



DESIGN GUIDANCE NOTE 3: Moving wheeled-bins through covered parking facilities to the collection point

Quick checklist

- *The storage and movement of containers is a 'design layer' to be balanced against other aspects shaping a development proposal: see the advice in Design Guidance Note 1*
- *Design the plot to function well: the street, and the neighbourhood will then look good*
- *Do not spoil otherwise good design and place-making by not thinking about how people will need to move wheeled-bins from the on-plot storage point to the collection point*
- *For the majority of homes, on-plot storage in the side or rear garden is considered best in terms of security as well as creating both an attractive bin-free street scene and a welcoming entrance into the home: see the advice in Design Guidance Notes 1 and 2*
- *Simple direct easy to use routes from these preferred on-plot storage locations to the point of collection are needed: they will be the most likely to encourage repeated use*
- *If the only realistic route to the point of collection is one involving passage through a covered parking facility then applicants and designers should use this Note to make sure that the dimensions of covered parking facilities are sufficiently enhanced to make the through route easy to use when moving a heavy bin alongside any parked vehicles (including those belonging to a neighbour in order to avoiding damage in the process*
- *Proposals requiring occupiers to move parked vehicles out of the way or fold in wing mirrors in order to move bins to the point of collection are not considered good functional design*
- *In some situations, a bin route through a covered parking building that is shared by neighbours may be the best solution rather than separate routes being provided for each home*
- *Routes through covered parking will typically involve car barn style buildings but may also include garages in certain central locations where parking provision in that format is counted in accordance with the approach set out in the Council's adopted Residential Parking and Design Guidance SPD 2010*
- *The enhanced dimensions set out in this Note dealing with both car barn style buildings and garages build on the pre-wheeled bin minimum parking space dimensions that are set out in the Council's Residential Parking and Design Guidance SPD 2010*
- *These enhanced dimensions are termed 'SPD+' for the purposes of this Note and applicants are encouraged to make clear on any plans where any covered parking dimensions have been so enhanced*

1. Introduction

2. The approach to dimensions in the adopted 'Residential Parking and Design Guidance SPD 2010

3. Key factors influencing enhanced 'SPD+' dimensions

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5. Enhanced SPD+ garages

1.0 Introduction

- 1.1 In 2013, Ashford Borough Council introduced a containerised collection service to help reduce the amount of waste that it sends to landfill and to help improve the recycling of paper, tins, glass and plastic. An optional service has been introduced for those wishing to have garden waste collected.

- 1.2 This change has prompted a fresh look at matters of refuse collection. The Council's corporate and plan-making focus is on creating good quality homes and delivering good design through attention to all aspects of place-making.
- 1.3 **Design Guidance Note 1** deals with the need for realistic short and direct routes to the point of refuse collection whether that is to the kerbside or to a refuse collection point shared with a number of other homes from where bins are collected. The Note identifies that in some instances moving bins through covered parking facilities may be necessary.
- 1.4 **Design Guidance Note 2** is also available dealing with ideas for screening containers at homes. This is equally applicable to new developments as it is for owners considering retrofitting screening solutions in order to improve the visual impact of stored containers on the home.
- 1.5 The purpose of this Note is to build on Design Guidance Note 1 by ensuring that designers give careful early consideration to the dimensional practicalities of moving refuse and recycling bins through covered parking facilities serving new homes - whether open style car barns or through garages - where that is the only realistic design solution in the planning context of a proposal. This movement must be treated as a 'design layer' when generating a layout in order to help deliver places that will look good and function well for the future occupiers. Designers should critique their draft work by considering the following questions;-

'If I lived there, would I actually do what I am proposing?'

'Would the movement route I am showing on the plans be easy to negotiate?'

'Would I feel that the arrangements work well and demonstrate thoughtful design with ease of use by the occupier in mind?'

- 1.6 The success of this Note will be reviewed as new developments are occupied and monitored. In the meantime, this Note will be taken into consideration when determining planning proposals for new homes. Arrangements that are considered unsatisfactory will not be approved or recommended to the Planning Committee for approval.

2.0 The approach to dimensions in the adopted 'Residential Parking and Design Guidance SPD 2010

- 2.1 Page 43 of the Council's adopted Residential Parking and Design SPD 2010 sets out minimum internal dimensions for car barns and garages balancing the size of covered parking space with car doors opening beyond a notional width space and whether the space is obstructed on one or both sides by a fence, wall or flank to a building.
- 2.2 These dimensions pre-date the changes to the Council's refuse and recycling service introduced in 2013. They are considered insufficient to allow for the easy movement of wheeled bins through covered parking facilities alongside vehicles to the collection point (and back again) where this is the only realistic option for the plot.
- 2.3 This tension has the potential to lead some occupiers resorting to store bins on the property frontage as the default location simply because movement alternatives to side or rear gardens are, in practice, too difficult to contemplate. This type of occupier response will have cumulative adverse visual impact on the qualities of the street scene undermining other aspects of good design and is something that the guidance in this Note sets out to avoid.

