

**Parking Provision for Residential
Developments
Supplementary Planning Document**

May 2012

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1 . Introduction and purpose

1.1 This Supplementary Planning Document on parking provision for residential developments has been prepared by Gedling Borough Council to provide architects, engineers, planners, land owners and developers with new clear, detailed advice on the Council's requirement for parking provision to serve new housing developments within the Borough. The document offers a revised framework that can be used in negotiations with developers on planning applications and Section 106 agreements.

1.2 The document has been produced by Gedling Borough Council with advice and input from Nottinghamshire County Council.

1.3 The main objectives of the Supplementary Planning Document are to:-

- provide a clear framework for all to understand how parking provision is to be provided in the borough for new development;
- summarise the national and local policy context relating to the provision of parking for new development;
- offer architects, engineers, planners and developers involved in the preparation of schemes for new development clear, detailed advice on the Borough Council's criteria for parking standards:

1.4 The key purpose of the Supplementary Planning Document is to ensure that new development is supported by the appropriate level of parking provision to accommodate demand, without exceeding demand (over-providing) which would lead to poorly designed developments that are dominated by the car and without resulting in a shortfall (under-providing) which could lead to potential problems for highway safety. In achieving an appropriate level of parking provision, the design, location and layout of spaces will be important as well as the number of spaces provided.

2 . Policy context and background

2 . Policy context and background

2.1 This section sets out the policy context and background to this guidance.

National Policy

2.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. Paragraph 30 of the NPPF requires local planning authorities to 'support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'. Paragraph 37 of the NPPF states that 'planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities'.

2.3 Paragraph 39 of the NPPF refers specifically to car parking and states that 'if setting local parking standards, for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- on overall need to reduce the use of high - emission vehicles.'

Regional Policy

2.4 It is understood that the Government intends to abolish the Regional Strategies, which for the East Midlands is the East Midlands Regional Plan (also known as Regional Spatial Strategy 8), dated March 2009. The document incorporates (at section 3.4) the Regional Transport Strategy which includes Policy 48 'Regional Car Parking Standards'. This policy requires local planning authorities to apply the maximum amounts of vehicle parking for new development as set out in the now deleted PPG13 and to develop more challenging standards in the region's Principal Urban Areas, Growth Towns and environmentally sensitive rural areas. The document can be accessed using the following link http://www.gos.gov.uk/497296/docs/229865/East_Midlands_Regional_Plan2.pdf

Local Policy

2.5 Nottinghamshire County Council is the highway authority responsible for the local highway network (excluding trunk roads and motorways) within Gedling Borough. Since May 2004, the County Council has applied the parking standards detailed in Supplementary Planning Guidance 'Parking Provision for New Developments'.

2.6 However, the relevance of this guidance changed following the publication of the now deleted Planning Policy Statement 3 'Housing' in November 2006 which placed the emphasis on local planning authorities to identify their own parking requirements as part of local planning policies emerging through the Local Development Framework process. Paragraph 39 of the NPPF allows for local planning authorities to set local parking standards.

2 . Policy context and background

2.7 The County Council therefore issued a report to cabinet members for Transport and Highways on 12th January 2010 (attached as **Appendix A**) which withdrew the Supplementary Planning Guidance with immediate effect and re-affirmed the County Council's commitment to the parking policy detailed in the now deleted Planning Policy Guidance 13 'Transport', dated March 2001. To cover the interim period until local planning authorities adopted their own parking standards, the County Council adopted temporary residential parking standards detailed in the report to cabinet members. The temporary residential standards are the same maximum standards that were contained within the Supplementary Planning Guidance 'Parking Provision for New Developments', for up to five dwellings. For developments of greater than five dwellings, a document entitled 'Residential Car Parking Research for Nottinghamshire - Highway Development Control Guidance' in February 2010 provides guidance on the estimation of demand for car parking space for residential developments within the County, based on the methodology of the 2007 DCLG document outlined above. The document can be accessed using the following link <http://www.nottinghamshire.gov.uk/residcarparkresearchfirsted.pdf>

