# 1.3   Well-integrated surface parking

On-site car parking needs to be well integrated so that the appearance of parked cars and parking areas do *"not dominate the development".* This includes locations away from the street and/or where they can be screened or softened by trees and planting to improve outlook for residents and neighbours.

Surface parking can be provided in communal areas or privately 'on-lot', directly adjacent to the unit (usually townhouses). Using a mix of parking types (including garages, refer 1.4) will help reduce vehicular dominance.

Design expectations:

(A) **Communal (or 'grouped') surface parking** can be an efficient use of space but needs to provide good amenity with or without cars being present. Small groupings can work well to balance appearance, opportunity for planting and convenient access. Well-integrated communal surface parking is:

- softened by trees and shrub planting to achieve a good outlook for residents and break up parking, e.g. at least 1 tree for every 5 spaces,
- broken up using different surface treatments for large expanses and/or to define parking spaces, avoiding asphalt where possible to differentiate from the road carriageway,
- evenly lit without glare,
- overlooked by multiple habitable rooms (both ground and upper floor(s) for safety, and
- able to accommodate vehicles and manoeuvring without potential to obstruct footpaths.

(B) **Private 'on-lot' parking** is highly convenient for residents. However, it needs to avoid dominating the development or the interface with the accessway or street. Well-integrated on-lot parking is:

- secondary to the unit, e.g. less than half the frontage or located to the side of the unit,
- co-located with planting (at least half the area of the parking space where in front of the unit),
- single-width, however two spaces may be accommodated in tandem if at least one space is behind the main facade,
- no more than 5.5m deep for a single space <u>and</u> no less than 5m to avoid cars overhanging the footpath or berm,
- a different surface material to the adjacent footpath and/or accessway, and
- varied, to minimise long runs (e.g. more than six) of the same parking type and therefore reduce visual dominance of vehicles.
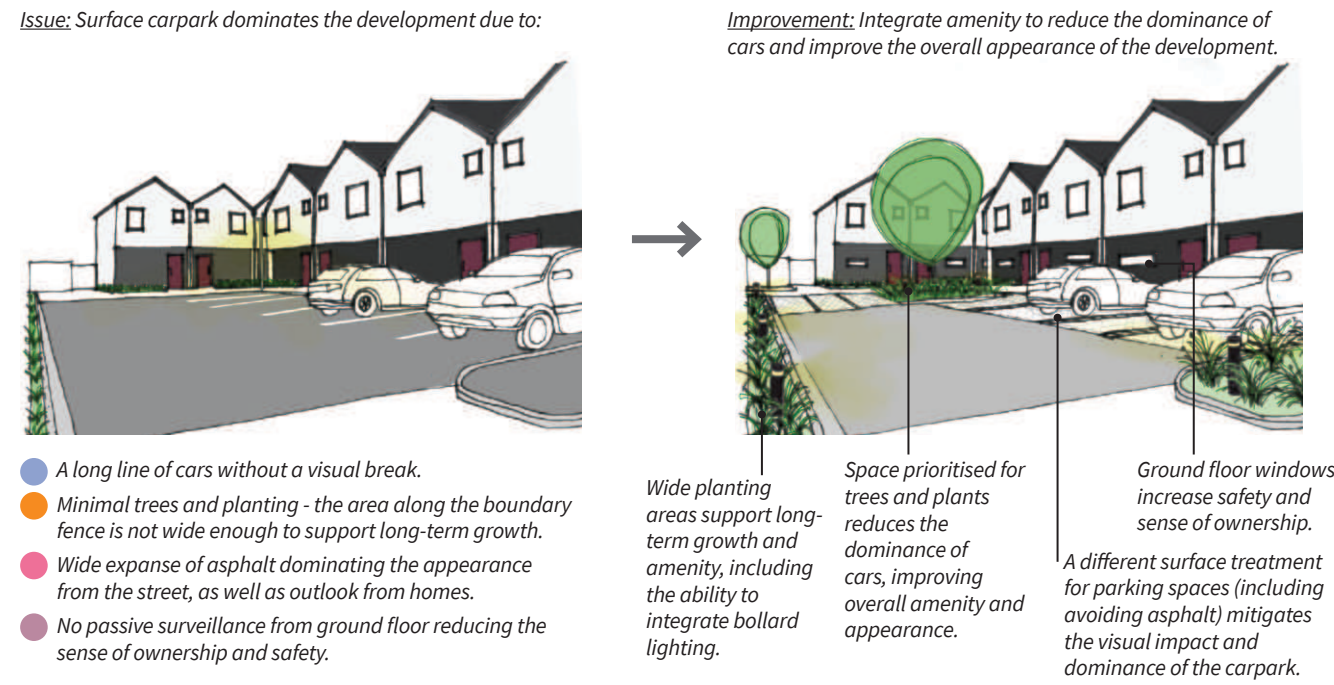

