

# 5

## Individual Dwellings - Parking and Garaging



... unsatisfactory both visually and in road safety terms.



25% of all crimes involve motor vehicles.

5.7.1 An essential element of successful highway design is the elimination of unauthorised parking on the highway. It is not sufficient merely to meet the minimum necessary number of parking spaces by allocating small 'left over' areas of land for this use. Unless parking is carefully considered as an essential element of a co-ordinated design the result will be unsatisfactory both visually and in road safety terms.

### Provision

5.7.2 The required minimum number and size of parking spaces, standards for parking layouts and turning areas, together with general examples of good practice are shown in Appendix D.

### Location

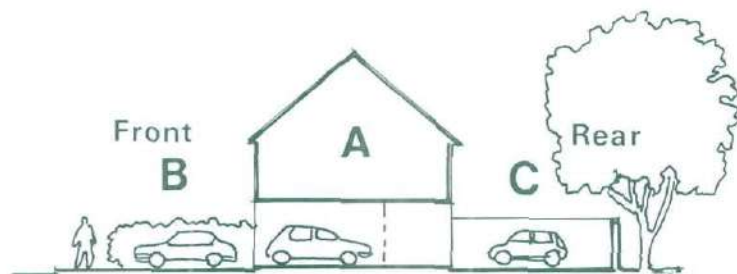
5.7.3 Experience shows that drivers tend to park as close as possible to the entrances of the houses to which they are going. If parking provision is not conveniently located this can lead to parking on verges or footways. Allocated parking spaces should therefore be located within the private curtilage wherever possible.

5.7.4 Where this is not possible, for example terraced houses or flats, parking spaces should be sited clear of the carriageway within about 20m of an entrance to the property and linked to the dwelling by a convenient and attractive footpath. Avoid creating large concentrations of parking.

### Security

5.7.5 Cars which are left unsupervised are a prime target for vandals and thieves. 25% of all crimes involve motor vehicles. Any parking space outside the private curtilage should therefore be visible from some of the adjacent dwellings. This does not mean that car parking should be allowed to visually dominate the environment of the estate but implies a need to strike a balance between convenience, security and appearance.





Developers will be required to minimise the impact of integral garages.....



#### Garaging in the Streetscene

Garaging frequently appears to be treated as a "necessary evil", or simply as an afterthought.

However, where it is well used, as in the example above, it provides the opportunity to vary the scale and alignment of the street frontage and to visually link properties of different scale and character.

The detailed design of garages, driveways, walls and fences must be treated as a vital part of the design process.

## Types of parking

### Parking within the curtilage

5.8.1 Parking or garaging within the private curtilage of the dwelling has the advantage of being accessible, secure and easy to supervise. One disadvantage is that the car can become visually very dominant. Examples of parking within the curtilage are as follows.