2.8 It is this changed policy context that has prompted the preparation of this Supplementary Planning Document.

2.9 The Gedling Borough Replacement Local Plan adopted July 2005 includes, at Appendix 5 of that document, the County's Supplementary Planning Guidance 'Parking Provision for New Developments'. The document can be accessed using the following link <http://www.gedling.gov.uk/planningbuildingcontrol/planningpolicy/thereplacementlocalplan/>

2.10 Gedling Borough Council is progressing an Aligned Core Strategy together with Broxtowe, Erewash and Nottingham City Councils. The publication draft document will be the subject of a consultation exercise between 11th June and 23rd July 2012 and it is anticipated that the document will be adopted summer/autumn 2013. Policy 14 of the publication draft reiterates the need to locate new development on sites which are already accessible by walking, cycling and public transport.

Background Documents

2.11 In May 2006, English Partnerships published a document entitled 'Car Parking – What Works Where'. This document provides guidance on appropriate levels of residential car parking provision based on research that preceded the publication of the Communities and Local Government document 'Residential Car Parking Research' mentioned below. This document also provides numerous case studies and best practise examples of integrating car parking provision into urban design. The document can be accessed using the following link <http://www.communities.gov.uk/publications/planningandbuilding/residentialcarparking>

2.12 In 2007, Communities and Local Government published a document entitled 'Residential Car Parking Research'. This document provides guidance on the estimation of car parking demand for residential developments, taking into account the characteristics of housing in the area and local assessments of future household ownership levels. The document can be accessed using the following link <http://www.communities.gov.uk/publications/planningandbuilding/residentialcarparking>

2 . Policy context and background

2.13 Nottinghamshire County Council adopted guidance entitled 'Highways, Transportation and Development' on 1st April 2009 (in conjunction with Leicestershire and Derbyshire County Councils). The document sets out guidance on a range of design elements, materials and landscape in line with general policies and objectives for proposals affecting highways and transportation issues. The document can be accessed using the following link http://www.leics.gov.uk/index/highways/transport_plans_policies/6csdg_intro.htm. The document is now known as the 6C's Design Guide and has been adopted by Nottingham, Derby and Leicester City councils as well. It is updated on a regular basis to reflect current guidance and legislation.

2.14 The clear guidance arising from the above background documents is that car parking standards should be based on an assessment of future demand for parking, which will be influenced by future levels of car ownership.

3. Methodology

3.1 As summarised in the previous section, the NPPF allows local planning authorities to develop residential parking policies, taking account of expected levels of car ownership, the accessibility of the development and the type, mix and use of development.

3.2 It is accepted good practice to base car parking standards on an assessment of future car ownership levels, in order to ensure that future demand for parking is met. If demand is exceeded, this might lead to poorly designed development that is dominated by parking provision. If demand is not met, then there might be potential problems for highway safety. The methodology adopted for the purposes of this supplementary planning document is based on the approach taken by Nottinghamshire County Council which is in turn based on national guidance.

3.3 In broad terms, the methodology used projects forward existing data on car ownership levels within Gedling Borough and then derives appropriate parking standards based on this assessment of future levels of car ownership. This approach is based on the assumption that new housing will have similar car ownership characteristics to the existing housing stock in the area.

3.4 The methodology is based on that used by the County Council ('Residential Car Parking Research for Nottinghamshire – Highway Development Control Guidance' Feb 2010, which was in turn based on the CLG document 'Residential Car Parking Research' 2007, which provides guidance on how to estimate car parking demand for residential developments.

3.5 The data on existing car ownership levels is taken from the 2001 Census data and it is also appropriate to consider this data in more detail to assess the impact of other factors affecting car ownership levels. As such, the methodology used has identified and considered the following factors:-

- Type of dwelling proposed (i.e. houses or flats);
- Size of dwelling proposed (i.e. total number of rooms);
- Location of dwelling (i.e. whether it is in a 'built up' or 'rural' location, which will influence accessibility to alternative transport provision)

3.6 District level data for Gedling Borough is set out in **Appendix B** and this shows levels of car ownership collected through the 2001 Census broken down by house tenure, type and size.

