Fareham Local Development Framework

Shaping Fareham's Future

Residential Car & Cycle Parking Standards Supplementary Planning Document

November 2009

- Issues
- Draft - Regulation 17
- **Adopted**

FAREHAM LOCAL DEVELOPMENT FRAMEWORK

FAREHAM BOROUGH COUNCIL

www.fareham.gov.uk

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1 Parking Standards & Key Requirements - Summary

1.1 Set out below are the standards and key requirements that developers are expected to follow when providing parking for new residential developments. A detailed explanation and justification is set out in chapters 5, 6 and 7 of this document.

Parking Standards

	Car Parking Spaces provided per dwelling		*Cycle Parking Spaces provided per dwelling*	
	On-plot/Allocated Parking Spaces	Shared/Unallocated Parking Spaces	Individual Storage	Communal Storage
1 Bed	1	0.75	1	1
2 Beds	2	1.25	2	1
3 Beds	2	1.75	2	1
4 Beds or more	3	2.25	2	1

Table 1: Combined Parking and Cycle Standards

Where a mixture of allocated and unallocated spaces is planned for an individual dwelling, developers are required to provide the allocated parking spaces requirement.

Key Requirements

1. Parking for new residential development is to be provided in accordance with the standards set out in the table above.

2. Residential development that provides less than the standards set out in this document will only be considered acceptable in areas of high accessibility or for specific types of residential development that create a lower demand for parking. Such proposals must be accompanied by suitable and detailed evidence and must not have an adverse impact on the surrounding area.

3. Residential Developments will be expected to take account of the demand for visitor parking and provide spaces accordingly. In areas where over 50% of the spaces are allocated, an extra 0.2 spaces per dwelling should be provided.

4. 10% of all parking spaces in residential developments must be suitable for disabled users. Disabled spaces must be 3.6m wide in unallocated and communal parking areas. In the case of private driveways, if a width of 3.3m is not provided from the outset, provision should be made so spaces can be enlarged at a later date.

5. Garages will not normally count towards overall parking provision. Garages will only count towards overall parking provision where developers can

demonstrate that they represent the only means of parking a car. In such cases, garages must have a clear, unobstructed internal dimension of 6m x 3m, must have entrances of an acceptable size and with sufficient space provided for the opening and closing of garage doors. Fareham Borough Council will seek to condition such garages to be retained for use as parking spaces only.

6. Every residential unit created by property sub-division will be required to meet the standards set out in the table above.

7. All new developments must provide appropriately located and designed cycle parking that meets the standards set out in the table above.

8. All new developments should follow the design principles and guidance set out in the Residential Car Parking Standards SPD. Justification for parking and layout proposals should be included within a Design & Access Statement or Transport Assessment.

1.2 Fareham Borough Council encourages those responsible for designing parking and layout proposals to discuss them with us prior to the submission of an application.[1]

1.3 These parking standards do not apply to the North of Fareham Strategic Development Area (SDA). The parking standards and considerations for the SDA will be set out in the North of Fareham SDA Area Action Plan.

[1] For some classes of pre-application advice you may need to pay a fee.

2 Policy Background

2.1 Car parking can have a major impact on the quality of the urban environment, in terms of physical impact, functionality, aesthetics and safety. Providing sufficient parking spaces in a well designed layout has benefits not only to new developments, but on the surrounding area as well. Alternatively poor parking layouts and insufficient numbers of spaces can lead to detrimental effects beyond the boundaries of new schemes, and can harm the character of an area.

2.2 This Supplementary Planning Document (SPD) sets out guidance to developers, house builders and others on the levels of car parking expected in residential developments.

2.3 The need for a review of Parking Standards has arisen from the publication by the Government of Planning Policy Statement 3 (PPS3) in 2006, which put the responsibility for developing residential parking standards with Local Planning Authorities. Subsequently the residential car parking standards element from the Hampshire Parking and Standards (2002) by Hampshire County Council was withdrawn.

2.4 PPS3 partly rescinded PPG13 Transport (1994) which required local planning authorities to set maximum standards and now gives flexibility for levels of parking provision to be determined to reflect local circumstances. The relevant paragraphs from PPS3 are set out below.

PPS3 Housing (November 2006)

16. Matters to consider when assessing design quality include to which the extent to which the proposed development

- Takes 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 (bullet point 4 of 6)

51. 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

2.5 On adoption these standards will supplement policies DG5(D) and T5(C) saved from the Fareham Borough Local Plan Review 2000. They will supersede the current standards in the Residential Car Parking Standards Local Practice Note (adopted 1st January 2003) and will be applicable to new residential development, residential redevelopment, residential sub-division and changes of use for residential purposes.

3 Research & Consultation

3.1 Prior to creating the new standards research was undertaken to understand the issues with the current standards, and to gauge perception of the main factors involved with ensuring correct parking provision.

3.2 A questionnaire was sent out to residents of four pre-selected residential developments to ascertain public perception on the existing standards. The residential developments were all completed within the last 5 years and were picked as a representation of the types of development seen in the Borough over the last decade.