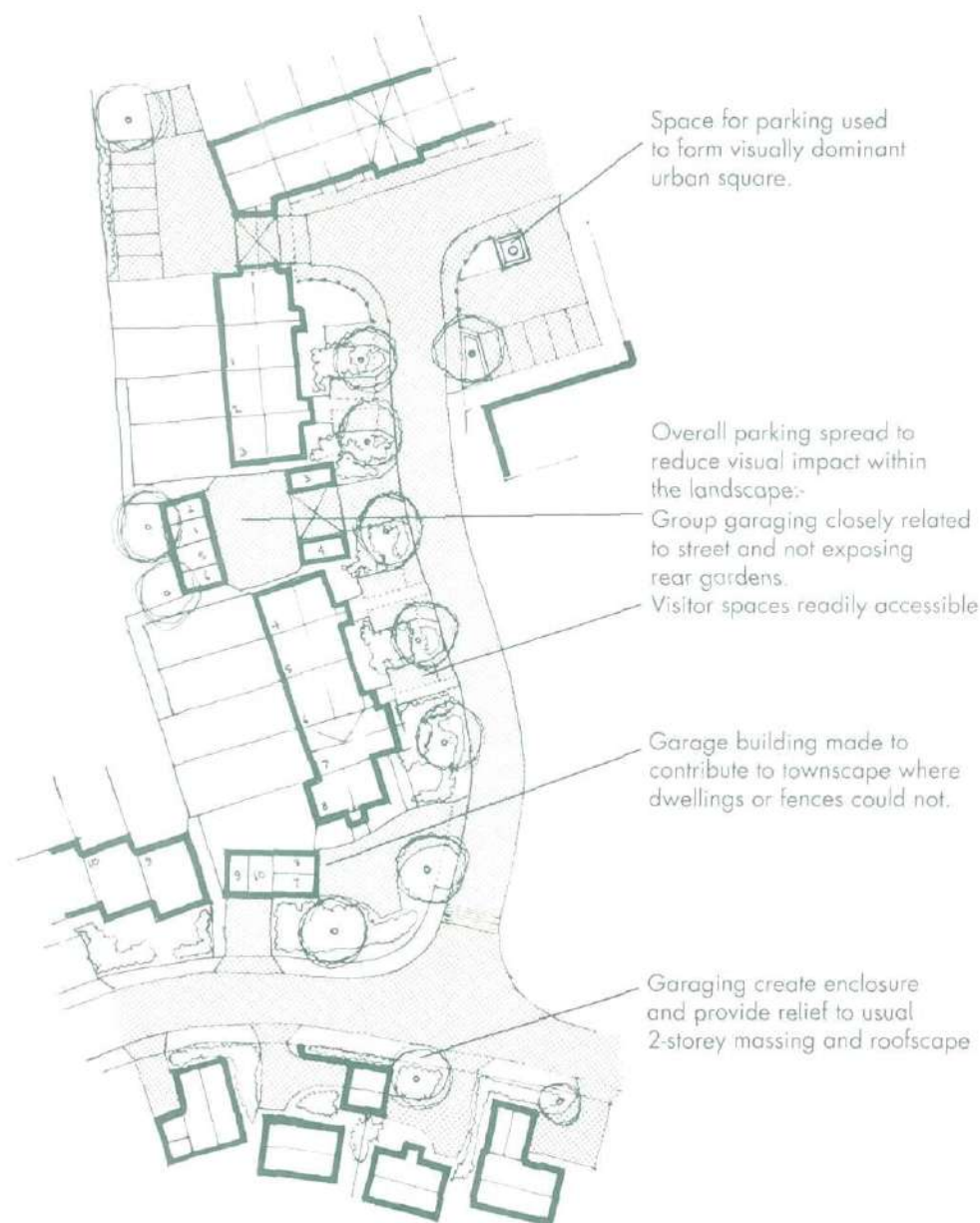
### Integral garages

5.8.2 These often result in unacceptably stereotyped layouts due to the buildings being set to a rigid 6m building line purely to allow space for a car to park in front of the garage door.

5.8.3 Integral garages also tend to dominate the elevation of the dwelling because the garage door is so much larger than any other element of the facade. Furthermore, the added volume exacerbates the overall scale and bulk of dwellings. Such garage space is frequently used as an extension of the living accommodation rather than for housing a vehicle, thereby displacing the car into prominent and unplanned areas. These problems can be lessened where garages are detached or built at the side of a dwelling.

5.8.4 Where integral garages are unavoidable, for example in a tight-knit urban situation, they should, wherever possible, be served from the rear of the property.

5.8.5 Developers will be required to minimise the visual impact of integral garages by careful attention to the style and colour of doors, the architectural detailing of the opening, and the way in which they are assimilated into the overall design.



Space for parking used to form visually dominant urban square.

Overall parking spread to reduce visual impact within the landscape:-

Group garaging closely related to street and not exposing rear gardens.

Visitor spaces readily accessible

Garage building made to contribute to townscape where dwellings or fences could not.

Garaging create enclosure and provide relief to usual 2-storey massing and roofscape

PARKING USED AS POSITIVE DESIGN ELEMENT

## Parking in front gardens

5.8.6 Parking in front gardens, particularly where directly in front of houses, often causes the most serious visual intrusion into the street scene. To overcome this problem such provision must be limited in scale where the architecture, soft and hard landscaping can remain visually dominant.

5.8.7 If well designed, garages can be used to good effect in such locations. Not only can they provide a small scale building set hard against the back edge of the footpath, but they can also create a well screened private courtyard in front of the dwelling. In such locations garage doors must not give direct access onto the public highway. Combinations of walls, railings, hedges, or changes of level can be used to reduce the impact of parked vehicles.

## Parking in rear gardens

5.8.8 This can result in a large proportion of the private curtilage being given over to the garage driveway and creates exposed and fragmented patterns of development reminiscent of 60's semi-detached estates.

5.8.9 Parking in rear gardens is more appropriate where access is to the rear, serving properties facing onto open spaces or narrow passages.

5.8.10 Developers will be required to demonstrate that parking or garaging which is to be provided within the curtilage of dwellings, not only meets the minimum numbers required, but is designed to assist in the creation of an attractive and safe environment.

## Grouped Parking

5.8.11 This can provide an economical use of space and means that the private gardens of dwellings are free for uses other than accommodating cars.





Well landscaped parking bays at approach to dwellings

5.8.12 The disadvantages of grouped parking are that surveillance by the residents can be difficult to achieve; the parking is further from individual dwellings, frequently being relegated to a backland site and the appearance of such areas is often poor.