3.7 In order to predict future levels of car ownership, the 2001 Census data is projected forward using the TEMPRO model. TEMPRO is a computer program prepared and issued by the Department of Transport and has been used to derive car ownership levels in 2026. The model takes account of population forecasts, household formation, employment factors and long term changes in the economic climate in order to forecast future levels of car ownership.

3.8 Each of the factors influencing the demand for car parking are now considered in turn below.

3 . Methodology

3.9 Dwelling size and type are major factors in determining car ownership levels, in that larger dwellings are more likely to be inhabited by more people of driving age and/or households with larger incomes. Conversely, smaller dwellings tend to be occupied by single-person households. 'Rooms' are defined in the 2001 Census as excluding bathrooms, toilets, halls or landings, or rooms that can only be used for storage, but including all other rooms (such as kitchens, living rooms, bedrooms, utility rooms and studies). Analysis of the Census data for Gedling Borough demonstrates that there is a difference in existing and projected car ownership levels for different sizes of dwellings and the parking standards set out in Section 4 therefore reflect these different car ownership levels.

3.10 The data was examined to see if there was a difference in projected car ownership levels between houses and flats. However, there is a lack of data available for development of flats in Gedling Borough, given the need for a statistically significant level of data for households of differing numbers of rooms in different locations. As such, the decision has been made to use County level data for flats to ensure an appropriate sample size. The parking standards set out in Section 4 reflect the different car ownership levels for occupiers of houses and flats.

3.11 Tenure is another potential influence on household car ownership. However, for the purposes of this Supplementary Planning Document, the decision has been made to use only the data on owner occupied dwellings from the Census, in order to ensure that the parking standards derived allow for the maximum levels of car ownership achievable for a dwellings. In many cases, it is not possible to control or anticipate whether a dwelling will change from shared ownership/rented to owner occupied in the future.

3.12 Dwelling location may also have an influence on car ownership levels , in particular by proximity to local services. As such, the district level data on car ownership has been broken down to ward level in order to examine future car ownership levels in more detail. This work has shown, however, that once car ownership is rounded up (to the nearest number of 'whole' cars owned) there is no difference in car ownership levels between individual wards, although some difference is distinguishable between the rural wards and the urban wards for some sizes of dwelling. As such, the decision has been made to distinguish only between rural wards and urban wards for the purposes of this Supplementary Planning Document, as identified on the map attached as **Appendix C**.

3 . Methodology

3.13 The following table sets out data for Gedling Borough to demonstrate that average levels of car ownership per dwelling vary by house size and by location.

House size (number of rooms)	Urban areas		Rural areas	
	2001	2026	2001	2026
Up to 3 rooms	1	1.1	1.3	1.4
4 rooms	1	1.1	1	1.1
5 rooms	1.1	1.3	1.2	1.4
6 rooms	1.3	1.4	1.4	1.6
7 rooms	1.6	1.7	1.8	2
8 rooms	1.8	2	2.1	2.3

Table 3.1

Availability of allocated and unallocated car parking spaces

3.14 The allocation of spaces to individual dwellings has an impact on how efficiently those spaces are used, and therefore on the overall number of spaces that need to be provided in order to meet demand. The parking standards set out in Section 4 enable account to be taken of whether spaces are allocated to a particular property or not, and addresses the impact that this has on the overall demand for parking.

3.15 Allocated parking spaces include any spaces provided within the curtilage of a property (e.g. garage or driveway parking) and any spaces in communal areas where the space is reserved for one particular property. Unallocated spaces include on-street spaces on the public highways or spaces in communal areas where the spaces are not reserved for a particular property.

3.16 The potential impact of allocated car parking spaces is best illustrated through an example. In 2001, the profile of car ownership for 5 room houses in Nottinghamshire was:-

- 18% had no car;
- 55% had one car;
- 23% had two cars;
- 3% had three cars; and
- 1% had four or more cars.