3.3 There was an above average response rate of 30% to the questionnaire. Key findings from the questionnaire were that (in the developments sampled):

- Dwelling size directly reflected car ownership levels.
- Although 80% of residents that responded owned a garage, only 45% used it for parking.
- "More off street parking", "wider highways" and "designated visitors spaces" were seen as the best ways to improve parking provision.
- 86% of respondents felt availability of residential spaces did not effect the decision to purchase/own a car.
- 70% of respondents felt proximity to public transport did not effect the decision to purchase/own a car.

3.4 Workshops were held with both councillors and developers/agents to gather a full picture of what were considered the key elements in devising new parking standards. Site visits were undertaken to assess the parking issues at a number of residential areas across the Borough which had been identified at the Councillors workshop. The sites identified were Clarkes Court, Croad Court and Old School Court in Fareham and the retro-fitted Portchester home zones.

3.5 A Draft Residential Car Parking Standards SPD was open for public consultation from 19th June until 31st July. A total of 15 responses were recorded commenting on a range of issues which have been considered as part of this document.

3.6 Full analysis of the questionnaire, workshops and site visits as well as a table of consolidated responses can be found in the Background Research & Consultation Paper September 2009 which should be read alongside this document.

4 Car Ownership in Fareham

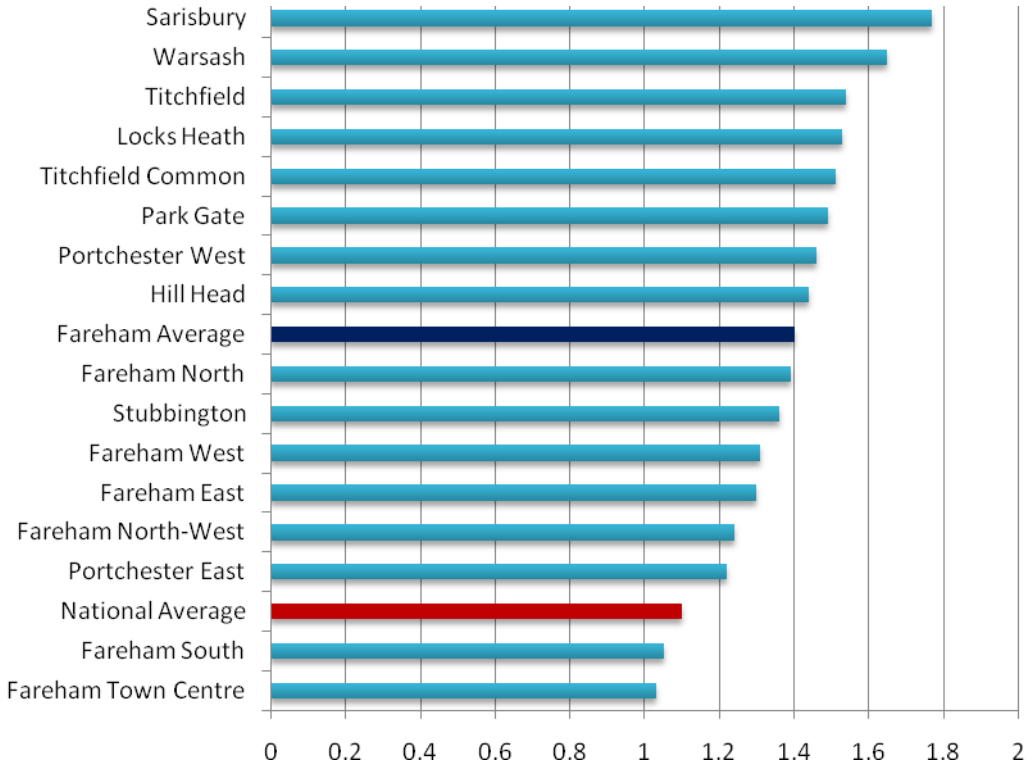
4.1 PPS3 states that car parking standards should be developed taking account of expected levels of car ownership. However, Fareham is a diverse area and as such levels of car ownership vary from place to place.

4.2 The Borough has 3 railway stations at Fareham, Swanwick and Portchester, although services from Fareham are far more frequent and travel to more destinations. Much of Fareham town is well served by bus routes, and the future Bus Rapid Transit system will considerably improve connections from the town centre to Gosport and, in future, the SDA. However, bus connections to the western part of the Borough and Whiteley remain relatively infrequent, and services across the Borough are reduced in the evening.

4.3 The private vehicle often represents a more viable option for commuters than public transport. The M27 motorway provides relatively quick and easy access to the neighbouring cities of Portsmouth and Southampton, as well as key employment hubs such as Whiteley, Segensworth and Hedge End.

4.4 All these factors influence levels of car ownership in the Borough, which are shown in figure 1, with the National average in red and the average for the Borough in dark blue.

Figure 1: Cars per household in Fareham by Ward



(Source 2001 Census)

4.5 Only one ward in Fareham falls below the national average of cars per household of 1.1, which is way below the Fareham average of 1.4. The four wards with the lowest levels of car ownership (Fareham South, Portchester East, Fareham North-West and Fareham East) are also the four highest scoring wards in the Index of Multiple Deprivation (2007).

