

The Society generally discourages parking in front gardens: **planting is more attractive & nature - friendly.** Paving over front gardens can cause flooding, overflowing of public drains, pollution of air and water, a loss of nature, hotter streets. **The character of green and pleasant roads is also harmed.**

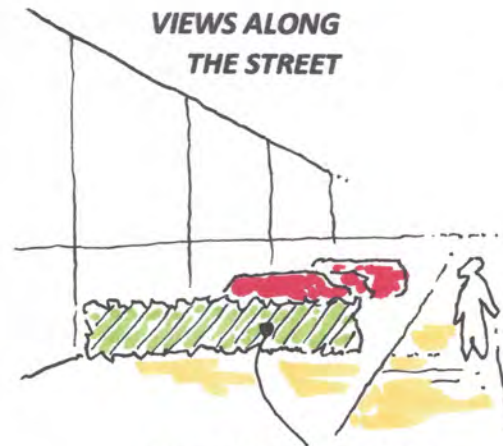
DESIGN GUIDANCE: FRONT GARDEN PARKING

REMEMBER: GREEN IS GOOD



OPEN PARKING
= DULL APPEARANCE

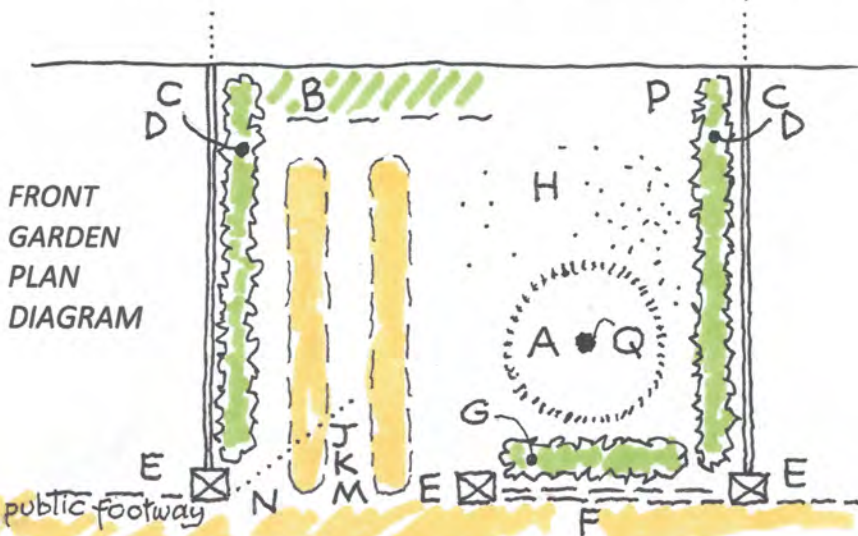
VIEWS ALONG
THE STREET



KEEPING THE HEDGES
OR A LOW WALL ALONG
THE SIDE BOUNDARIES
HELPS IMPROVE VIEWS

But if your aim is to provide some off-street parking, try to create a design with a good appearance from the street.

- A Retain **good existing shrubs, hedges & trees** where you can
- B Keep cars away from front windows by a **planting strip**: Try using **climbers for a 'green wall'**, and **window boxes**
- C Keep or replace the **garden's side hedges/fences**, which are important in hiding cars in the side views along the street
- D Provide a **1m wide earth strip for planting/hedging** beside each of these side boundaries
- E Keep or replace the original brick piers & cappings, which show the line of the front gardens in the street view
- F Keep or replace some of the front walls or railings, or picket fences, whichever is best for the local character
- G Consider **planting a hedge** along part of the frontage
- H Try to limit the amount of hard surface in the front garden, to no more than about 40%, **leaving the rest for planting**: this could be less for detached houses, more for terraces
- J Try to have just one opening from the street: having two reduces **planting space**, and disturbs pedestrians
- K Try having strips of paving where the wheel tracks are, with the space between **filled with low planting** or gravel
- L Consider using a paving material that allows rain water to filter into the ground eg permeable blocks: it limits fast run-off (leading to river flooding downstream), and lessens the need for **watering of plants** in the summer
- M Never let surface water drain towards the highway, install a slot drain to catch it
- N Never swing gates over pavements
- P Provide space for Bins: if they cannot be located at the side of the house or in a garage, conceal them from public view
- Q **Emphasise Green-ness: could you plant a new small tree?**



Remember, this is only informal design guidance:

Formal approval is needed for these works – see overpage: Please check with the Council for any guidance they have.

Although this simplified information has been obtained from the Planning Portal (5/19), you should always first consult the Council's Planning Office for up to date information on the need for permission.

- Individual Houses** **Planning permission** is not needed if:
- permeable or porous surfaces are used which allow water to drain through, such as gravel, permeable concrete block paving or porous asphalt:
 - the surface rainwater is directed to a lawn or border to drain naturally:
 - the impermeable driveway is less than 5sqm in area:

Planning permission is required:

- for impermeable paving that does not provide for the water to run to a permeable area such as a lawn or border:
- if access is to be from a classified or trunk road
- if the site is within an area covered by an Article 4 Direction, or a planning Condition, requiring planning permission for hard surfacing:
- for some fences, walls, piers, dropped kerbs
- for an access that is likely to affect a protected Tree (TPO)

Listed Building consent is required before any works are commenced:

- if the site is within the curtilage of a listed building.

- Flats & Maisonettes** **Planning permission** is required for the works.

Listed Building Consent is required before any works are commenced:

- if the site is within the curtilage of a listed building.

FORMAL APPROVALS: VEHICLE CROSSOVERS

Criteria for approving the design and construction of vehicle crossovers are complex, and are fully set out in the Council's Information Pack dated June 2018. As examples:

Parked vehicles must never overhang the public highway, so there are minimum requirements for the depth of the parking space, and its relationship to the front door. And its width must be no less than 2.3m within the site, 2.5m at the back of the footway and 3.7m at the kerbside. (A1 – 4)

Criteria are set out for sight lines, closeness to junctions, proximity to street furniture (lamp columns etc) and street trees. (A6 - 9)

Removal of street trees to create a crossover is not permitted. (A10)

Crossovers passing through wide **grass verges** may not be permitted. (Diagram 5)

In controlled parking zones, loss of kerbside parking may not be permitted, (A13) and the costs for the statutory consultation prior to amending the Traffic Order could be significant. (E6)

As all crossovers have to be first approved and then constructed by the Council, (all at the applicant's expense), works to the front garden parking space should not proceed until permission for the crossover has been obtained. (C1)