2.4 It should be noted that the minimum dimensions identified in the 2010 SPD involve the narrowest point between obstructions. In respect of double facilities (and larger) they do not take into account any internal posts that, according to more detailed construction design, might be necessary to transfer a roof load to the foundations. Applicants therefore need to identify the constructional necessity for any such posts on drawings forming part of planning applications and take them into account as obstructions with the potential to frustrate easy through movement with a wheeled bin. This examples set out in this Note take into account designs with internal posts.

3.0 Key factors influencing enhanced 'SPD+' dimensions

3.1 A typical family sized vehicle – taken from survey work of a new VW Golf, new BMW 5-series and new Ford Mondeo - currently has an overall width of approximately 2.1m. This dimension is considered a reasonable proxy for SPD+ dimensions and needs to be factored in as the parked 'obstacle' in a car barn or garage that is proposed to be counted as part of overall parking provision serving a new home.

3.2 This Note makes the assumptions that;-

- (i) vehicles will be parked broadly centrally within the parking space,
- (ii) in many instances bins will be wheeled out to the collection point after parking has taken place either late evening before collection day or early morning on collection day, and,
- (iii) in many instances bins will be moved back to the on-plot storage point after the vehicles of occupants have returned later in the day and parked
- (iv) occupants do not wish to scrape or damage their own parked vehicles or those belonging to a neighbour when pulling a bin through a covered parking facility

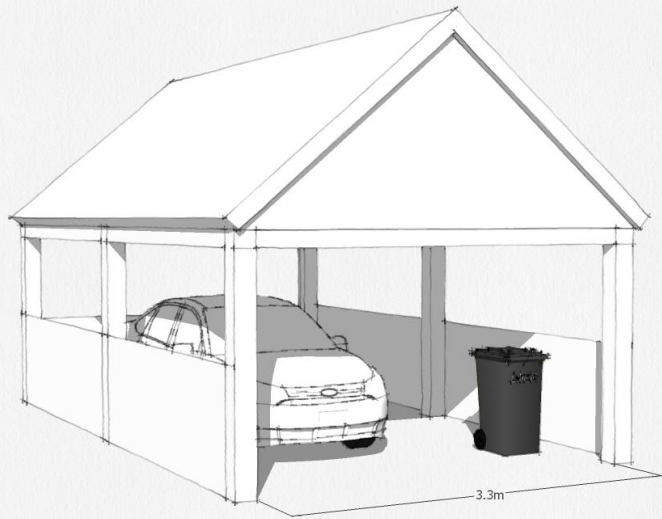
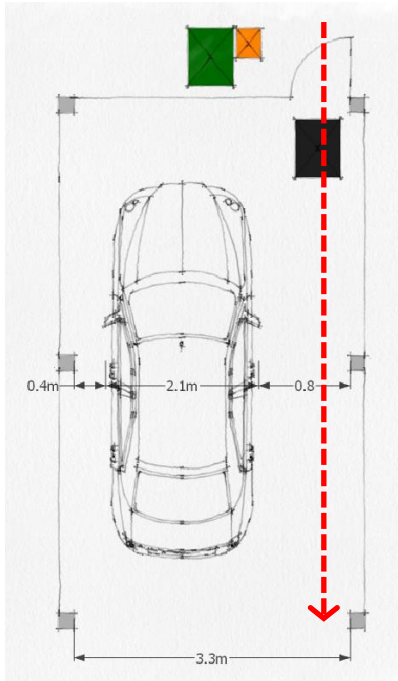
3.3 The Council considers that these are reasonable assumptions for the majority of households. A wheeled bin – heavy and thus more difficult to change direction when full – will need a movement channel of 0.8m in order to provide a comfortable user experience pulling a laden bin that stands a good chance of repeated use. This dimension is taken forward in the range of examples set out in the following section.