4.6 The figure for the town centre has an average of 1.03 cars per household. This figure has been derived from looking at census data at a more local level, and combining figures from a number of neighbourhoods. This shows that the town centre has a lower than national average figure for cars per households.

4.7 Overall, only 14% of households in Fareham recorded that they do not own a car; this is compared to the national average of 27%. Nationally 29% of households own 2 or more cars, in Fareham the figure is 43%. In the town centre 29% of households have no car which is above the national average, whereas only 25% have more than 2 cars.

4.8 Understanding local issues with car ownership and how they vary across the Borough is important when assessing individual applications. However, it is equally important to understand how car ownership levels vary across household sizes.

4.9 Using census data we can ascertain average car ownership for dwellings of different sizes (measured as number of rooms). To get the data into a more usable format we have made general assumptions that numbers of rooms directly relate to numbers of bedrooms. Of course there are anomalies in any assumptions, but it is generally correct to say that a dwelling with a higher number of rooms will have a higher number of bedrooms and vice versa. Using these assumptions we can plot the level of car ownership in 2001 against dwelling size (measured as number of bedrooms). We can also discount all dwellings which do not own cars and provide car ownership by dwelling size in just car owning households

Table 2: Car ownership by dwelling size (measured as no. of bedrooms)

	Overall Car Ownership	***Car Ownership in car owning households***
1 Bed	0.55	1.04
2 Beds	0.94	1.27
3 Beds	1.36	1.53
4 Beds or more	1.88	1.92

4.10 To predict future car ownership we have used the TEMPRO model, which predicts an 11% rise in car ownership from the 2001 figures by 2016 and a 19% rise by 2026. We can apply these projected levels of growth to the overall car ownership by dwelling size data to create future projections.

Table 3: Projected car ownership by dwelling size using TEMPRO model

	Overall Car Ownership	*Projected car ownership 2016 (11% growth)*	*Projected car ownership 2026 (19% growth)*
1 Bed	0.55	0.61	0.65
2 Beds	0.94	1.04	1.12
3 Beds	1.36	1.51	1.62
4 Beds or more	1.88	2.09	2.24

4.11 The use of averages in the car ownership figures takes account of the variation in numbers of cars owned by different residents, and also allows flexibility when looking at the lifetime cycle of car ownership at each property.

5 Residential Car Parking Standards & Considerations

Key Requirement 1

Parking for new residential development is to be provided in accordance with the standards set out in Table 4 in the Residential Car Parking Standards SPD.

5.1 The following standards are derived from the projected car ownership levels from table 4 and the research undertaken to understand the key issues which affect parking provision.

Table 4: Residential Car Parking Standards

	Parking Spaces provided per dwelling	
	On-plot/Allocated Parking Spaces	Shared/Unallocated Parking Spaces
1 Bed	1	0.75
2 Beds	2	1.25
3 Beds	2	1.75
4 Beds or more	3	2.25

Where a mixture of allocated and unallocated spaces is planned for an individual dwelling, developers are required to provide the allocated parking spaces requirement.

5.2 Where spaces are on-plot or allocated it is important that maximum parking provision is provided so as not to put added pressures on other parts of the development or surrounding streets.

5.3 Research shows that the provision of shared or unallocated spaces provides far more flexibility and thus decreases overall parking demand. New residential development that plans for this more space efficient type of parking can thus provide a reduced number of spaces to meet the same demand.

5.4 Developers are expected to demonstrate that the amount of parking spaces provided in new residential schemes fully meet the anticipated need of the site. Taking account of not only table 2, but also ward data and the considerations set out in the rest of this chapter. Where the required parking is calculated as a non-whole number then the required provision must be rounded up to the nearest whole number.

Reduced Standards of Parking

5.5 As previously mentioned levels of car ownership vary across the Borough, with the Town Centre having the lowest levels. This can be expected given the alternative means of transport available as well as the proximity of local services and employment opportunities.

5.6 It may be appropriate for developers to provide significantly below the standards set out in table 4 if the proposal site is in a highly accessible area. Accessible areas are those, like the town centre, which have access to a varied means of transport and are in close proximity to a key services and areas of employment. These areas offer the opportunity for fewer parking spaces to be provided to maximise land efficiency, as stated in PPS3.

5.7 It may also be appropriate to allow for developers to provide below the set standards for certain specific types of residential development which can create a lower demand for parking, such as older person's accommodation or wholly affordable housing schemes. However, any proposed reduction must be accompanied by detailed evidence that shows how the proposed type of development influences levels of car ownership. Suitable levels of visitors and staff parking spaces will be expected where appropriate.

5.8 A key consideration for allowing schemes that provide less than the standards set out will be the availability of unallocated parking elsewhere. Applications will not be permitted where it is deemed that under provision of parking in one location will adversely impact parking demand on the surrounding area. Other design considerations such as the need to maintain an active ground floor frontage, conservation area issues and the capacity and operation of the highway network also need to be addressed.

