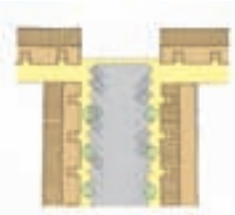


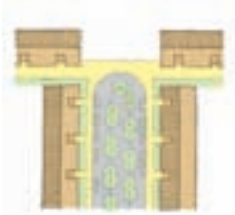
The traditional terrace comfortably accommodates parking on street



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