

# **SMART**

## **TECHNICAL NOTE 9**

# **CAR PARKING**

# **GUIDE**

**This document is part of the “Shropshire Manual for Adoptable Roads & Transport 2021” (SMART) and should be read in conjunction with all other appropriate documents.**

## CONTENTS

TN9.1. INTRODUCTION .....	2
TN9.2. CAR PARKING LAYOUT AND DIMENSIONS.....	2
TN9.3. CAR PARKING LAYOUT EXAMPLES:.....	3
TN9.4. GARAGES AND CARPORTS .....	3
TN9.5. GARAGE PARKING .....	4
TN9.6. EXISTING GARAGES AND CAR PARKING SPACES .....	4
TN9.7. PRIVATE TURNING FACILITIES.....	4

### TN9.1. INTRODUCTION

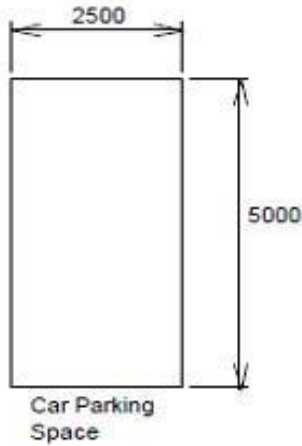
1. The provision for on and off-street car parking must be designed to current design standards and guidance to enable vehicles to circulate efficiently and provide adequate space for manoeuvring into and out of spaces.
2. Current design standards and guidance includes:
  - Department for Transport: Manual for Streets 1&2
  - English Partnerships: Car Parking - What Works Where
  - BS 8300:2001: Design of buildings and their approaches to meet the needs of disabled people — Code of practice
  - The Building Regulations 2000: Access and facilities for disabled people Part M, 2004 edition
  - CIRIA (2004): Buildings for all to use 2 – improving the accessibility of public buildings and environments'
  - Guidance Note: Residential Parking – IHE & CIHT

### TN9.2. CAR PARKING LAYOUT AND DIMENSIONS

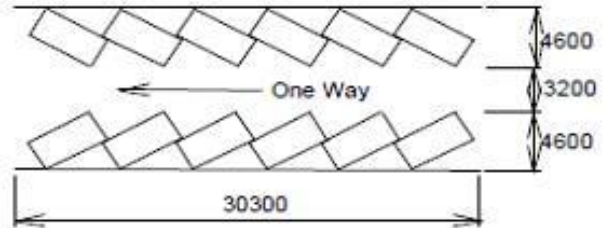
3. **Parking spaces** are recommended to be designed with a minimum internal dimension of **2500mm wide X 5000mm long**. However, the guidance set out within 'Manual for Streets' will be considered on the individual development's merit.
4. Where car parking is proposed in the front garden, the following design features shall be incorporated:
  - In line with the Permitted Development rights, permeable paving or border gardens should be part of the parking area.
  - The parking area shall keep existing trees and hedges where possible.
  - Retain existing built features such as walls, pavements and gates.
  - Ensure that clear sight lines are maintained for cars reversing out of car parking spaces/driveways onto the highway.
  - The parking space in front of the house must meet the minimum dimensions and no part of a vehicle should overhang the adjacent footway, verge, or carriageway, thereby obstructing pedestrians or other users of the highway.

## TN9.3. CAR PARKING LAYOUT EXAMPLES:

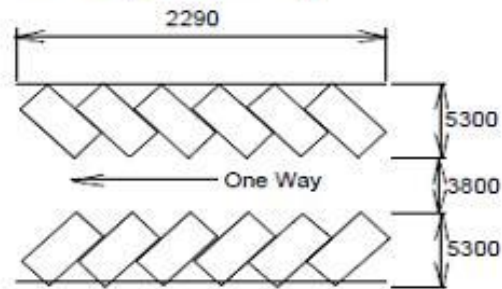
### Car Parking Spaces - Minimum Dimensions



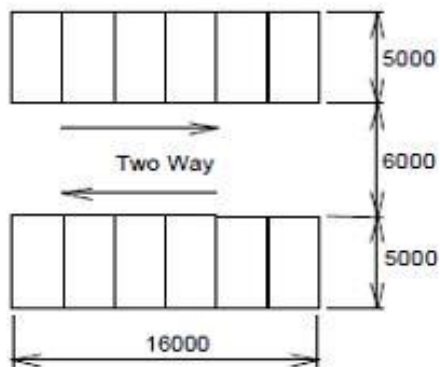
### One Way Flow - 30° angle parking



### One Way Flow - 45° Angled Parking

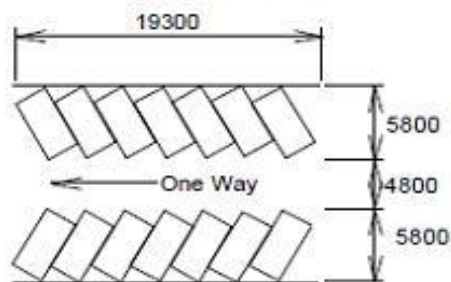


### Two Way Flow



This layout is the most effective land use for two way traffic flow.