Key Requirement 2

Residential development that provides less than the standards set out in this document will only be considered acceptable in areas of high accessibility or for specific types of residential development that create a lower demand for parking. Such proposals must be accompanied by suitable and detailed evidence and must not have an adverse impact on the surrounding area.

Unallocated Spaces and Off Plot Parking

5.9 The allocation of spaces to individual dwellings can have an adverse impact upon the efficiency of car parking provision. This includes any space within the curtilage of the dwelling (including garages) and spaces in communal areas that are reserved for a particular dwelling. Allocating spaces to dwellings results in empty spaces where owners choose not to own a car and additional parking demand from those who choose to own more cars than spaces allocated.

5.10 For this reason there are reduced standards (as shown in table 4) for developments that propose to include unallocated spaces. This should encourage more efficient use of land in new residential developments and ensure maximum flexibility to incorporate not only overall parking demand but also visitors parking as well. Where a mixture of allocated and unallocated spaces is planned for an individual dwelling, developers are required to meet the allocated standard.

5.11 Previously concerns over the problems with congestion and road accidents have typically led to priority given to off-street parking. However, off-street parking is typically allocated in private drives and garages and as such does not represent flexibility or an efficient use of land. The key to ensuring that previously perceived problems are planned for is using methods of design that slow traffic speeds and manage street widths to allow adequate room for moving vehicles, parked vehicles and pedestrians. This is discussed in more detail in the Design chapter.

Visitor Parking

5.12 It is important that visitor parking provision is considered when predicting parking demand in new residential areas. Although visitor numbers are likely to be higher in the evenings and weekends, this can be offset, to a degree, by other residents being away at the same time. This offsetting effect is more significant in areas of unallocated parking, where flexibility is higher. In an area of all allocated spaces there can be no offsetting effect as visitors cannot use the spaces of vacant residents.

5.13 With this in mind it is deemed appropriate that additional spaces should be required for developments where a high proportion of spaces are allocated. In new developments where the majority of spaces are unallocated visitor parking demand will be lower and therefore no additional spaces will be needed. Research shows that an extra 0.2 spaces per dwelling are needed to cope with additional parking demand from visitors in areas of allocated spaces.

Key Requirement 3

Residential Developments will be expected to take account of the demand for visitor parking and provide spaces accordingly. In areas where over 50% of the spaces are allocated, an extra 0.2 spaces per dwelling should be provided.

Disabled Parking

5.14 Allowing for a proportion of disabled parking spaces in new residential developments is a key part of ensuring that schemes are accessible for all. Criterion 1 of the Lifetime Homes standards recommends that 10% of all parking should have increased dimensions (preferably 3.6m wide) to accommodate disabled users. Criterion 1 states that "if an additional 900mm width is not provided at the outset, there must be provision (e.g. a grass verge) for enlarging the overall width to 3300mm at a later date". In communal parking areas or in areas of unallocated parking disabled parking spaces should be clearly marked.

Key Requirement 4

10% of all parking spaces in residential developments must be suitable for disabled users. Disabled spaces must be 3.6m wide in unallocated and communal parking areas. In the case of private driveways, if a width of 3.3m is

not provided from the outset, provision should be made so spaces can be enlarged at a later date.

Garage Parking

5.15 Research from Manual for Streets and our own questionnaire shows that less than half of people who own garages use them to park their car. Therefore, it can be inappropriate to count garages towards overall provision in new development.

5.16 There are three key factors which influence garage use by residents.

- The availability of other spaces nearby. If it is easy to park nearby people are more likely to use their garage for other things.
- The availability of storage elsewhere. If a dwelling has little/no storage other than the garage then it is likely it will not be used for parking. This includes cycle storage.
- The size of the garage. Larger garages can be used for both storage and parking, whereas smaller garages are less flexible.

5.17 Given the evidence that garages are often not used for the purpose of parking a car, it is considered inappropriate to count them towards overall parking provision in new development unless the key factors listed above have been taken account of. Providing a garage in addition to ample parking, on and/or off plot, is likely to render the garage unnecessary for parking a car, and it is therefore more likely remain underused. However, where no alternative parking is provided, and garages become the only means of parking a car (e.g. mews developments, or developments with narrow streets), their rates of usage are likely to be higher. Developers will be expected to provide detailed and suitable evidence that garages offer the only means of parking a car in order for them to be counted towards overall provision.

5.18 In terms of sizes, an internal minimum of 6m x 3m is considered appropriate to ensure that a large modern family car will fit comfortably with room left for some general and/or cycle storage. This 6m x 3m must be a clear, unobstructed space to allow for the entry and exit from the vehicle. Garages must also have entrances wide and high enough to allow for large family cars and take account of space needed to open and close garage doors.

5.19 Where garages are counted towards the overall provision of parking, then planning conditions will be applied to retain their use for the intended purpose.

5.20 Given that car ports are unlikely to be used for storage and are therefore more likely to be used for parking, car ports will count towards overall parking provision provided that general and cycle storage is considered and included.