3.17 On the basis of a development of 100 houses, therefore, this results in an average of 1.1 cars per household. This figure is derived by dividing the total number of cars (i.e. $0 + 55 + (2 \times 23) + (3 \times 3) + (4 \times 1) = 114$) by the number of houses to give $114/100 = 1.1$ cars on average.

3 . Methodology

3.18 It is also important to note that the number of spaces required to accommodate this number of cars owned will depend on whether parking spaces are allocated to individual properties or unallocated. In this example, if each house is allocated one space, then 18% of houses will not use their space but 27% of houses (i.e. 23 + 3 + 1 = 27) will need more than that one space as they own more than one car. Pages 9 and 10 of the County's document 'Residential Car Parking Research for Nottinghamshire' explains this point further.

3.19 By undertaking this analysis for all sizes of houses, in rural and urban locations, for both flats and houses, a table has been produced to show the demand for parking spaces generated in each instance depending on the number of parking spaces allocated to individual dwellings. **See Appendix D.** This data has been used to inform the draft parking standards to provide greater flexibility and clarity for developers, by setting out the required minimum standards for different scenarios depending on the proportion of allocated and unallocated spaces provided.

3.20 For ease of use, the source data (which is provided in terms of 'number of rooms') has been converted as follows to 'number of bedrooms', for the sake of consistency with how planning application documentation is generally submitted.

Houses	
Up to 4 rooms	1 - 2 bed houses
5 - 6 rooms	3 bed houses
7 - 8 rooms	4 bed house
Flats	
Up to 3 rooms	1 bed flat
4 -5 rooms	2 bed flat

Table 3.2

4 . Requirement for parking provision

4 . Requirement for parking provision

4.1 Following the methodology outlined in the previous section, parking standards for Gedling Borough have been established, as set out below. The first two tables refer to houses (development of less than and more than 5 dwellings) and the third table refers to flats. A worked example showing how to apply the standards is provided in **Appendix E**.

4.2 The parking standards for smaller and larger developments are presented separately. Smaller developments of up to and including 5 dwellings take account of only allocated parking provision. The reason for this is that no more than 5 dwellings can be accessed from an unadopted road, and there is therefore less control over the design of any unallocated parking. It can also be argued that it's the larger developments that create an additional parking requirement arising from the broader range of car ownership levels. For larger developments (comprising 6 and more dwellings) and developments of flats, account should be taken of any unallocated parking provision.

Development of up to and including 5 dwellings (NB no unallocated element)

	Number of allocated spaces	
	Built Up	Rural
Up to 2 bedrooms	1	1
3 bedrooms	2	2
4 or more bedrooms	2	3

Table 4.1

Development of 6 or more dwellings

	Built Up		Rural	
	Allocated	Unallocated*	Allocated	Unallocated*
Up to 2 bedrooms	0	1.1	0	1.1
	1	0.5	1	0.5
	2	0.2	2	0.2
3 bedrooms	0	1.4	0	1.6
	1	0.7	1	0.9
	2	0.3	2	0.3
4 or more bedrooms	0	1.7	0	2
	1	1	1	1.2

4 . Requirement for parking provision

	Built Up		Rural	
	2	0.5	2	0.6
	3	0	3	0

Table 4.2

Flats

	Allocated	Unallocated
1 bedroom	0	0.8
	1	0.4
2 bedrooms	0	0.8
	1	0.4
	2	0.2

Table 4.3

*NB the allocated element should be rounded up at the end of the calculation only. See the worked example included as **Appendix E**.

4.3 The above standards are presented as minimum parking standards, since dwellings are predominantly journey origins and it is widely recognised that limiting parking provision at the journey origin does little to limit car ownership. In addition, under provision can be unattractive to potential occupiers and can, over time, result in the conversion of front gardens to parking areas, or result in parking in inappropriate and potentially unsafe locations. Therefore, parking provision should seek to meet the demand at the journey origin to avoid these undesirable effects.

4.4 Where the unallocated requirement can be accommodated on-street, this will be acceptable as long as it does not cause an adverse impact on the free flow of traffic.

