

part 5
access and
parking





5 ACCESS AND PARKING

5.1 Access to Housing

- 5.1.1 Access to housing should prioritise the design of the local environment maximising pedestrian connections. Development should, where appropriate, be designed and designated as a 'Home Zone' unless it is too small or meets one or more of the circumstances listed in paragraph 5.1.5 over page. Access routes should demonstrate an innovative approach to highway design that shows understanding and integration of the design principles contained within this document.

New guidance on street design is to be prepared in the next few years in support of Local Development Framework policies and this guidance. The following guidance should be consulted for detailed design information *Design Bulletin 32* and its companion guide *Places, Streets and Movement*, English Heritage's *Manual for Streets*, the Department for Transport's *Home Zone Design Guidelines* and English Partnership's *Car parking - what works where*.

- 5.1.2 Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents in mind. The aim is to change the way that streets are used and to improve the quality of life by making them places for people, not just for traffic. The Quiet Lanes and Home Zones (England) Regulations 2006 legislation was brought in to force in August 2006.
- 5.1.3 **Access should be designed so that it is safe for pedestrians and cycles to share vehicular routes, where vehicular movement is not excessive (see item 5.1.5 overpage).**
- 5.1.4 Signing and surface finishes should give clear signals to pedestrians, cyclists and vehicle drivers that access is shared. Raised bell-mouths may be considered.

access and parking



A shared surface for vehicles and pedestrians reduces traffic speeds - Mason Moor, Southampton



Above and below: Southampton's first retrofit Home Zone has successfully reduced traffic speeds - Northam





Horizontal deflection features calm the traffic and provide space for on street parking - Northlands Road, Southampton



Large areas of hard surfaces without soft landscape give a bleak outlook



Front gardens that allow for the depth of a parked car and garages set back from the building line allow vehicles to be visually absorbed into the streetscape

5.1.5 Exceptions from Home Zones are only possible if one or more of the following circumstances apply, when a roadway with a separate pedestrian access (of around 1.8m width) should be provided:

1. Where the volume and type of nonresidential traffic is likely to be excessive and/or the total amount of traffic is greater than 100 vehicles in the afternoon peak hour;
2. Bus routes;
3. Any other compelling reason generated by the context area that would mitigate against the safe and successful operation of the Home Zone (this would have to be fully justified in the design statement).

5.1.6 Planning contributions will be sought to provide, improve and develop cycle routes on and in the vicinity of the site.

5.1.7 Safety is a key objective of highway design and the design should aim for speeds to be reduced to below 10 m.p.h. in Home Zones and other shared surface layouts.

5.1.8 In Home Zones the 'clear running' along otherwise straight routes should be broken up by means of the introduction of various features. These could be the use of trees and raised planters that create what is described as horizontal deflection to slow down traffic. Vertical deflection (speed tables, humps and cushions) may also be used.

5.1.9 Designs should be innovative attractive and sustainable, using high quality low maintenance materials. The surfaces should be made of a mix of hard and soft landscape materials (see Part 4 for further guidance).

5.1.10 A limited palette of complementary materials, textures and colours should be used that are sympathetic to the character of the area and the design of the proposal. Detailed design should avoid over engineered solutions and minimise cutting of materials to avoid unnecessary waste and minimise materials breaking loose from their base. Materials used should be sourced from sustainable or renewable supplies, hard wearing, vandal resistant, easily maintained, adaptable and capable of reuse where possible.

5.1.11 Large areas of hard surface unrelieved by trees and other soft landscape features will not be acceptable. Consideration should be given to the leaking of oil from vehicles in their parking spaces, for example using black tarmac in parking spaces and block paving in circulation areas.

access and parking

5.1.12 Permeable paving materials should be used where possible to reduce surface water run off.

5.1.13 This is an increasingly important means to reduce the impact of flash floods on dwellings and associated car parking areas. Consideration should be given to rainwater harvesting systems that collect water in a shallow holding tank below a permeable paving system to be used for uses such as garden irrigation, car washing or flushing w.c.s. However care must be taken that there trees and other landscape nearby do get adequate supplies of water.

5.1.14 Adequate turning space must be provided for vehicles within a development, including emergency vehicles and waste collection vehicles.

5.1.15 Consideration should be given to the practicality of accessing and manoeuvring on sites by cars, delivery vehicles and the emergency services. Access into the site for a refuse vehicle may be required on larger developments depending on the location and type of waste storage. Where this is not possible provision must be made to accommodate refuse vehicles on the main highway and to site bin storage close by. Design Bulletin 32 and its companion guide *Places, Streets and Movement* provide detailed design information.

5.1.16 Designs should give access for all.

5.1.17 Designs should provide access for all people including disabled people.



Above: Northam Home Zone has successfully reduced vehicle speeds and created an attractive and safe environment that encourages children to play on the street



A footpath is demarcated in pavers and setts across an access to a backland development - Petersfield



The design of this access to a backland development is sparsely detailed and does not make an attractive approach



Access to backland development can be via an archway under frontage development. The view through the archway should focus on an attractive feature and not parked vehicles



A shared surface with soft landscape and undercroft parking creates an attractive car free setting for this courtyard development - Harlow



Cars dominate the public realm of this development - Southampton



The provision of street trees break up the areas of on-street parking - Basingstoke

5.2 Car Parking Provision

5.2.1 Maximum standards.

5.2.2 Car parking will observe the maximum permitted by the Local Plan, divergence will only be justified up to the low accessibility maximum where a full transport assessment that is integrated with the design proposal is judged to warrant an alteration in the parking permitted.