Key Requirement 5

Garages will not normally count towards overall parking provision. Garages will

only count towards overall parking provision where developers can demonstrate that they represent the only means of parking a car. In such cases, garages must have a clear, unobstructed internal dimension of 6m x 3m, must have entrances of an acceptable size and with sufficient space provided for the opening and closing of garage doors. Fareham Borough Council will seek to condition such garages to be retained for use as parking spaces only.

Sub-division of Dwellings

5.21 Dwelling conversions that involve sub-dividing properties into flats generally intensify the use and increase parking demand due to greater number of adult occupants in the property. It is important that sub-dividing properties does not have an adverse impact on the parking situation in surrounding streets. Therefore each residential unit created by property sub-division will be required to meet the Residential Parking Standards set out in table 4.

Key Requirement 6

Every residential unit created by property sub-division will be required to meet the standards set out in table 4 of this document.

Cycle Parking

5.22 Cycle parking must be considered in new developments to ensure occupants have the opportunity to own and store a bicycle at their property. The minimum garage size of 6m x 3m allows for space to park a car but also cycle storage. Therefore new residential units with garages that meet the minimum size standard will not be required to provide any further cycle storage. However new units without garages must provide cycle parking to meet the following standards.

Table 5: Cycle Parking Standards

	Cycle Parking Spaces provided per dwelling	
	Individual Storage	Communal Storage
1 Bed	1	1
2/3 Beds	2	1
4 Beds or more	2	1

5.23 Communal storage lessens the need for cycle parking spaces as not everyone will choose to own and store a bike. If communal stores are provided, generally for flatted developments, they should be fully covered and contain stands in the form of hoops, Sheffield stands or similar, to allow individual cycle frames and wheels to be secured horizontally. It is recommended that cycle stores serving blocks of flats are located within the building and easily accessible from the central/main foyer. In the case of communal stores each cycle will require 1

square metre of space.

Key Requirement 7

All new developments must provide appropriately located and designed cycle parking that meets the required standards set out in Table 5 in the Residential Car Parking Standards SPD

5.24 The Cycle standards have been produced by developing the standards in the Hampshire County Council Parking Strategy and Standards 2002 which have been successfully implemented in the past.

6 Design and Layout Issues

6.1 The quality of residential development is a key objective and policy requirement of Fareham's Local Development Framework. Car parking design is an important element of residential development and is synonymous with good street and public space design as part of creating a quality living environment. PPS3 requires Local Planning Authorities to take account of good design and efficient use of land when preparing parking standards.

6.2 Accommodating parked vehicles efficiently is an essential component of streets and is of increasing importance as car ownership levels rise, particularly in Fareham borough. Applying low parking standards inappropriately can lead to poor parking behaviour and poor and unsafe conditions for pedestrians as well as having an adverse impact on the quality of a residential environment.

6.3 It is recognised that higher than historical average development densities for the borough can make the provision of appropriate levels of parking difficult to achieve satisfactorily in design and visual terms, particularly where development relies on allocated spaces only.

6.4 The following sections set out general design principles and requirements and specific guidance for different forms of parking to ensure their successful implementation. Principles, requirements and guidance are illustrated in Appendix A.

General Design Principles

6.5
1. Design of spaces must be considered as part of the overall street space design.

2. Parking design should initially be focused towards delivery at the front for off-plot spaces and to the side for on-plot properties.

3. Parking must be designed and located to prevent a dominant appearance in the street scene.

4. A combination of allocated and unallocated off-plot parking should be provided

5. Parking should be conveniently located and be supervised

6. High quality materials and planting will be required

7. The design principles of Homezones will be encouraged and sought for new residential development including:
    a. Physical and geometric design to ensure priority for pedestrians and cyclists
    b. Very low vehicle speeds
    c. Robust planting and seating

8. Innovative parking solutions will be encouraged and sought in areas where higher densities and lack of space merit, including car clubs, underground and podium parking and mechanised parking

9. On-street parking enforcement must be delivered where there is an identified impact upon neighbouring streets.

10. Proposals must take account of Secured by Design (see bibliography)

6.6 Where appropriate the council will use its planning powers to limit householder permitted development rights to ensure that car parking spaces are retained for that purpose. In addition such powers will also be used to prevent the creation of front garden hardstandings and access thereto for car parking, so as to retain the integrity of the townscape and street design.

6.7 Parking design can generally be divided into two areas, on-plot and off-plot and within these two areas there are different methods that are suitable to the urban and sub-urban development that dominates the borough.

On-plot parking

6.8 On - plot can be defined as the provision of allocated parking space within the curtilage of a dwelling(s). This can be provided either individually for single dwellings or communally for flatted development. For individual dwellings the spaces or garaging can be to the front, side, rear or integral to the property.

Benefits

- *Generally close to the front door of dwellings providing easy access*
- *Space can be provided above detached garages for additional accommodation, storage or workspace*

Problems

- *Allocated parking standards are an inefficient use of space, particularly for larger developments*
- *Integral garages can dominate elevations and provide dead frontages. They are often not used leading to on-street frontage parking problems requiring traffic enforcement measures. Openings without garage doors lack supervision and are visually bleak.*
- *Frontage parking can be visually intrusive and can dominate the streetscene as well as the outlook from properties*
- *Rear garden parking/garaging is less accessible and convenient for occupiers leading to lack of use and supervision. Can also lead to on-street frontage parking problems requiring traffic enforcement measures*
- *Flatted blocks generally require large areas of communal parking which can be visually dominant in the streetscene.*

Design Guidance for On-plot parking

6.9

1. For housing schemes in general and larger schemes in particular, development should provide a range of allocated and non-allocated parking (off-plot).

