

## Deepings Neighbourhood Plan

### Supporting Document on Residential Parking Standards.

#### Summary:

Consultation on the Pre-submission draft of the Deepings Neighbourhood Plan (DNP) attracted comments that revealed a high level of dissatisfaction with new developments and their provision for parking.

This document responds to that by presenting parking standards for all new residential development. The DNP has an Appendix presenting these new parking standards.

It is accepted that parking standards are only part of the many tools or approaches necessary to secure good design. They are however basic and key to prevent parking problems that are clearly arising from increasingly higher density development.

The standard is presented as a minimum requirement, but it is also accepted that other design or location factors may justify an exception.



**Example at Fen Field Mews. Poor design and inadequate provision.**

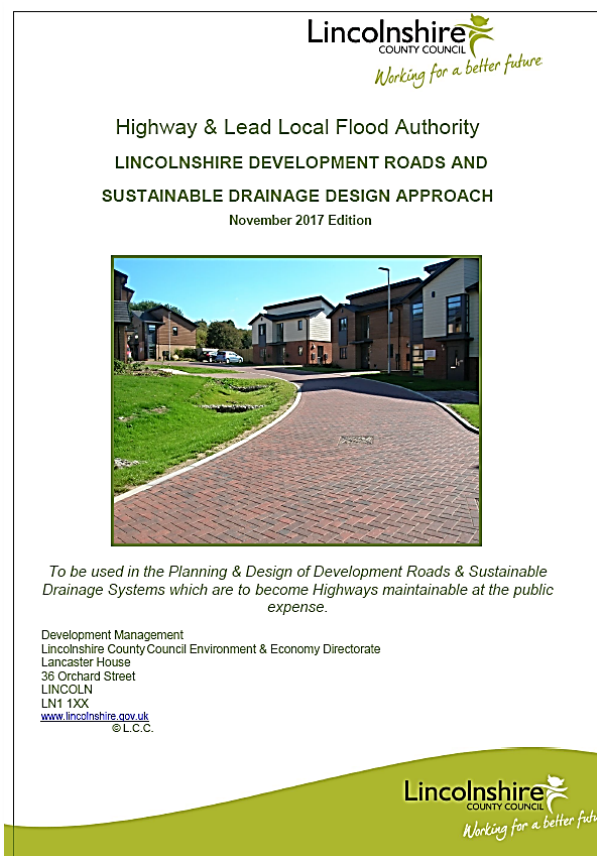
## 1. Introduction and the reason for the new standard.

The following justifies the residential parking standards that are a requirement of the DNP.

Much of the Deepings was built to generous space standards with no apparent parking problems. Newer developments however are built to a higher density and the absence of parking standards across a residential development has not always worked successfully.

The result is newer development with congestion from parking on roads where parking has not been designed in, verge parking, or where obstruction to footpaths has become 'normal'. This leads to parked cars diminishing the ability for a new development to create a lasting sense of place and allow for all forms of movement. Hazards can result to pedestrians and cyclists.

### Application of Lincolnshire's Parking Standards as a statutory policy.



The advice here is based on but develops Lincolnshire County Council's (LCC's) own published guidelines (November 2017) that do not have a statutory basis<sup>1</sup>. LCC as Highway Authority do not prescribe standards.

However, in their non statutory guidance, LCC has considered the most appropriate parking levels and layouts for new development. The intention, from a Highway Authority perspective is to generate parking levels that are high enough to meet needs and maintain development viability, whilst low enough to make most efficient use of development land and avoid the creation of car-dominated environments.

LCC advises they consider each development proposal should be considered on its own merits regarding parking provision. in relation to many factors including, but not limited to: location, public transport provision, estate design, servicing vehicle access, mitigation proposals.

LCC recommend that the Deepings Neighbourhood Plan should be in line with the SKDC Local Plan and *not* include specific parking standards. The DNP takes a different view with reason given in this document. Minimum standards should be introduced on a statutory basis to ensure that the large amount of new growth in the town is supported with great clarity. Each case however is considered on its own merits, so these standards are one of many factors to influence a decision. If they are departed from the decision maker will be expected to give reasons.

<sup>1</sup> These are found at <https://www.lincolnshire.gov.uk/downloads/file/1948/lincolnshire-development-roads-and-sustainable-drainage-design-approach-pdf>

## 2. Problems caused by inadequate Parking Provision.

Pavement parking can result in:

- obstruction of driveways and accesses
- hindered access to service and emergency vehicles
- damage to soft landscaping and footways
- cluttered, unsightly streets
- neighbour disputes, and
- reduced pavement width for pedestrians with buggies and mobility aids.

Common problems seen are:

- increased on street parking on narrow roads not designed for their purpose, and
- increased use of tandem parking by developers (a common parking design treatment of choice for the gaps between new semi-detached houses) resulting in a second more inaccessible space often not being used for its given purpose.