5.8.13 In future therefore where developers wish to provide all or part of the parking requirement in grouped parking areas they will be required to demonstrate that such areas are:-

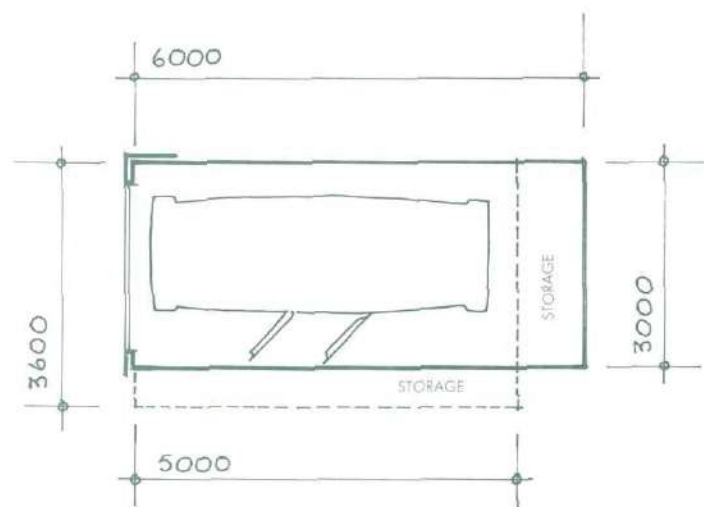
- sited within about 20m of the dwellings which they serve and linked to them by a safe and attractive path;
- overlooked by some of the surrounding properties to provide a degree of surveillance and lessen the risk of vandalism or theft;
- surfaced and landscaped to a high standard. The individual parking bays shall be delineated in a permanent manner, e.g. by the use of granite setts and the detailed design shall protect surrounding walls, fences and planting from vehicle damage.

5.8.14 Where grouped parking is to be provided in front of dwellings or adjacent to a main approach to dwellings, special attention will need to be given to the choice of materials and to the provision of substantial planting to visually break up the mass of cars. In such locations the use of 'smaller element' paviers will be required.

5.8.15 Parking spaces should be assigned to particular dwellings and these, together with visitors' parking bays, should be clearly but discretely signed. Grouped parking may be particularly appropriate when used with features such as town squares or courtyards. Private parking areas will not be adopted by the Highway Authority.



Unacceptable - unscreened and poorly detailed parking areas creating a very poor environment



Dotted line indicates minimum internal dimensions where storage space is alongside vehicle.

5.8.16 Visitor parking space will be required in accordance with the parking standards set out in Appendix D. Where such spaces are adjacent to the highway they shall be:

- sited clear of any highway visibility splay;
- situated within 20m of the dwellings they are intended to serve;
- constructed to the satisfaction of the Highway Authority.

## Size of Garages

5.9.1 Garages, particularly those which are attached to and have direct access from the dwelling, will frequently be used as 'overspill' storage space for items such as deep freezers and work benches. They should therefore be of a size which allows a degree of storage space and of sufficient width to permit easy access to and from the vehicle. Unless provision is made for this, the car will be displaced into prominent and unplanned locations. Recommended minimum internal dimensions are shown.





1

3

2



1. Dwellings grouped around a central parking quadrangle.
2. Quadrangle is well screened from the road..
3. ...and fits well into the street scene.
4. off one corner of quadrangle is a discreet covered way to further parking.



4



A Parking Quadrangle  
(one successful solution to a large number of cars).



1



3

1. Garage set gable end on to road and using complementary materials. Good 'soft' landscaping.
2. Block of 4 garages, two accessed from side, two accessed from rear. Hipped roof to reduce bulk.
3. Well designed garage block set close to road & providing privacy to properties behind.

2



Good Examples of Garages in Prominent Positions.



1. Individually the garage blocks are reasonable, but repeated time and time again, and coupled to very poor hard and soft landscaping, the overall result is mediocrity.
2. These parking bays have been 'claimed' by individual owners. Crude detailing & lack of maintenance is self evident.
3. An environment dominated by vehicles, concrete, and 'blacktop'!

Avoid these Mistakes



## Domestic Garaging - Examples of good practice



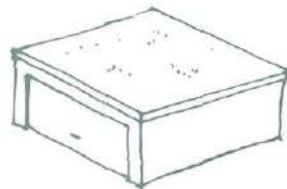
Avoid garage within main body of dwelling.



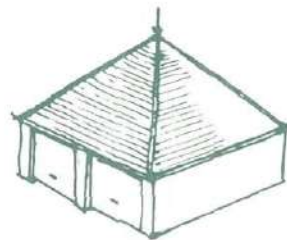
Express garages as subordinate element in the dwelling composition. Use complimentary materials.



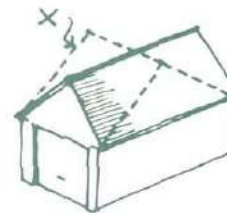
Changes in levels can be used to advantage to minimise the visual impact of parked cars.



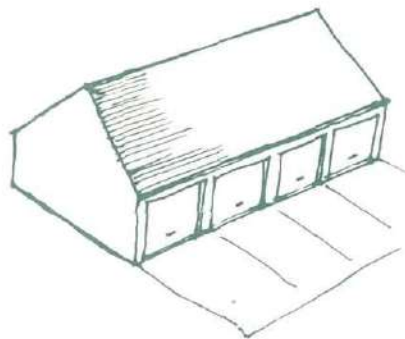
Avoid flat roof and double width doors.



Use pyramid or pitched roof with two single doors.



Avoid pitching roof wrong way when freestanding.



Avoid rows of doors or open forecourts which can dominate the scene.



Keep to numbers and designs that remain in scale.

Consider different garage compositions

