



Supplementary Planning Guidance Domestic Garages 2013

DOMESTIC GARAGES

2013

Purpose

1. To provide additional guidance to developers and specify standards in relation to domestic garages.

Preview

2. In the last two decades or so car sizes have increased noticeably whilst the size of domestic garages has remained largely unchanged. Many domestic garages constructed as part of recent residential developments are inadequate to accommodate modern cars, consequently resulting in garages not being used for their intended purpose and contributing to excessive on-street parking. This detracts from the local environment and, in some situations, can create road safety hazards, or, when vehicles are parked on footways, obstruct pedestrians and wheelchair users. This guidance specifies standards for domestic garages and parking in new developments, and should be read in conjunction with the Monmouthshire Parking Standards 2013.

Overview

3. Residential parking spaces in new developments are specified by Local Authorities as part of the planning process. Generally new houses and apartments should be provided with one parking space for each bedroom, up to a maximum requirement of three spaces per dwelling. This guidance should be read in conjunction with the Monmouthshire Parking Standards adopted in 2013.

Issues

4. There are three main aspects covered in this guidance:-
 - the desirability of providing domestic garaging
 - the inclusion or otherwise of garages when assessing car parking spaces
 - the dimensions of garages

Garage Provision

5. There is no requirement to provide domestic garages, although garages are often perceived as the most secure parking option and many developers provide garages for the majority of their new properties.

6. However surveys quoted in Manual for Streets (paragraph 8.3.40) found that less than half of domestic garages were used for parking cars. This may be due to a variety of reasons; because garages are awkward or too small to use, because residents prefer to use them for general storage purposes to the exclusion of cars, because there are no cars in the household, or for a combination of reasons. In addition modern cars incorporate considerably more security features now than a generation ago, reducing the benefit of using a garage for security purposes.
7. There is an increasing trend to convert residential garages to habitable rooms, as allowed by permitted development rules, thus reducing the number of parking spaces within the curtilage of a dwelling and contributing to an increase in on-street parking. Figure 1 shows a converted integral garage in a recently constructed house in Raglan.



Figure 1

8. The council does not wish to remove this right, which in any event would be onerous in policing and enforcing. Hence, in order to ensure that car parking standards would still be met should garages be converted, domestic garages which are integral or attached to a dwelling will **not** be counted as a car parking space for the purposes of assessing the number of spaces within the curtilage or allocated to a property, irrespective of their size.
9. Domestic garages detached from the dwelling are rarely converted to habitable accommodation; hence these will be counted as a parking space subject to meeting minimum size requirements.

10. Unlike garages open-sided car ports with roofs are almost certain to be used for car parking, and for this reason in some ways are preferable to garages. Hence car ports will be counted as a parking space (or spaces). Figure 2 shows a double car port in Chepstow.



Figure 2

Garage Dimensions

11. When garages are provided it is important that they are fit for purpose. Appendix B lists then-current car models in ascending width according to Which? Special Car Survey 2009. The dimensions of garages should be such that cars can be driven in and out without difficulty, and likewise enable the driver's door to be fully opened so that the driver can readily enter and exit the car whilst inside the garage.
12. To ensure this, garages shall have minimum clear internal dimensions of 3.0m x 6.0m, as recommended in Manual for Streets (Appendix A note 3). Smaller garages will only be permitted in exceptional extenuating circumstances, e.g. additions to existing dwellings with limited curtilage.
13. For many years garage doors provided on new residential developments were usually 2.1m wide. Some modern cars are too wide to pass through a 2.1m door, and for many other makes of car the clearance is so marginal that drivers are reluctant to risk damaging their car by attempting to enter the garage. Even when the internal garage dimensions are adequate motorists can be deterred from using garages if the door is too narrow.
14. The preferred width for single garage doors is 2.35m; the minimum acceptable width is 2.25m.

15. It should be noted that the actual available width is often less than the nominal stated width – for example, in some designs the ‘up and over’ mechanism intrudes into the opening reducing the available width by 50mm or more.
16. To allow garage doors to be opened and closed garages must be preceded by a driveway at least 6.0m long if the driveway is to be counted as a parking space.

Double Garages.

17. Double garages are sometimes provided in larger dwellings. The usual format is to accommodate two cars parallel. To accommodate two cars garages shall have minimum dimensions of 5.5m x 6.0m (width x length).
18. When parallel double garages are provided with one wide door, rather than two single width doors, the door shall be a minimum of 4.4m wide. Detached double garages with parallel parking usually have a double width driveway in front of the garage, counting as two parking spaces, thus the overall requirement to have at least three parking spaces will naturally be achieved.
19. Tandem garages are not popular with residents – in order for the car furthest from the garage doors to depart the other car has to be driven out first of all. For this reason they are seldom used to park two vehicles, and rarely built nowadays. Where a new detached tandem garage is constructed it will be counted as one parking space.

Car Ports

20. Unlike garages, which are usually used for storing other household articles even when used to park cars, car ports are used almost exclusively for their intended purpose. Also, car doors can be opened outside the footprint of a car port (provided intermediate support posts are suitably positioned) and no allowance has to be made for space to allow for door opening. Hence car ports do not need to be as large as garages.
21. Car ports shall have a minimum roof length of 5.0m, and a minimum roof width of 2.8m for a single car port and 5.2m for a double car port.

Summary

22. Many domestic garages constructed in recent years are unsuitable for their intended purpose. This contributes to an increase in on-street parking, detracting from the street environment and potentially increasing road safety hazards.
23. The Monmouthshire Parking Standards and this guidance will apply to all new residential developments in Monmouthshire.