4.0 Enhanced 'SPD+' car barns

SPD+ single car barns

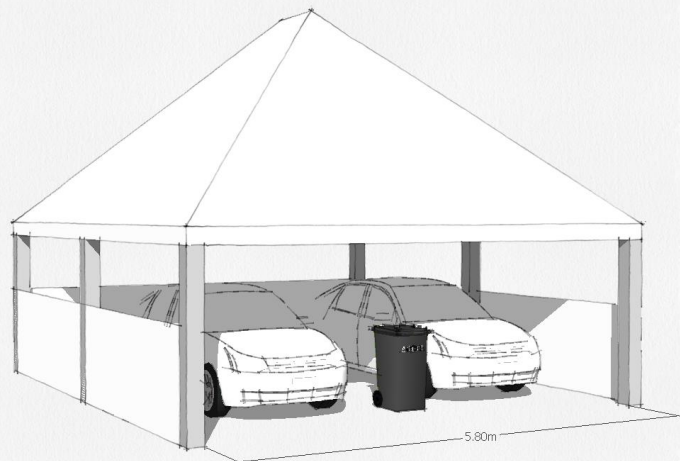
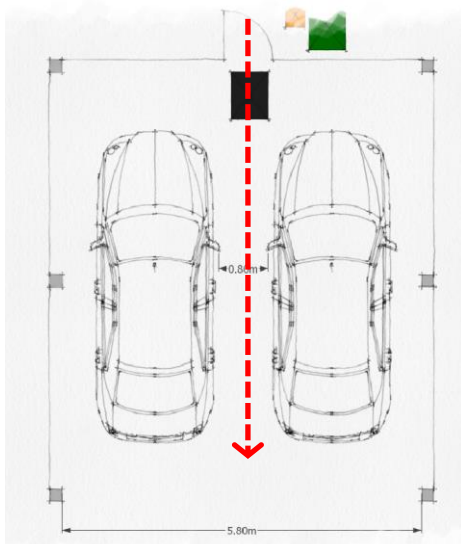
4.1 The 2010 SPD assumes a minimum 2.9m space between obstructions. With a vehicle with an overall width of 2.1m wide parked centrally in a covered single space to these minimum dimensions, an unobstructed channel 0.4m wide is provided on either side. While car doors can open into these channels, the width is insufficient to give the required 0.8m movement route for a wheeled bin.

4.2 Accordingly, where a through route has to be provided for a bin through a single car barn the minimum 2.9m width set out in the 2010 SPD will need to be enhanced to an 'SPD+' minimum dimension of 3.3m as shown below.



SPD+ double car barn serving a single property

- 4.3 The 2010 SPD assumes the pairing of 2.7m width spaces for open plan double car barns. The open plan nature of the central area of the layout allows for certain car doors to open beyond the boundary of each space. With a 2.1m wide vehicle parked centrally in each space, the width of the movement channels on either side will be insufficient to provide the single 0.8m movement channel necessary to serve the property.
- 4.4 Accordingly, where a single through route has to be provided through a double car barn serving a single property the minimum 5.4m width set in the 2010 SPD will need to be enhanced to an 'SPD+' minimum dimension of 5.8m as shown below.

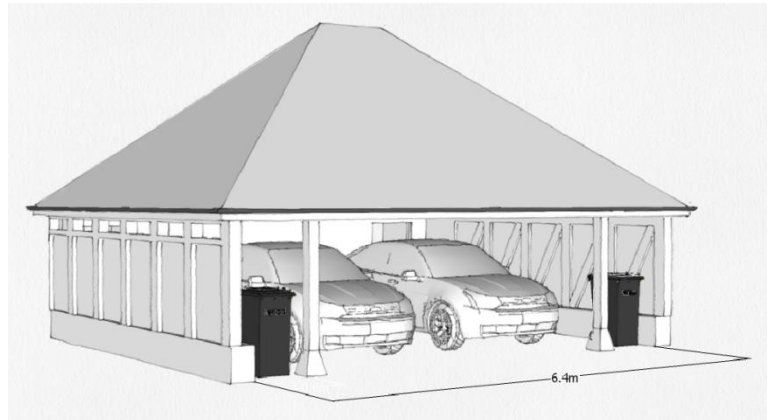
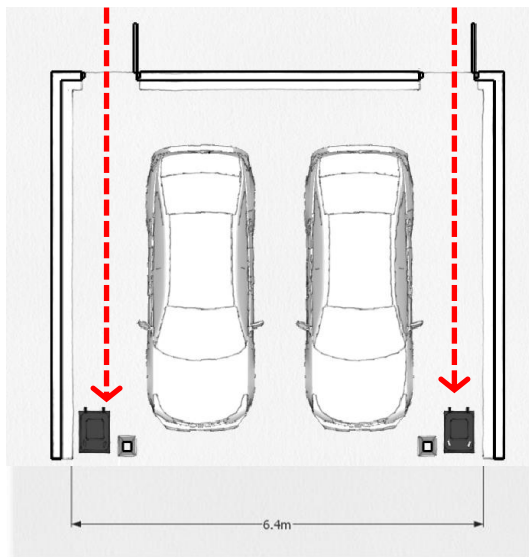