2. Parking for individual properties should be designed to the side of properties to reduce visual impact. Large communal spaces for flatted development should be provided to the rear. For very low density schemes where a property has a large set back with generous boundary planting frontage parking may be acceptable.

3. Integral garages should only be considered where there is additional alternative parking available and where the scale of the elevation can visually accommodate the door in a balanced composition. This should include at least the front door and a habitable room with a window.

4. Rear garden parking should only be considered where there is direct supervision through accommodation (flats above garages) above in the form of a mews street or square. Exceptions can be made where the access is gated.

5. Front boundary walls, fences and planting should be provided to help soften driveway parking.

6. On existing or future heavily trafficked roads, frontage properties must allow for vehicles to enter the highway in a forward gear.

Off-plot parking

6.10 Off- plot parking can be defined as the provision of allocated and non-allocated parking space outside of the curtilage of a dwelling(s). This can be provided either as various geometries of on-street parking or within multi-level structures.

6.11 On street parking includes parallel, angled and central squares or within front and rear courts.

6.12 Multi-level structures include underground, undercroft, podium and overground multi-storey parking. Within the borough, multi-level structures are only likely to be deliverable in Fareham town centre, the district centres or as part of the development of the Strategic Development Area north of Fareham

Benefits

- *Highly sustainable, flexible and efficient as the unallocated spaces can accommodate fluctuations in car ownership*
- *There is potential to vary the level of allocated and non-allocated spaces over time to reflect the level of occupancy and car ownership of adjacent properties.*

- *Provides opportunity to develop high quality streetscape and public space in the absence of on-plot parking and associated driveways and sight lines*
- *On-street parking will generally be well supervised and overlooked by adjacent properties*
- *Adds activity to the street*
- *Underground and podium parking allows for the creation of internal roof gardens to provide outdoor space and potentially to aid biodiversity*

Problems

- *Unallocated spaces can result in occupiers not being able to access their cars easily if adjacent spaces are occupied, leading to difficulties with carrying heavy items and with young children*
- *Without appropriate street trees, landscaping and quality materials, on-street parking can create a cluttered car dominant streetscene.*
- *Without sufficient separation frontage parking can dominate the outlook from properties*
- *Can be more vulnerable to crime*
- *Multi level structures are costly and may make schemes unviable, which may result in proposals that are too intensive or high or lack sufficient parking*
- *Without sufficient street width and conveniently located spaces, parking can take place on pavements and verges*
- *Multi-level structures generally do not allow for direct supervision by the occupier*
- *Above ground multi storey structures are generally obtrusive within the street scene*
- *Undercroft parking raises the ground floor above existing street levels which may unbalance character of the streetscene and provide a visually dead zone*

Design Guidance for Off-plot parking

6.13 1. Street widths should be wide enough to accommodate on-street parking and where necessary to allow for servicing. Additional scale may need to be provided for frontage development to provide sufficient enclosure and reduce dominance of cars.

2. Buildings should be wide enough to allow for at least one parking space to be accommodated in front of each dwelling.

3. A minimum of 1.2 m should be provided between the front elevation of a property and any parking in front to provide a refuge for pedestrians and space for planting.

4. Front boundary walls, railings, fences and the use of bollards should be provided to reduce the dominance of cars parked to the front of dwellings taking account of pedestrian sight lines.

5. No more than 5 spaces should be grouped together without subdivision by robust planting in the public realm and in parking areas.

6. On-street spaces must be reasonably close to the principal access to properties, with clearly identifiable, direct and safe routes.

7. On-street spaces should be visible from principal ground floor rooms of dwellings.

8. Use quality materials for pedestrian routes, parking and for public space generally which will help to identify the street for all users, not just vehicles.

9. Robust tree planting and landscaping must be delivered within the public realm to help integrate and soften the visual impact of on-street parking and improve the quality of the streetscape. Sufficient space for planting longevity must be provided taking account of building foundations and other construction haunching.

10. Planting and seating should also be introduced to help colonise the streets for all users and to ensure that public space is not dominated by moving vehicles.

11. Geometric and physical measures must be delivered to prevent parking on verges and pavements.

12. New development will be required to 'wrap' above ground multi storey parking to reduce its impact in the streetscene.

13. Floor levels and ventilation of undercroft parking needs to be carefully designed and detailed to ensure that the development sits comfortably in the streetscene.

6.14 Further information and guidance on parking and street design in general can be obtained from Manual for Streets (Department for Transport and Department for Communities and Local Government 2007) and delivering Quality Places; Urban Design Compendium 2 (English Partnerships and Housing Corporation 2007)

Key Requirement 8

All new developments should follow the design principles and guidance set out in the Residential Car Parking Standards SPD. Justification for parking and layout proposals should be included within a Design & Access Statement or Transport Assessment

6.15 Fareham Borough Council encourages those responsible for designing parking and layout proposals to discuss them with us prior to the submission of an application.