Over time front gardens become hard surfaced as residents endeavour to accommodate additional parking, with consequent harm to the appearance of an area.

Otherwise well-designed neighbourhoods are often compromised in terms of their appearance and enjoyment by ill-considered approaches to the provision of parking for residents, and their visitors. Parking spaces within streets and accessed directly from them minimise the amount of land given over to accesses and manoeuvring areas. If cleverly positioned they can help to restrain speeds, as well as reducing the likelihood of indiscriminate and obstructive parking.



**Example: Abel Court. Users of higher density housing might avoid using parking courts in preference to parking outside their house with consequent footway obstruction**

### 3. The use of standards.

LCC is of the view (see Consultation Record) that they do not consider that Local or Neighbourhood Plans should include car parking standards, and that each case should be dealt with on its merits. Consequently, the new South Kesteven Local Plan (adopted 2020) does not have standards, yet two other Lincolnshire districts have formally adopted them (Boston, and South Holland Councils<sup>2</sup>).

LCC provides advice on car parking provision for developments and its view that 'each development proposal should be considered on its own merits' has not resulted in adequate parking design.

In our view, treating estate designs on their merits does not appear to have succeeded in securing workable residential higher-density environments in the Deepings.

It is accepted that parking provision should be judged in relation to many factors including, but not limited to location, public transport provision, estate design, and mitigation proposals. Consequently, it is accepted that exceptions may be made for example in

- Deepings town centre,
- sites in Conservation Areas where street scene considerations are paramount or
- where street parking forms a key component in design of a new estate.

In such instances, the decision maker will be expected to provide clear reason why an exception is being made.



**Example at Fen Field Mews. Poor design and inadequate provision.**

<sup>2</sup> See South Lincolnshire Local Plan at <http://www.southeastlincslocalplan.org/wp-content/uploads/2019/02/Local-Plan-text-March-2019.pdf> Policy 31 page 97 and Appendix 4 page 118

## 4. On street parking.

If sensitively designed and located the use of some on street parking can be one of the most appropriate forms of parking as it allows for an overall reduction in parking spaces, as spaces are not allocated to residential units. Road widths need to be wider and kerb build outs are often necessary to define the spaces and allows for pedestrian safety. Care also needs to be taken to ensure that on street parking does not result in streets being visually dominated by parking, or by losing green verges. Appropriately positioned bollards and high kerbs can help indicate and prevent poor parking.

When creating shared space streets on-street parking can be formal or informal. Squares and other spaces are particularly good for parking in the wider context of the sense of place, particularly when accompanied by strong landscaping to ensure that it does not dominate the street scene. Visitor parking should also be considered.



Examples of good design in street parking



## 5. Garage sizes and parking areas adjacent to walls.

Surveys quoted in Manual for Streets<sup>3</sup> found that less than half of domestic garages were used for parking cars. This may be due to a variety of reasons; because garages are awkward or too small to use, because residents prefer to use them for general storage purposes to the exclusion of cars, because there are no cars in the household, or for a combination of reasons. In addition, modern cars incorporate considerably more security features now than a generation ago, reducing the benefit of using a garage for security purposes.

There is also an increasing trend to convert residential garages to habitable rooms, as this is not development requiring permission<sup>4</sup>. This can reduce the number of parking spaces within the curtilage of a dwelling and contributing to an increase in on-street parking.

For such reasons, single garages will not be counted as part of the parking provision unless they are open side or are a car port. Double garages will only be considered as parking provision where they are of a size that will accommodate general storage (such as cycles, lawn mowers, hedge trimmers, ladders and have garage doors that are wide enough to accommodate the modern car. The length of any driveway fronting a domestic garage should be 6 metres, where an up and over type garage door is provided. If a vertically open door (roller type) is to be provided. The length of the driveway may be reduced to 5 metres.

LCC does not have guidance for appropriate garage sizes. Other authorities with similar characteristics do, an example is Northamptonshire County Council<sup>5</sup>. They advise clear internal widths for garages should be as follows:

### **Garages - clear internal widths, or parking spaces adjacent to walls**

Single garage – 3.3m (W) x 6.0m (L) x 2.4m (H) (*but not counted as a parking space*)

Double garage – 5.8m (W) x 6.0m (L) x 2.4m (H) (*counted as a single parking space*)

All garages must be set sufficiently back from the highway boundary so that a vehicle can be parked in front of the garage (whilst garage doors are opened /closed) without causing any obstruction to the highway. All garages must therefore be set at least 5.5m from the highway boundary.