SPD+ double car barn serving two properties

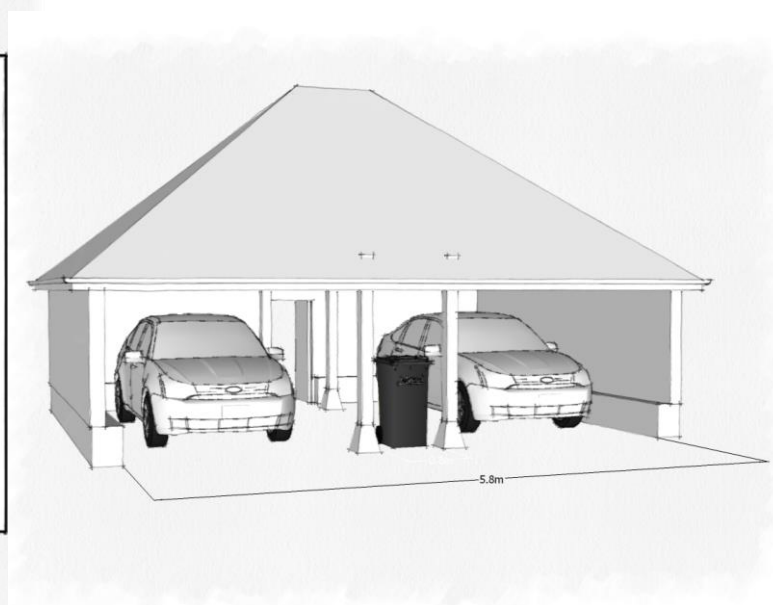
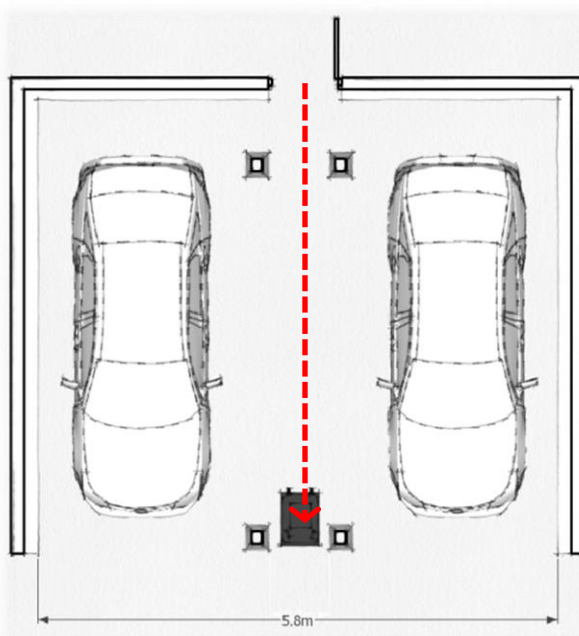
- 4.5 The 2010 SPD assumes the pairing of 2.7m width spaces for open plan double car barns giving an overall internal width of 5.4m. The open plan nature of the central area of the layout allows for certain car doors to open beyond the boundary of each space regardless of ownership. With a 2.1m wide vehicle parked centrally in each space, the width of movement channels on either side will be insufficient to provide the 0.8m movement

channel.

- 4.6 Accordingly, in layouts where neighbouring properties are provided with a single parking space housed within a double car barn and each property needs a separate through route for a wheeled bin, then the minimum 5.4m width set out in the 2010 SPD will need to be enhanced to an 'SPD+' minimum dimension of 6.4m as shown below.



- 4.6 An alternative arrangement is where neighbouring properties share a through route for a wheeled bin with rights of access being reserved through easement/covenant in subsequent property sale. Sharing a single wheeled bin route has the advantage of minimising the dimensional increase of the car barn compared with provision of individual routes.
- 4.7 In most layouts, a central shared arrangement leading to gates into rear/side gardens will be the norm. If there is any necessity for central internal posts, then these must be (i) positioned in a way to minimise the opening or car doors free of obstruction around a vehicle parked centrally in the space, and, (ii) provided in a manner that will not obstruct the provision of a 0.8m movement channel through the building.
- 4.8 This type of layout requires the minimum 5.4m width set out in the 2010 SPD to be enhanced to an 'SPD+' minimum dimension of 5.8m as shown below.