### One Way Flow - 60° Angled Parking



## TN9.4. GARAGES AND CARPORTS

### Car Port

- It is recommended that the minimum internal dimensions are **5000mm long x 3000mm wide** to allow easy access to/from the vehicle.

### Single Garage

6. It is recommended that the minimum internal dimensions are **7000mm long x 3000mm wide** to allow easy access to/from the vehicle and sufficient storage to the rear to accommodate a bicycle.

### Double Garage

7. It is recommended that the minimum internal dimensions are **7000mm long x 5500mm wide** to allow easy access to/from each vehicle and sufficient storage to the rear to accommodate a bicycle.
8. Where a garage driveway is provided for the parking of cars and to prevent obstruction to the highway when accessing a garage the distance from the face of the garage to:
  - the highway boundary - shall be at least **6000mm**.
  - the carriageway edge on access ways - shall be at least **7000mm**.
9. This is to allow garage doors to be opened/ closed with a vehicle positioned in the driveway.

Note - in very quiet residential streets, the use of shorter driveways may be acceptable, in accordance with the requirements of Manual for Streets.

## TN9.5. GARAGE PARKING

### New Garages

10. All new garages with internal dimensions as set out above will be included in the parking provision for residential properties. Additional parking, where standards permit, can be provided on driveways. Conditions will be imposed to limit the amount of parking space on property frontages.
11. Where there is the potential to provide the number of spaces for the dwelling either in the garage; or in the garage and on the driveway, conditions may be imposed to restrict further paving of the garden for additional spaces.

## TN9.6. EXISTING GARAGES AND CAR PARKING SPACES

12. Where the result of a proposed conversion or existing single or double garage originally designed for the purpose of parking a car would lead to the creation of additional parking within a property frontage in addition to any existing driveway, the Council is likely to restrict additional permanent parking.
13. This is also applicable where non-covered parking spaces (such as the driveway) will be built on to extend existing dwellings, resulting in a loss of car parking on the site. This is to ensure that the site is not overly developed or has an unacceptable amount of paving.
14. Conversion of an existing residential dwelling to multiple dwellings or redevelopment of a dwelling and creation of multiple units will not entitle the additional dwellings or units to additional parking permits.

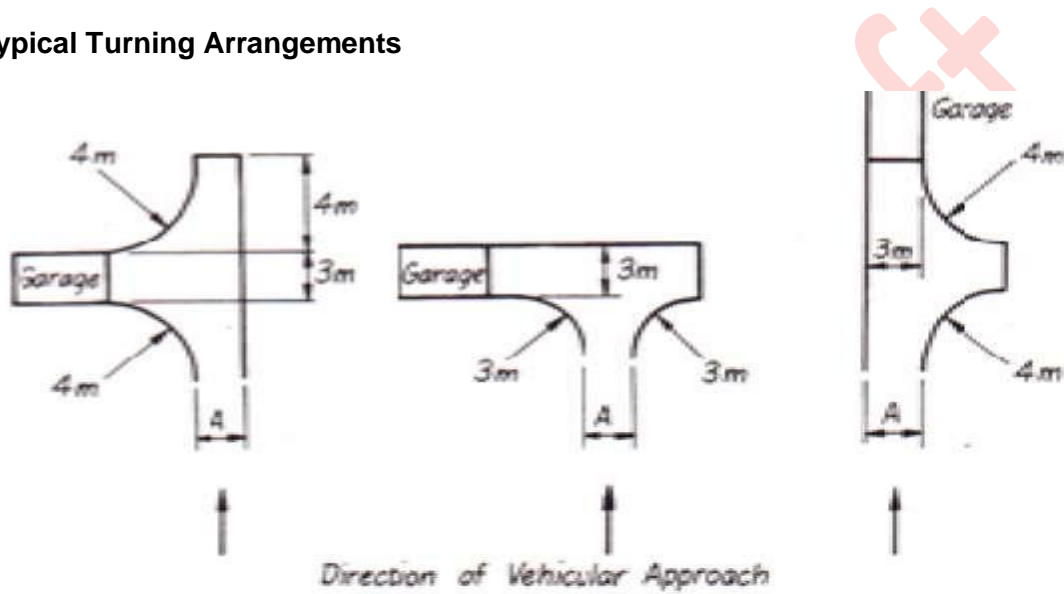
## TN9.7. PRIVATE TURNING FACILITIES

15. When drivers reverse vehicles out of an access and into a traffic stream, their visibility is restricted and the final part of the turning manoeuvre is carried out on the highway. Danger and inconvenience to other road users are inherent in such movements and can

be tolerated in most residential developments fronting unclassified roads in 30 mph areas. Where a residential proposal involves increasing traffic at an existing access in the following circumstances, an internal turning area should be provided, see below.

- Generally on classified roads;
- In the vicinity of a school where pedestrian flows are high;
- On a minor road but near to a junction with a classified road;
- Shared private drives shall always incorporate turning facilities in the form of a common area available to all users of the drive.

### Typical Turning Arrangements



WORKING