6m. These versions are less preferable than the 90 degree permutations, particularly in residential culs-de-sac where they should not be used;

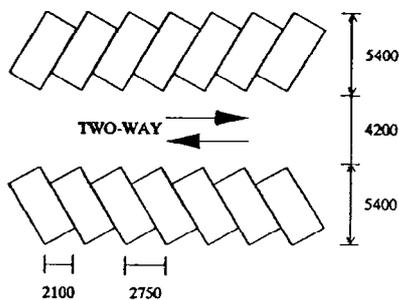


Figure 4 -
Grouped Parking Bay
60 Degree Formation

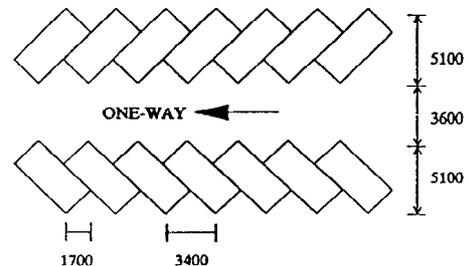


Figure 5 -
Grouped Parking Bay
45 Degree Formation

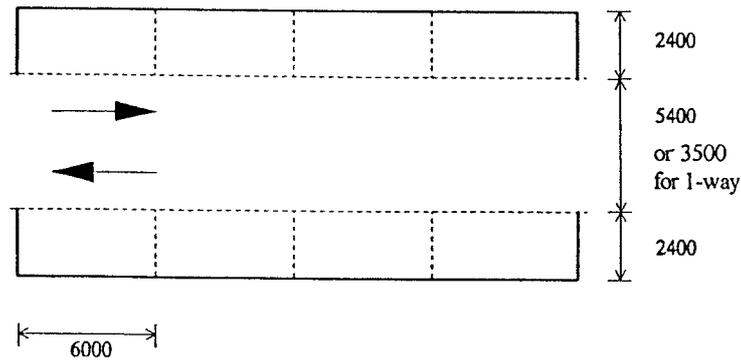


Figure 6 –
Grouped Parking Bay
Parallel Formation

- (c) parallel formations of grouped parking bays can also be provided (Figure 6) although the depth of the bay can be reduced from 2.4m to 2.0m where the bay is bounded by a footway or verge with minimum width of 400mm or 800mm if used for pedestrian access to cars.

- C.21 It is recommended that the driveways to parking areas that serve up to 25 grouped garages or hardstandings should usually be 4.1m wide but may reduce to 3.1m away from its junction with the major road where appropriate. Where over 25 spaces are to be served, the driveway should have a minimum width of 4.1m..

C.22 Access for Emergency Vehicles

- C.23 Access from buildings designated for means of escape in the event of fire should be maintained clear and unobstructed.

- C.24 Where access to buildings for emergency vehicles is via a car park:

- (a) the forecourt width should be at least 3.7m in accordance with current building regulations;
- (b) any height restriction barriers should be positioned at least 4m above finished road level or be capable of being easily removed.

C.25 Provision for Cyclists

- C.26 Where provision is made for storage of cycles in association with a development, it is recommended that a rack of the Sheffield type should be used (Figure 7).

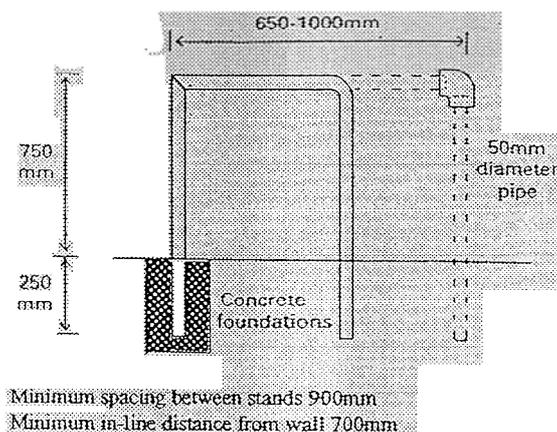


Figure 7 –
Sheffield Stand

C.27 Guidance on the provision of parking spaces for disabled people

- C.28 Disabled spaces should be positioned close to an accessible entrance and where possible should be under cover.
- C.29 Where possible, disabled spaces should be positioned within the following distances if serving a pedestrian area:-
uncovered – within 50 metres.
covered within 100 metres.
- C.30 The measurements of a disabled space should ideally be 3.6m in width and 4.8m in length to accommodate transfer from vehicle to wheelchair. The minimum width for a space for a wheelchair user should be 3.2m. In any event no disabled space (even for an ambulant user) should be less than 3.0m wide unless it is provided as a standard end bay with a long open side for access.
- C.31 Disabled bays can be provided by the inclusion of a shared bay of 1.2m wide between two standard width bays of 2.4m. The bays and the centre section should be appropriately marked (see figure 8).