SPD+ car barns serving multiple properties

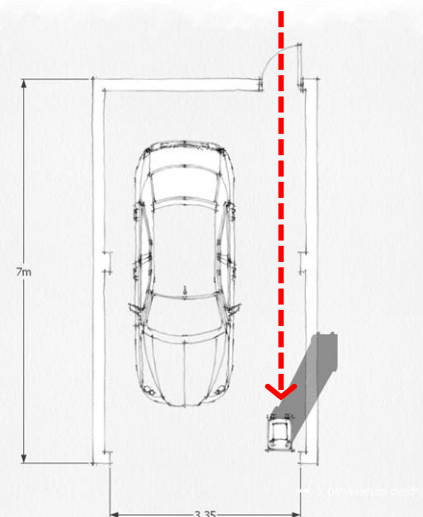
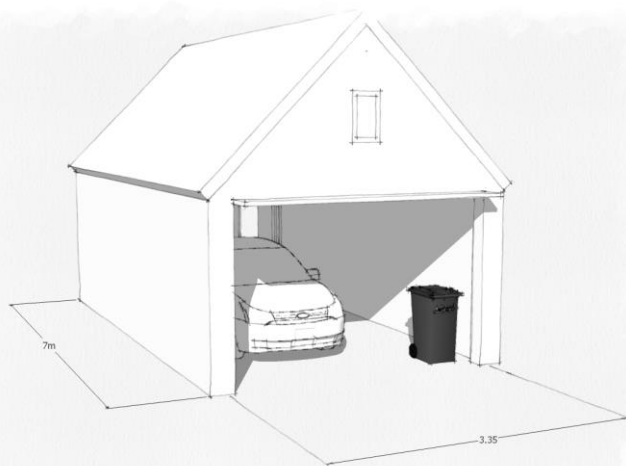
- 4.7 For treble and quadruple car barns needing to function as through routes for wheeled bins then applicants should factor in a series of 0.8m movement channels, whether or not these are to serve single homes or to be shared by neighbours, as enhancements to the minimum width set out in the 2010 SPD. Applicants will be expected to justify how a proposal would function well and would accord with the 'SPD+' minimum dimension approach set out in this Note.

5.0 Enhanced SPD+ garages

- 5.1 For the purposes of the Council's 2010 SPD, garages are only counted towards total parking provision in certain locations. Where this is the case and in circumstances where there is no other alternative other than a route for a wheeled bin from the rear or side garden having to be taken through a garage then the minimum dimensions in the 2010 SPD will need to be enhanced in the same way as is identified for car barns. The 2010 SPD sets out differing minimum garage sizes.

Single garages

- 5.2 In respect of single garages, the 2010 SPD gives two alternatives based on the assumption that the presence of garage doors will encourage occupiers to store other items within the structure besides a parked car.
- 5.3 Firstly, a deep (7m) x standard (3m) single garage creates a good sized storage area at the rear of the garage beyond a parked vehicle and, secondly, a less deep (5.5m) x wider (3.6m) variant creates more room at the sides for storage: however, the notional ability for an occupier to store items alongside the side of a parked vehicle has implications for the usability of any through route for wheeled bins that is required. Where this would be the case, the Council's preference is for the deeper version with end storage to be used with the dimensional enhancements set out below.
- 5.4 With a centrally parked vehicle overall 2.1m in width, the standard width 3m garage set out in the 2010 SPD provides for 0.45m movement channels on each side. Each will be insufficient to provide the 0.8m movement channel for a wheeled bin. Accordingly, one channel will need to be increased by a further 0.35m giving an enhanced 'SPD+' minimum dimension single garage 3.35m wide x 7m deep.



Double garages serving one property with side route for wheeled-bin

- 5.5 In respect of double garages, the 2010 SPD minimum 6.0m by 6.0m dimensions are based on an open plan layout and a storage area across the full width of the garage at the rear beyond a parked vehicle. Without any centrally located down-posts, a single 0.8m wheeled-bin route can be accommodated due to the presence of a pair of 0.45m channels alongside each other through which a wheeled-bin be pulled clear of parked vehicles. Accordingly, there is no requirement for an enhanced 'SPD+' minimum dimension in such circumstances.
- 5.6 Where the route through a double garage serving one property would be best located at one side for other plot layout reasons, then one bay of a double garage will need enlargement as per paragraph 5.4 above. The enhanced 'SPD+' minimum dimension double garage with a through route for a wheeled-bin on one side will therefore be 6.35m wide (3.35m + 3.0m) by a minimum 6.0m deep.