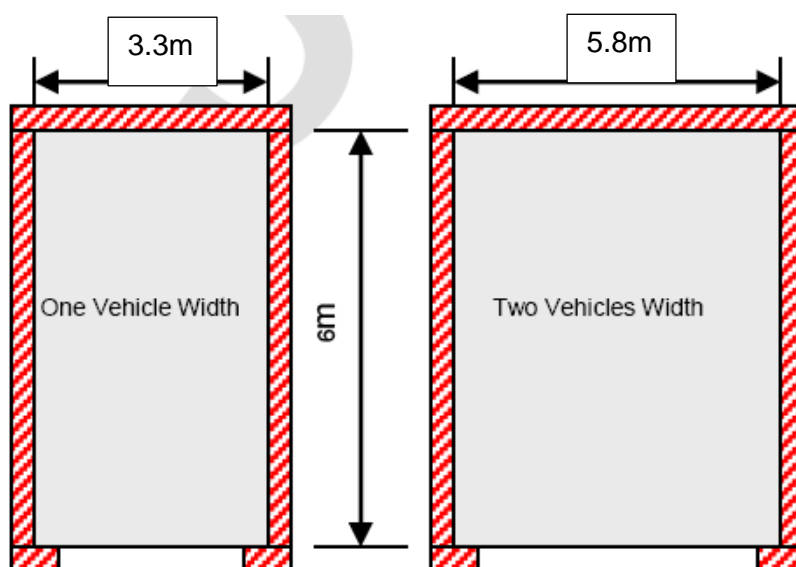
It is accepted that reasons will exist to depart from these standards; if so the decision maker is asked to give reasons.

<sup>3</sup> <https://www.gov.uk/government/publications/manual-for-streets> See paragraph 8.3.40.

<sup>4</sup> The development of annexes is encouraged by the DNP but parking losses will be a material consideration that should be factored in.

<sup>5</sup> <https://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Documents/NorthamptonshireParkingStandards.pdf>

## 5. Garage sizes and parking areas adjacent to walls (continued)



**Garages or parking spaces adjacent to walls.**

**Suggested minimum width entrance doors:**

- single doors 2.25m,
- double garages (as a single door) 4.4m wide

## 6. Residential parking standards.

The Deepings has a high car ownership level as would be expected in a rural area. In setting local parking standards for residential development and conversions, the policy has considered:

- the accessibility of the area;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision

The Deepings share the characteristics of other nearby areas (e.g. South Holland) and have based the following on their adopted standards. In sensitive area such as Conservation Areas, or for listed buildings, modifications of the standards may be allowed in order to preserve heritage or environmental conditions.

### **Houses and flats**

- |                 |  |
|-----------------|--|
| 1 space minimum | for a 1-bedroom unit.                  |
| 2 spaces        | for a dwelling with 2 or 3 bedrooms    |
| 3 spaces+       | for dwellings with 4 or more bedrooms. |

A garage plus the space immediately in front of it will count as a single space unless the garage is a double unit.

Planning conditions will be used to require garages to only be retained for their designed purpose where they are part of dedicated parking.

Sheltered Housing – Warden Aided Accommodation: 1 space per 2 units.

It is accepted that reasons will exist to depart from these standards; if so the decision maker is asked to give reasons.

## Appendix 1

### National Planning Policy on Parking Standards.

#### National Planning Policy Framework (NPPF). February 2019

##### Defining and Achieving Sustainable Development

Part 12 of the NPPF 'Achieving well-designed places' explains that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

105. If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision

Paragraphs 125 and 126 state:

*'Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.' (our underlining)*

*'To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified'.*

#### National Design Guide 2019 (NDG)

The National Design Guide (NDG), illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Paragraph 84 of the guide states that Parking standards are set locally and vary in response to local conditions. How parking is arranged has a fundamental effect on the quality of a place or development.

Paragraph 86 of the guide states that well-designed parking is attractive, well- landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.

## Appendix 2

### Appendix to the Neighbourhood Plan - Residential Parking Provision

It is accepted that reasons will exist to depart from these standards; if so the decision maker is asked to give reasons.

#### GARAGE SIZES AND PARKING SPACES ADJACENT TO WALLS

Single garage/space – 3.3m (W) x 6.0m (L) x 2.4m (H)

Double garage/space – 5.8m (W) x 6.0m (L) x 2.4m (H)

All garages must be set sufficiently back from the highway boundary so that a vehicle can be parked in front of the garage (whilst garage doors are opened /closed) without causing any obstruction to the highway. All garages must therefore be set at least 5.5m from the highway boundary.

#### PARKING STANDARDS.

##### Houses and flats

1 space minimum	for a 1-bedroom unit.
2 spaces	for a unit with 2- or 3-bedrooms
3 spaces	for dwellings with 4- or more bedrooms.

*A garage plus the space immediately in front of it will count as a single space unless the garage is a double unit.*

Planning conditions will be used to help ensure garages are to only be used for their designed purpose.

Sheltered Housing – Warden Aided Accommodation: 1 space per 2 units

**end**