- C.32 All spaces provided for the use of disabled people should be clearly marked as being for their sole use.
- C.33 Parking spaces should be as level as possible with a crossfall of no more than 2.5% (1.40).
- C.34 A flush dropped kerb, at least 1m wide should be provided near all wheelchair provision to allow access to the footway.
- C.35 The local planning authority may require that a management and/or legal agreement be entered into to ensure that the misuse of spaces for disabled people does not occur.

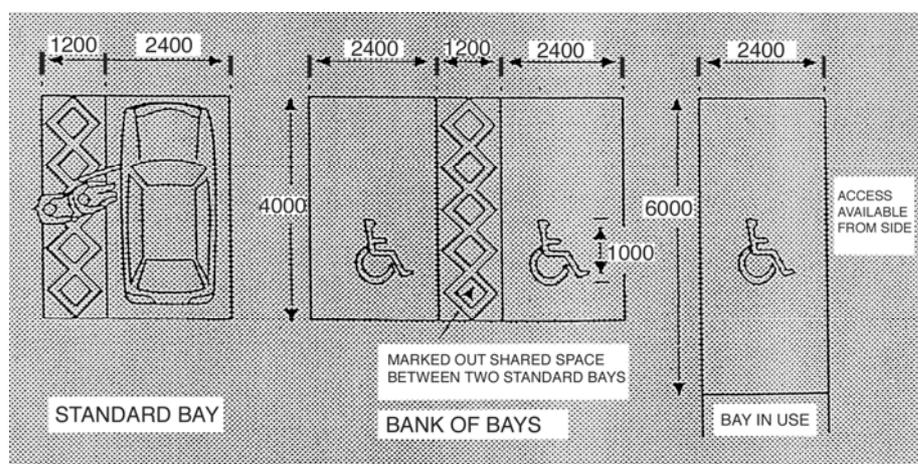


Figure 8 –
Parking Spaces for Disabled People

N.B. This configuration applies only to spaces provided off the highway. Spaces provided on the highway must comply with Diagram 1028.5 of the Traffic Signs Regulations and General Directions 1994 (Statutory Instrument 1994 No1519)

C.36 Residential Areas

- C.37 Apart from the provision of communal or grouped parking that could be associated with any form of development, there are certain forms of parking that are usually only found with residential developments. The treatment of this kind of provision is detailed below.
- C.38 Driveways (including those serving garages within the curtilages of dwellings)
- C.39 The provision of driveways associated with dwellings should meet the following criteria as appropriate:

- (a) driveways should be long enough to enable a car to be parked without projecting beyond the curtilage and overhanging the footway. Where a garage is provided, served by such a driveway, the length should be a minimum of 5.5m and preferably 6.0m in order to allow for the garage door to be opened whilst the vehicle remains fully within the curtilage of the dwelling (Figure 9). If a gate is provided at the driveway entrance, it should not open out over a footway or carriageway; thus additional length may be required to ensure that it is feasible for it to open inwards;

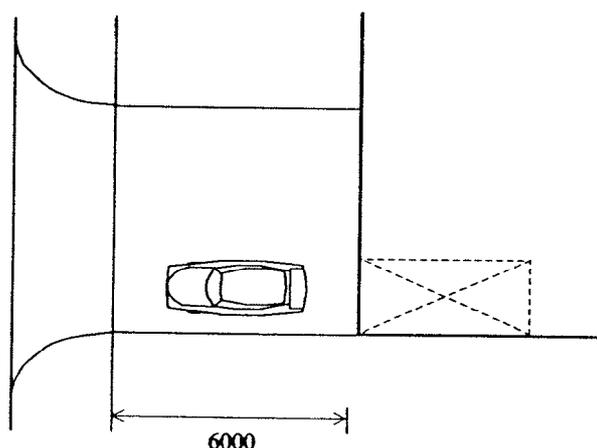


Figure 9 –
Driveway with Access to Garage

- (b) shorter driveway lengths (3.0m or minimum 1.0m) may be appropriate where small numbers of dwellings are to be served by a shared surface and the layout allows for residents to park their cars immediately adjacent to the drive or outside the curtilages (Figure 10).
- (c) Where a driveway has to allow access to both sides of the parked car and additionally provide a footway on one side, sufficient space of at least 3.2m should be allowed. Where access to both sides of the car with no footway provision is required, the width of the driveway may be reduced and a minimum of 3.0m may be acceptable. A further reduction in width (min 2.6m) can be achieved where access to one side of the car only is required with no footway provision;
- (d) the gradients of driveways for a distance of 6.0m back from the edge of the carriageway should ideally be below 10% and preferably not exceed 12.5% as a maximum.

