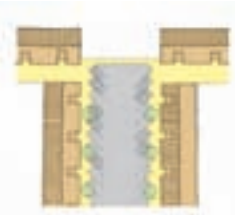


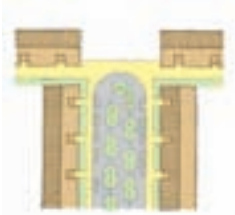
The traditional terrace comfortably accommodates parking on street



Planning policies and standards can create a car-dominated streetscape



The standards-based approach creates standards-based spaces



Traditional courtyards provide attractive spaces within which the car is accommodated

Cars are stationary for most of the time. Where and how they are parked can be a major factor in the quality of a development. Having decided what level of parking provision to make, the main consideration is how to incorporate parking in a development without allowing it to dominate everything around.

Cycle parking is as important, but often overlooked. As well as designated parking near to popular destinations thought should be given to where people will leave their bike when they get home.

4.5.1 PARKING STANDARDS

Keep parking levels down

As a guide in master planning a development, try to keep parking levels (especially off-street) down to no more than a 100% ratio - that is one space per dwelling, with visitor parking accommodated on-street. Special needs housing or housing close to public transport nodes may sometimes be provided with less parking, such as 25% for sheltered accommodation for the elderly.

In considering parking levels, analyse the parking provision and use in the area around. If it can be shown that existing parking levels are lower than the minimum required it will be easier to justify the proposed provision. Look at the possibility of communal parking spaces. For instance, as people leave work at the end of the day their spaces can be taken by people coming to the shopping centre, swimming pool or cinema.

In residential areas, with terrace houses, flats and maisonettes for example, the scheme can be designed on the basis of communal, rather than designated owner parking.



The lack of forecourt parking ensures building thresholds are not dominated by cars



Parking areas are well overlooked

Wick Village, Hackney, London: Limiting the impact of the car	
Location	In London Borough of Hackney, between A102 East Cross Route and the Hackney Cut Navigation.
Design team	Levitt Bernstein Associates
Client	Wick Village Tenant Management Co-operative and London Borough of Hackney.
Site area	1.6 hectares
Project	The replacement of three towers of a 1960s estate by a new development of 123 houses, arranged in a sequence of courts and squares.
Details	<p>Provision for parking at Wick Village has been designed with two priorities in mind:</p> <ul style="list-style-type: none"> To avoid large clusters of parked cars. These are generally no more than ten spaces in any one area. To ensure that parking areas are always overlooked by neighbouring houses. <p>Routes through the area give priority to pedestrians through the provision of frequent raised crossing places. The frontage to the Hackney Cut Navigation is a traffic-free walkway.</p>
Contact	Wick Village TMC Tel: 020 8533 4311



Sensitive on-street parking at Chingford Hall, Waltham Forest



Sensitively located on-street car parking can aid traffic calming



Well designed car port, Devon



Traffic calming is designed in from the outset



Interior parking courts are designed as attractive spaces, overlooked by adjoining buildings

4.5.2 POSITIONING PARKING

Put parking behind, under, above or to the side of the building

The manner in which car parking is arranged has a fundamental effect on the quality of place. Vehicles should not be allowed to dominate the space, or to inconvenience pedestrians and cyclists. The best places for off-street car parking are in secure rear courtyards, where these are well overlooked. What to avoid is parking within the front curtilage. This breaks up the frontage, restricts informal surveillance and is generally ugly.

Keep cars in view

In residential areas, a very careful balance has to be struck between the expectations of car owners, in particular the desire to park as near to their houses as possible, and the need to maintain the character of the overall setting. Where cars are parked in courts or squares, the design should ensure that they are overlooked by adjoining buildings. To avoid parked cars dominating the surroundings there should generally be no more than 10 - 15 spaces in a courtyard.

Parking next to the house

When parking is provided within the building curtilage, cars should be parked at the side of the house rather than the front, or can be enclosed by short lengths of wall which continue the building edge (see 5.1.2). Parking spaces can be provided to the rear of properties within the garden behind the front building line.