Planting is at least half the area of the parking space
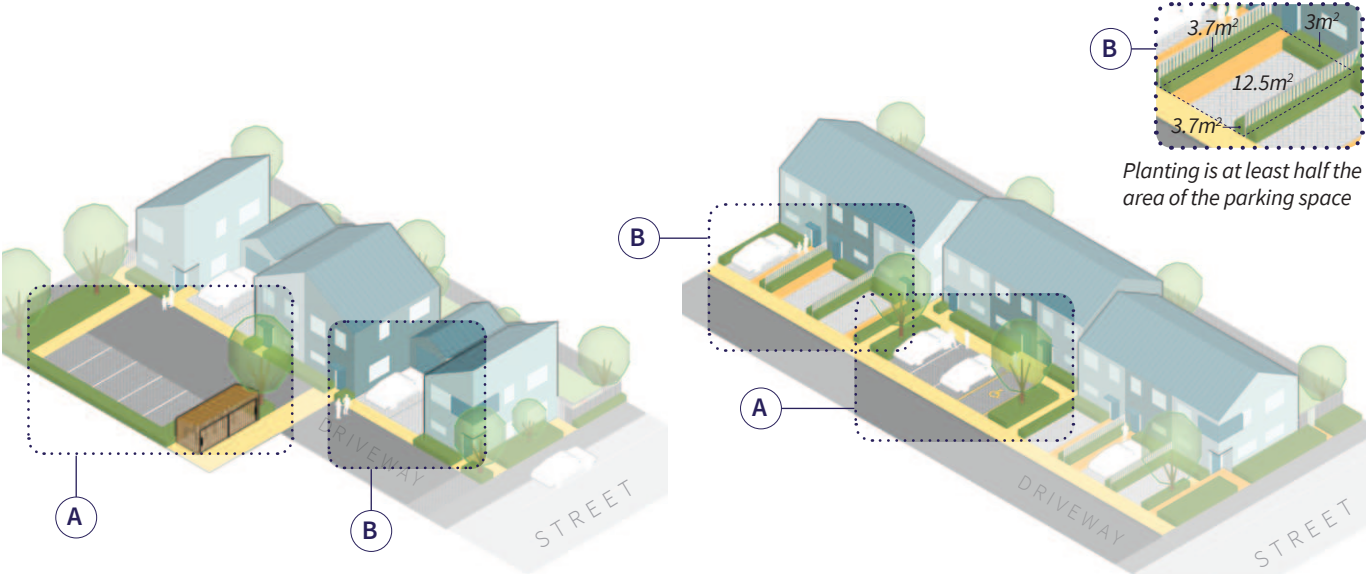
Communal surface parking used in combination with private on-lot in front of garages.

Using small groupings of communal surface parking alongside private on-lot parking in front of townhouses provides variation within the street scene, and opportunity for larger trees.

Examples of good outcomes for the design goal

An existing retained tree and new tree with shrub planting help to integrate parking within the development

Bollard lighting evenly illuminates the development without need for large poles

Windows and front doors provide passive surveillance over the communal parking area

Using a different surface treatment helps to reduce dominance of parking areas, particularly when cars are not present

Parking 'on-lot' in between units ensure building frontages and entries remain prominent and unobstructed by parking

Generous areas of planting are necessary to soften the appearance of parking and provides amenity to building frontages

Using a mix of communal parking areas and parking in front of buildings can help to reduce the overall visual dominance of cars

The undulating building form design helps to integrate parking spaces into the development

Common issues and improvements

Issue: Surface carpark dominates the development due to:

Improvement: Integrate amenity to reduce the dominance of cars and improve the overall appearance of the development.

- A long line of cars without a visual break.
- Minimal trees and planting - the area along the boundary fence is not wide enough to support long-term growth.
- Wide expanse of asphalt dominating the appearance from the street, as well as outlook from homes.
- No passive surveillance from ground floor reducing the sense of ownership and safety.

Wide planting areas support long-term growth and amenity, including the ability to integrate bollard lighting.

Space prioritised for trees and plants reduces the dominance of cars, improving overall amenity and appearance.

Ground floor windows increase safety and sense of ownership.

A different surface treatment for parking spaces (including avoiding asphalt) mitigates the visual impact and dominance of the carpark.

RDP key: 1 Site layout | 2 Relationship to the street and public open spaces | 3 Built form and appearance | 4 Liveability and wellbeing | 5 Integration of access, parking and servicing | 6 Safety