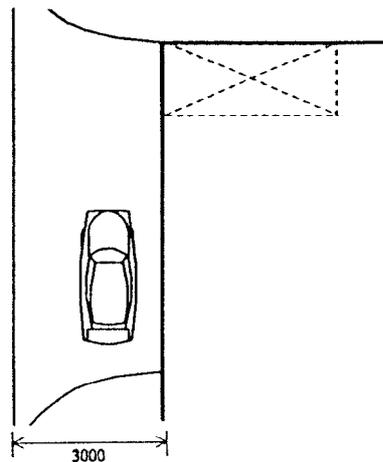


Figure 10 –
Access to garages where a small number of dwellings are served by a shared surface

C.40 Driveways (provided outside the curtilages of dwellings)

C.41 Where garages are to be provided in groups away from the curtilages of dwellings the criteria given in Figures 11 to 12 apply:

- (a) The forecourt depth of 6.8m for a single row of garages (Figure 11) is only adequate where there is provision for vehicles to overhang a footway or verge when reversing.

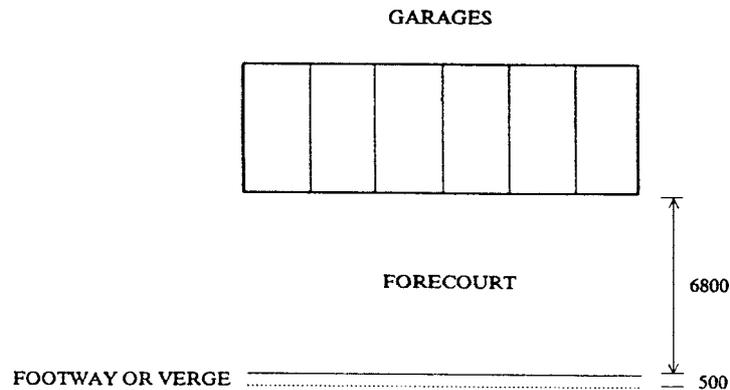


Figure 11 –
Grouped Garages
Single Row

- (b) The forecourt depth of 7.3m for a double row of garages (Figure 12) is able to be reduced to 6.5m if 3.0m wide garages (with correspondingly wider doors) are provided. An additional area for turning purposes should be provided at the end of

the garage forecourt which should ideally be 3.0m, or at least a minimum of 1.0m in length.

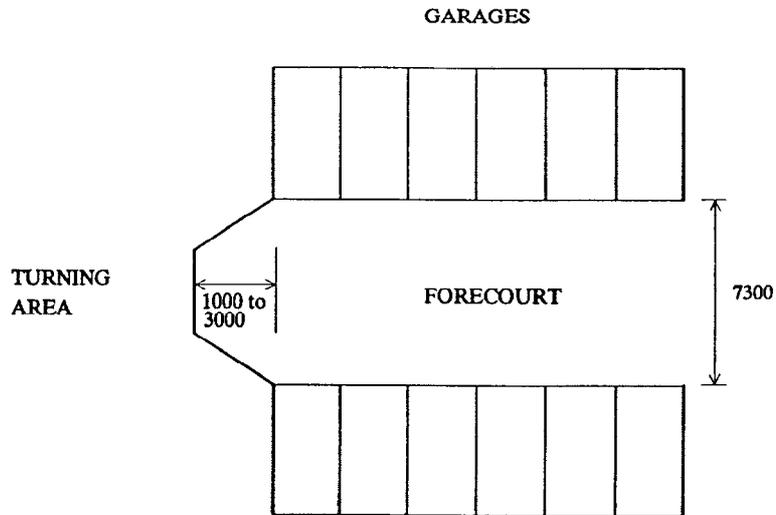


Figure 12 –
Grouped Garages
Two Facing Rows

C.42 Garages and Car Ports

C.43 Experience has shown that garages are not likely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. The minimum internal clear dimensions of garages should therefore be either 2.6m wide x 5.6m deep or 3.2m wide x 5.0m deep (Figure 13). Car ports should have minimum internal clear dimensions of 2.4m wide x 4.8m deep.

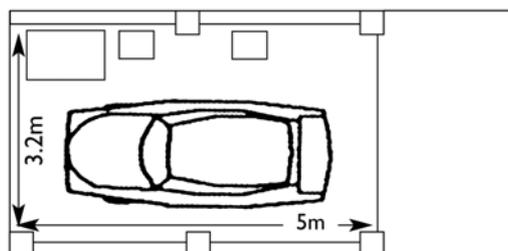
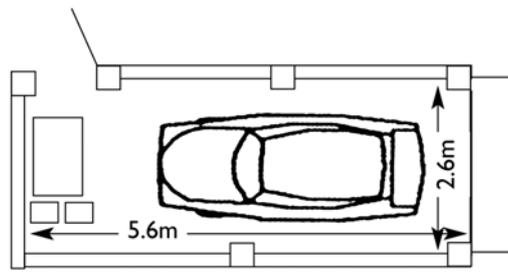


Figure 13 –
Internal Dimensions of Garages

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