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11. http://www.neighbourhood.statistics.gov.uk/dissemination/

12. Secured by Design www.securedbydesign.com

13. Lifetime Homes www.lifetimehomes.org.uk

Appendix A

Parking Design Guidelines

The following diagrams illustrate the design principles set out in section 6 of the document. Early discussions with the Council and Hampshire County Council are encouraged to ensure successful design, implementation and adoption.

Figure 1 General Principles

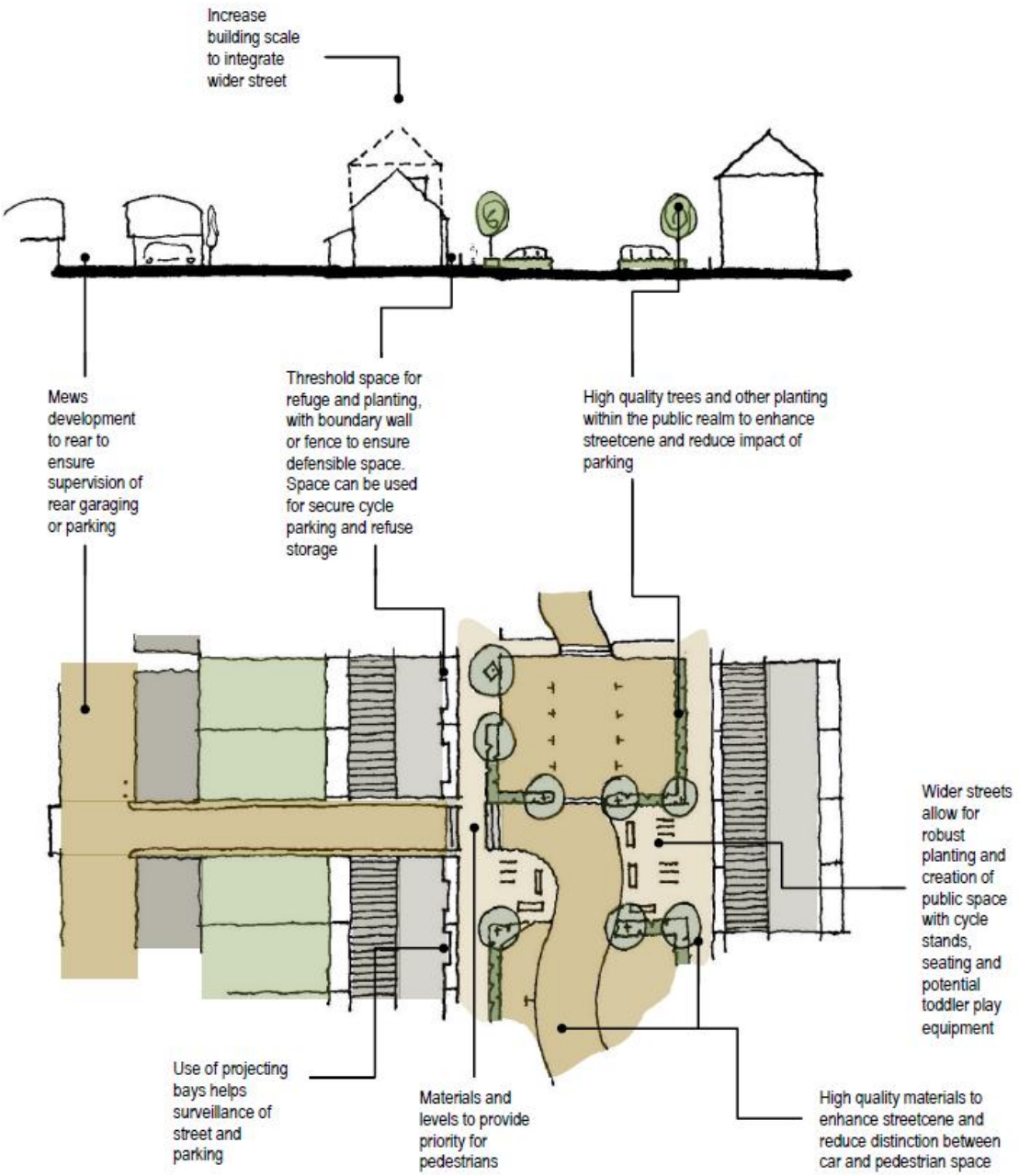

FIGURE 2: Integral Garaging - Mews Development

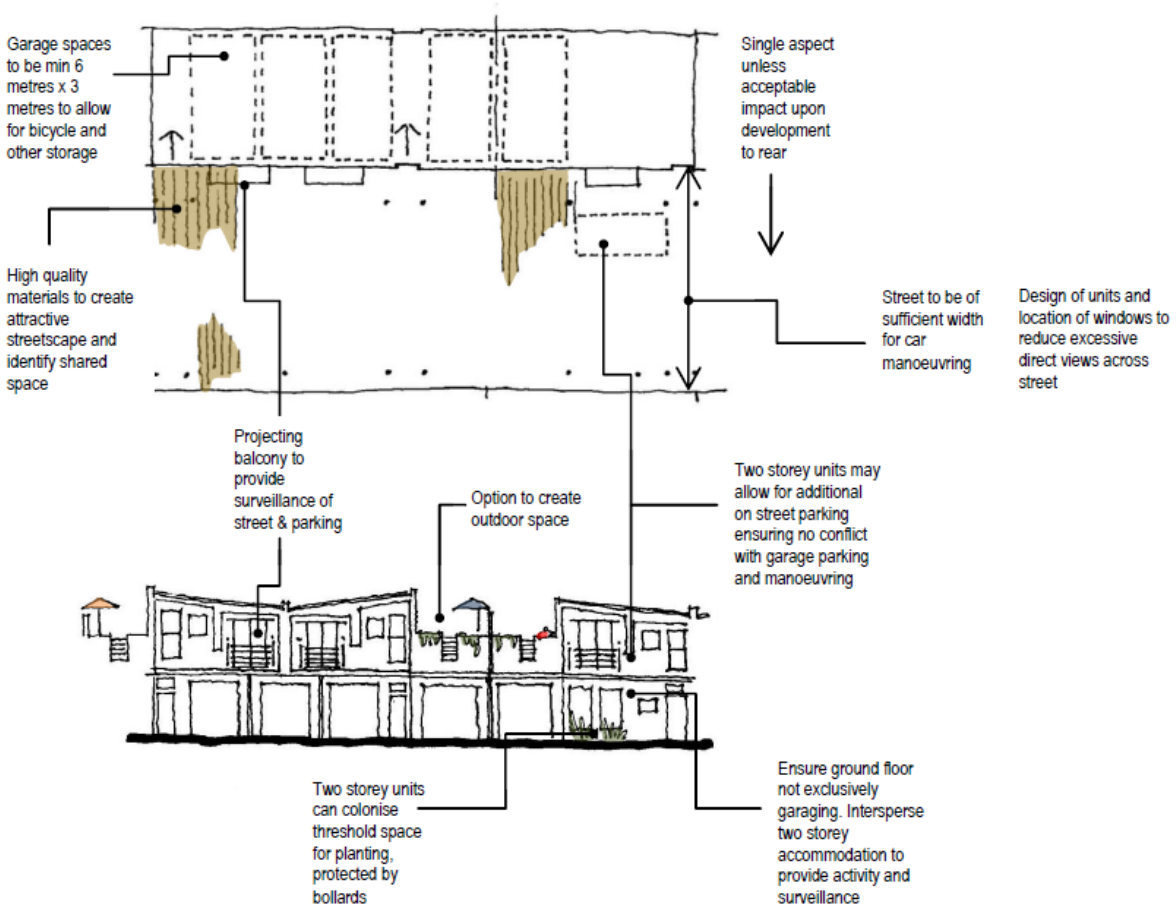

FIGURE 3: Integral Garaging - Detached, Semi-detached and Terrace Development

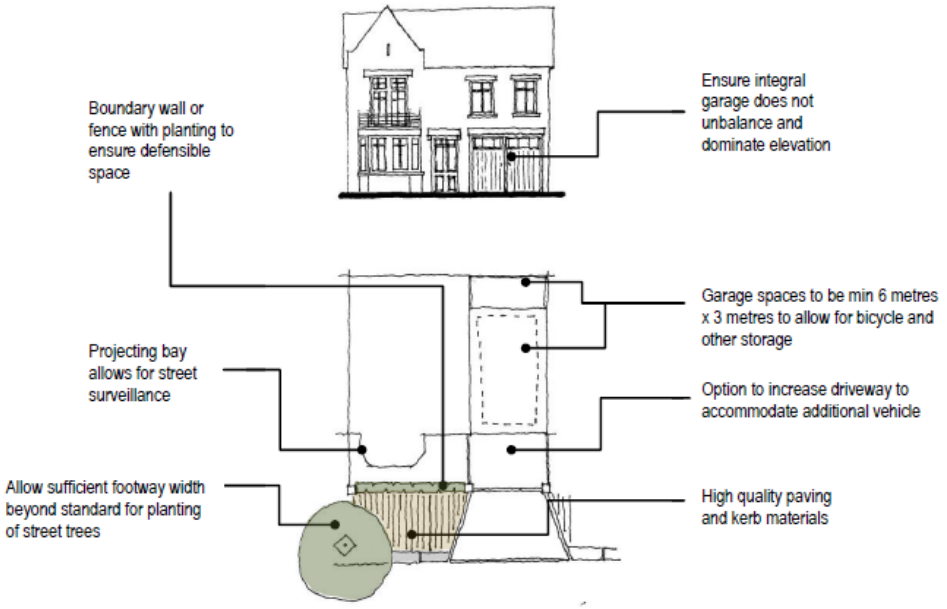

FIGURE 3: Podium parking (town centre suitable)