5.2.3 The various highways dimensions and requirements are available separately; the maximum parking standards are given by Local Plan Review policy SDP 5.

5.2.4 Parked vehicles should not dominate frontages.

5.2.5 A variety of parking solutions should be offered, however consideration should be given to maximising efficient use of land and ensuring the provision of high quality public and private amenity space. In particular, integral garages, undercroft, underground and courtyard parking are encouraged. Design solutions in which parked vehicles dominate site frontages will not be acceptable. Visitor and disabled spaces should be clearly signed.

5.2.6 **Underground and undercroft parking should have a high standard of physical security and automated access control on the external entrances/exits for vehicles and pedestrians.**

5.2.7 The same standard of security should also be provided for the inner stair core doors of the parking facility.

5.2.8 **The main or primary entrances to dwellings or circulation spaces (connecting to dwellings) should not be provided accessing directly from undercroft or underground spaces.**

5.2.9 Adequate space for pedestrian routes should be allowed between parking spaces and entry points.

5.2.10 **Where external spaces are adjacent to the edge of underground parking natural light should be introduced to encourage natural surveillance and reduce energy consumption.**

5.2.11 Underground parking spaces will require an adequate supply of air; either through natural or mechanical ventilation.

*Right: Typical elevation and cross section of the Chapel development with underground parking provision
Developer: Swaythling Housing Society
Architect: Chetwoods
Image courtesy of Chetwoods*

access and parking

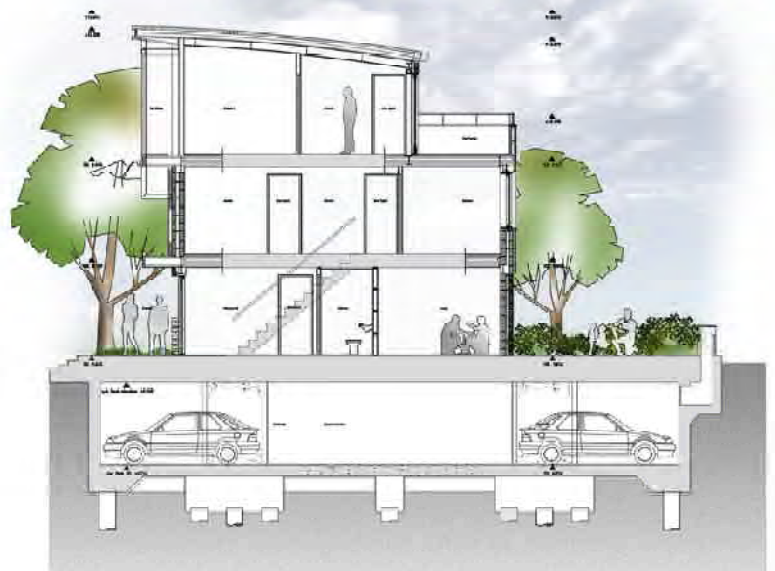
- 5.2.12 Natural surveillance, good security and good lighting reduce crime and should be a key element of the design.**
- 5.2.13** The security of parked vehicles should be considered from the outset and should include a high potential for natural surveillance and good levels of lighting to prevent crime and fear of crime. Ideally parking spaces should be designated and adjacent to associated dwellings so that parked vehicles are under direct supervision by their owners. A high level of natural surveillance is preferable to gated parking courtyards and therefore unsupervised and isolated parking courts will not be acceptable.
- 5.2.14** A well designed lighting scheme should be installed, including night time lighting of undercroft parking areas and 24 hour lighting of underground parking areas.
- 5.2.15 Integrate parking into the landscape setting of the site.**
- 5.2.16** Parking areas should be designed as part of the landscape scheme, and divided into small areas to avoid large bland areas of hard surfaces.
- 5.2.17 Innovative schemes that offer alternatives to car ownership are encouraged.**
- 5.2.18** Car clubs or car pooling schemes are encouraged and should be considered within travel plans. These schemes can help justify lower levels of parking on developments including zero car parking in areas of high accessibility. Consideration should be given to the availability of public car parks for visitors and occasional use. Please contact the City Council's Travel Plan Officer for more information (see Appendix L).



The front boundary walls of this development also provide natural ventilation to the underground car park - Chapel, Southampton



A shared surface with no kerbs and attractive landscape design provides a distinctive character to this street - Birmingham



5.3 Cycle Parking Provision

5.3.1 Minimum standards.

5.3.2 The provision of short and long stay cycle parking must be within at least the minimum standards set by the Local Plan. Cycle stands should be a simple design, using a City Council's approved product, such as the Sheffield stainless steel stand, that is easy to maintain, easy to access and to secure the cycle to. The approved minimum dimensions for products and setting out should be used and are available from the Cycle Officer - see Appendix L for contact details.

5.3.3 Keep them secure and accessible.

5.3.4 Long stay cycle parking must be secure, covered, enclosed and integrated within a development. A sequential approach should be adopted that first seeks to ensure that cycle stores are internal to the building, followed by integral outside access. External storage areas are the least preferred option and should only be used for short stay parking.

5.3.5 Free bikes.

5.3.6 The use of cycle vouchers or a free bicycle via a Planning Obligation may be sought for developments of over five dwellings.



Level access is provided to this cycle store



Cycle storage should be designed to be integral to the development and not as an after thought, as the one above illustrates



Cycle parking facilities for visitors should be provided alongside visitor parking spaces and kept accessible at all times. The surrounding areas of landscape should be easily accessible for maintenance, unlike in this photo.



The City Council approved Sheffield stainless steel cycle stand