

Gateshead Council Transport Technical Appendices

Levels Of Car Parking In New Residential Development

1. Introduction

1.1 Gateshead's approved design guide '[Making It Happen](#)' sets out broad principles for incorporating car parking in the design of new residential development. This document complements that general approach by setting out guidelines for the levels of provision of car parking to be provided within them.

1.2 The guidelines apply to car parking to be provided for new flats and houses, as described by Use Class C3 of the Use Classes Order 1987 (as amended). In this document the term 'residential' applies only to these uses, and not to other types of residential provision encompassed within other Use Classes.

2. Background

2.1 The provision of car parking within new residential development raises a number of issues:

- Demand for spaces is related to car ownership rather than use. Restrictions on provision as part of an approach towards managing demand for car travel are not always effective;
- In many locations off-street parking provision is poorly used, with parking spilling onto nearby roads and pavements;
- Off-street parking within the curtilage of dwellings is inflexible, and unable to cater effectively for the often very different levels of car ownership found between households;
- Garages are often very little used for car parking, in part because they are often too small for larger modern cars;
- Excessive provision of car parking undermines the aim of making best use of available land, can have adverse impacts on overall design and unnecessarily increase the cost of new housing;
- Households have a desire to park close to their home;
- Parking for vehicles provided through car clubs, or other shared approaches towards car ownership, needs to be accommodated.

2.2 The guidelines have been developed with a view to balancing the various needs arising from the above and, wherever possible, resolving the sometimes conflicting pressures that arise from them.

3. Guidelines

3.1 In new residential development parking should be provided at the following levels:

	Minimum	Maximum	Location
Residents	1 per dwelling	2 per dwelling	On or off-street
Visitors	1 per 4 dwellings	1 per 3 dwellings	On street

Levels of parking provision will be averaged across the site as a whole.

3.2 On larger sites provision may be needed for dedicated spaces for car club vehicles or electric vehicle charging points. Where this is required it will be included as part of the visitor provision. The most appropriate location for any such spaces within the site will be discussed a part of the design process. A Traffic Regulation Order may be needed to establish any dedicated spaces.

Although it is expected that most visitor parking will be located within the adopted highway in some developments (for example flats) the visitor provision may be better provided in a car park rather than on street.

4. Provision below minimum guidelines

4.1 Where the level of car parking provision proposed is below the minimum guidelines outlined above this should be discussed at an early stage with the Council. The main concern will be the likelihood of overspill parking causing problems on nearby roads and requirements for supporting information are likely to include:

- Availability of unrestricted on-street car parking;
- Road safety;
- Residential amenity;
- Surveys of parking on surrounding roads;
- Analysis of likely household car ownership levels given the location, type and tenure of the proposals;
- Accessibility to public transport services;
- Accessibility to local shops, schools and other facilities;
- Availability of car clubs, or similar, in the vicinity.
- Proposals for promoting non car modes.

4.2 General advice on proposals for residential development with zero or very limited parking provision is also provided in [‘Making It Happen’](#).

5. Provision above maximum guidelines

5.1 Where the level of car parking provision proposed is above the maximum guidelines outlined above this should be discussed at an early stage with the Council. The main concerns raised by the additional parking will be the impacts on design and reduced housing density. Higher provision of car parking on site emphasises rather than reduces the need for effective travel plans and provision of facilities such as car clubs as, where car ownership is likely to be high, additional

effort is needed to provide and promote alternative forms of transport. Additional evidence may be required to justify higher levels of parking, for example an assessment of car ownership in relation to the proposed house type/location.

6. Sheltered accommodation

6.1 Parking provision for flats/houses where there is a permanent on-site staff presence may also need to make provision for staff car parking. Lower levels of resident and higher levels of visitor parking may also be appropriate depending on circumstances.

7. Design of parking

7.1 General guidance on the accommodation of car parking within residential development is provided in the Gateshead Council design guide '[Making It Happen](#)'. 'Manual for Streets' and the English Partnerships publication 'Car parking - what works where' provide further useful advice on the successful incorporation of car parking within new residential development.

8. Garages

8.1 The limited use of garages for parking by residents is noted above. In assessing levels of parking provision against the above guidelines a garage will be considered to represent 0.5 spaces as long as it provides internal space of at least 6m x 3m in size (or 7m x 3m if also considered a cycle parking space).

9. Transport Assessments

9.1 The levels of trip generation used to carry out transport assessments should be justified against the levels of car parking proposed. Where development includes high levels of car parking trip generation rates may need to be adjusted to reflect the higher levels of car use likely to result.