Domestic Garage Standards

24. When assessing the number of spaces available to a property in accordance with the Monmouthshire Parking Standards 2013:-

- Domestic garages integral or attached to a dwelling will not be counted as a car parking space or spaces.
 - Domestic garages detached from a dwelling and car ports will be counted as a car parking space or spaces.
 - Detached tandem double garages will be counted as one parking space.
25. The minimum internal clear dimensions for new single domestic garages shall be 3.0m x 6.0m. Smaller garages will only be permitted in exceptional extenuating circumstances.
26. Single garage vehicular door openings shall be at least 2.25m wide, although 2.35m wide doors are preferred.
27. Double parallel parking garages shall have minimum dimensions of 5.5m x 6.0m (width x length). Single garage door openings for double garages shall be at least 4.4m wide.
28. Car ports shall have a minimum roof length of 5.0m, and minimum width of 2.8m for a single vehicle port or 5.2m for a double port.
29. In certain circumstances, e.g. Conservation Areas, modifications of the standards may be allowed in order to preserve environmental conditions.

Notes relating to Residential parking standards

1. Curtilage parking must be provided wherever possible. Communal parking will only be accepted in exceptional circumstances. When provided it must be conveniently sited and should be in a location that is overlooked, which will thereby enhance its security. No parking court may accommodate more than 12 parking spaces and, depending on local context, designated parking secured by a lockable bollard or other means may be required. Safe pedestrian routes must be provided between each dwelling unit and its parking space(s).
2. Private parking spaces will not be located between public carriageways and public footways.
3. Domestic garages are considered as parking spaces only where certain specified criteria are met. More information regarding domestic garages is provided in Supplementary Planning Guidance 'Domestic Garages'.
4. Where it is required visitor parking must be designed as an integral part of any development and must take into account the needs of the disabled.
5. In respect of residential homes for the elderly and nursing homes, sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

Car Widths

Appendix B

Manufacturer	Make	Width metres	Manufacturer	Make	Width metres
Citroen	C1	1.62	Ford	S Max	2.01
Fiat	F500	1.63	Mazda	Mazda 5	2.01
Skoda	Fabia	1.64	Volkswagen	Eos	2.01
Mazda	Mazda2	1.71	Mercedes	C-class	2.02
Fiat	Qubo	1.72	Volvo	S40/V50	2.02
Smart	ForTwo	1.75	Ford	C Max	2.02
Hyundai	i30	1.78	Honda	Jazz	2.03
Renault	Megane	1.79	Vauxhall	Astra	2.03
Fiat	Panda	1.81	Honda	Insight	2.03
Porsche	Boxster	1.81	Audi	A6	2.03
Porsche	Cayman	1.81	Vauxhall	Zafira	2.03
Volkswagen	Scirocco	1.81	Mercedes	A-class	2.04
Audi	A4	1.83	Mercedes	B-class	2.04
Mazda	RX-8	1.85	Volvo	C30	2.04
Skoda	Roomster	1.87	Saab	S9-3	2.04
Citroen	C2	1.91	BMW	5 series	2.04
Citroen	C3	1.91	Alfa Romeo	Brera	2.04
Mini	Mini	1.92	BMW	6 series	2.04
Nissan	Micra	1.92	Volkswagen	Golf	2.05
Renault	Clio	1.93	Volkswagen	Touran	2.05
Suzuki	Splash	1.93	Honda	Civic	2.06
Suzuki	Swift	1.93	Renault	Laguna	2.06
BMW	1 series	1.93	Audi	A8	2.06
Daihatsu	Sirion	1.94	Jaguar	XF	2.06
BMW	1 series	1.94	Mercedes	CLS	2.06
Kia	Cee'd	1.94	Mazda	CX-7	2.06
Seat	Altea	1.94	Toyota	RAV 4	2.06
BMW	X5	1.94	Jaguar	XK	2.07
Vauxhall	Corsa	1.95	Ford	Mondeo	2.08
Audi	TT	1.95	Renault	Scenic	2.08
Fiat	Grande Punto	1.96	Audi	Q5	2.08
Nissan	Note	1.96	Vauxhall	Insignia	2.09
Renault	Modus	1.96	Citroen	C6	2.09
Volkswagen	Golf Plus	1.96	Vauxhall	Antara	2.09
Toyota	Yaris	1.97	Volvo	V70	2.11
Audi	A3	1.97	Citroen	C4 Picasso	2.11
Skoda	Octavia	1.97	Honda	CR V	2.11
Mazda	MX 5	1.97	Volvo	XC90	2.11
Mercedes	SLK	1.97	Mercedes	X class	2.12
Peugeot	P207	1.98	Citroen	Berlingo	2.12
Renault	Twingo	1.98	Honda	FR-V	2.12
Seat	Leon	1.98	Renault	Koleos	2.12
Alfa Romeo	AR159	1.98	Renault	Kangoo	2.13
Citroen	Xsara Picasso	1.98	Ford	Kuga	2.13
Volvo	C 70	1.99	Mercedes	M class	2.13
Mitsubishi	Colt	2.01	Volvo	XC60	2.14
Mazda	M3	2.01	Ford	Galaxy	2.15
Jaguar	X type	2.01	Renault	Espace	2.15
Lexus	IS	2.01	Land Rover	Rover Sport	2.17
Skoda	Superb	2.01	Audi	Q7	2.18
Volkswagen	Passat	2.01	BMW	X3	2.18
Lexus	GS	2.01	Land Rover	Freelander	2.18
Suzuki	SX 4	2.01	Volkswagen	Touareg	2.23