Poundbury, Dorset: An integrated approach to traffic calming	
Location	A mixed-use development on the outskirts of Dorchester.
Design team	Masterplanner: Leon Krier Lead consultants: Alan Baxter + Associates
Client	The Duchy of Cornwall
Site area	71.5 hectares
Project	The first phase, including 135 houses, has been completed. By 2018 there will be 2,189 houses, plus workspaces, shops and other facilities.
Details	The development makes full provision for car ownership, but has been designed to encourage travel on foot, by bicycle and by bus. There is clear evidence that those who already live and work there are less car dependent than people in comparable communities elsewhere. Each phase of the development has been designed around a network of spaces to create a series of distinctive neighbourhoods. Streets and squares are formed by the arrangement of buildings, with the carriageway designed on the tracking principle. Traffic calming is designed into the overall layout, rather than treated as a later addition. Parking provision is mainly in squares and courtyards, where the parking spaces are overlooked by adjoining houses and buildings.
Contact	Duchy of Cornwall Office, 2 Longmoor Street, Poundbury, Dorchester, Dorset DT1 3GN. Tel: 01305 250 533



Landscaping of car parks should screen vehicles and establish direct footways connecting with nearby buildings

4.5.3 CAR PARKS

Divide up the commercial car park

In commercial developments the best way to alleviate the effect of large parking areas is to ensure that they are designed as an integral part of the landscape treatment and managed communally. This also ensures that pedestrian movement is not determined and restricted by vehicular movement requirements. Parking layouts should be obvious and logical and avoid the creation of leftover space.

Make car 'parks' just that

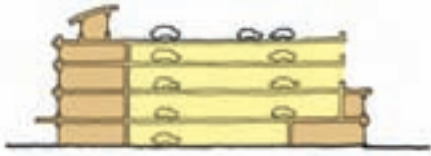
Shared surface treatments can be effective although it is important to ensure that pedestrian routes are clearly defined - particularly in teaching children about road safety and maintenance of the pavement as a 'safe' area. Adequate space should be allowed for tree planting to all parking areas. This can be one of the most successful devices for integrating parking in to the urban landscape.

Parking can enliven the street

On the street, a certain amount of parking has a beneficial traffic calming effect, but the layout should be designed to accommodate it. Parking can be incorporated within a widened carriageway that also allows room for street trees and gives pedestrians greater freedom of movement.



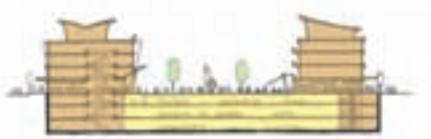
The Waitrose car park in Witney, Oxon, has been well-designed around existing mature trees



A shielded multi storey parking structure



An undercroft parking space



A basement parking space

Basements and multi-storeys: soften and screen

The benefit of underground parking is that it allows the street frontage of buildings to be maintained. It may be possible to service ground storey shops and businesses from the underground area. Parking spaces demand a rigid geometry - a 16m wide space accommodates two rows of parking bays, but this geometry should not necessarily dictate the design of the above ground building.

Multi-storey car parks should generally only be considered when they can be designed to incorporate ground level activities such as shops or offices, and then need to be carefully designed to contribute to the street scene. Sensitively designed, multi-storeys integrate with the surrounding urban fabric when they are 'wrapped' by single aspect buildings for other uses.



Multi-storey car parks can be disguised by wrapping single-aspect housing around the perimeter ...

... but do it in a subtle way!

4.5.4 SERVICING

Service from the street

The ideal form of delivery is from the street directly to the building in the traditional way. Where a delivery/storage yard is required, place it at the rear and frame it with buildings to avoid the invariably unsightly yards and building edge. In largely urban situations basement servicing may be possible and encouraged. Time management regimes can be a very useful device especially where there is not a means of reaching a satisfactory design solution.



Disturbance caused by reversing lorries should be avoided in designs (here in the otherwise impressive Brook Green flats-over-superstore development in Hammersmith, London)