

1 Parking Design Guidance from Building for Life Partnership (2012)

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Recommended Approach to parking

Anticipating car parking demand should take into account the location, availability and frequency of public transport together with local car ownership trends. The provision of spaces for visitors is also an important consideration.

Designing streets to accommodate on street parking but allowing for plenty of trees and planting to balance the visual impact of parked cars and reinforce the spatial enclosure of the street. On street parking has the potential to be both space efficient and can also help to create a vibrant street, where neighbours have more opportunity to see and meet other people.

Designing out opportunities for anti-social parking. Very regular and formal parking treatments have the potential to reduce anti-social parking. People are less prone to parking in places where they should not park and where street design clearly defines other uses, such as pavements or landscape features.

Making sure people can see their car from their home or can park somewhere they know it will be safe. Where possible rear parking courts should be avoided, where they are used they should be kept small, so that residents know who else should be using it. At least one property should be located at the entrance and within the parking courtyard to provide a sense of ownership and security. Multiple access points should be avoided. Boundary walls, surface treatments, soft landscaping and lighting are important ways to avoid creating an air of neglect and isolation, budget should be set aside for this. Proposals should be discussed with the local Police Architectural Liaison Officer to determine whether local crime trends justify securing the courtyard with electric gates.

A range of parking solutions appropriate to the context and the types of housing proposed should be used. Where parking is positioned to the front of the property, ensure that at least an equal amount of the frontage is allocated to an enclosed, landscaped front garden as it is for parking to reduce vehicle domination. Where rows of narrow terraces are proposed, consider positioning parking within the street scene, for example a central reservation of herringbone parking. For higher density schemes, underground parking with a landscaped deck above can work well.

To avoid a car dominated environment, parking should be broken up with trees or other landscaping every four bays or so, but ensure that the landscaping still allows space for people to get into and out of their cars, without having to step onto landscaped areas.

Parking designs to be avoided

A single parking treatment should not be used. A combination of car parking treatments nearly always creates more capacity, visual interest and a more successful place.

Large rear parking courts should be avoided as they provide opportunities for thieves, vandals and those who should not be parking there.

Parking that is not over looked should also be avoided.