4.5 It is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority. For example where:-

- Infill development is proposed in a road comprising predominantly Victorian terraced properties.
- All on-street parking is controlled by Controlled Parking Zones.
- Residential uses are provided above an existing shop in a shopping centre.

4 . Requirement for parking provision

4.6 The standards apply specifically to new residential developments. Wherever possible, changes of use should reflect the appropriate level of provision. For example, whilst in some cases this may mean the provision of additional parking, in other cases it may well mean a reduction in that currently available.

4.7 Extensions to dwellings that result in an increase in the number of bedrooms should take account of the parking requirement set out in this Supplementary Planning Document for the increased number of bedrooms. However, in any event, planning permission should not be granted for extensions that result in a loss of parking provision for that property through the construction of the extension below that set out in this document.

5 . Delivery of parking provision

5 . Delivery of parking provision

5.1 For all parking issues associated with new development it is recommended that developers consult with the relevant planning officers at Gedling Borough Council and Nottinghamshire County Council's Highways Development Control Officer for the area at an early stage in the planning application process to discuss and agree site specific parking requirements. Contact details are provided in Section 7 of this document.

Design

5.2 Traditionally new housing layouts have often been designed around the needs of the car, which has resulted in street scenes that do not cater for pedestrians or other vulnerable road users.

5.3 Advice on design is provided in the following documents:-

- Recent Government guidance in the companion guide to PPG3 'Better Places to Live by Design' contains valuable advice on how to accommodate parking within a housing development and achieve a balance between the needs of other users of the street and the requirements of car owners.
<http://www.communities.gov.uk/publications/planningandbuilding/betterplaces>
- Developers are expected to refer to the above document and also 'Places, Streets and Movement' (the companion guide to Design Bulletin 32) when seeking to accommodate motor vehicles within new housing developments.
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/151558.pdf>
- The County Council's Highway Design Guide (adopted 1st April 2009) will remain the reference document for developers.
http://www.nottinghamshire.gov.uk/home/traffic_and_travel/roads/highwayshelpline/highwaydesignguide.htm
- The Department for Transport's 'Manual for Streets' aims to reduce the impact of vehicles on residential streets by giving a high priority to the needs of pedestrians, cyclists and users of public. Manual for Streets 1 was published in 2007
<http://www.dft.gov.uk/pgr/sustainable/manforstreets/> Manual for Streets 2 was published in 2010 and does not supersede Manual for Streets 1, but explains how the principles of the first document can be applied more widely. The document is only available in hard form.
- Building for Life criteria is the national standard for well-designed homes and neighbourhoods and promotes design excellence. The 20 Building for Life criteria embody the vision of functional, attractive and sustainable housing. New housing developments are scored against the criteria to assess the quality of their design.
[Http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/criteria](http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/criteria)

5.4 The Building for Life criteria are a series of 20 questions which can be used to evaluate the quality of new housing developments. The criteria relating to streets, parking and pedestrianisation are relevant to this Supplementary Planning Document and should be referred to in designing new housing developments within the Borough. The relevant criteria are as follows:-

- Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

5 . Delivery of parking provision

- Is the car parking well integrated and situated so it supports the street scene?
- Are the streets pedestrian, cycle and vehicle friendly?
- Does the scheme integrate with existing streets, paths and surrounding development?
- Are public spaces and pedestrian routes overlooked and do they feel safe?

5.5 Standards for accessing private drives serving new residential developments are contained in Section DG18 of the Highway Design Guide.

5.6 Dimensions for on-street parking spaces and layouts are shown in Figure DG18a of the Highway Design Guide.

5.7 Within conservation areas as identified in local plans and at all sites involving listed buildings, developers will be required to take into consideration the special character and nature of the surrounding area in liaison with the relevant planning authority.

5.8 In the past, approaches to residential car parking have focused on off-street provision due to concerns that on-street parking may lead to problems of congestion and road accidents. However, Manual for Streets recommends that well-designed on-street parking in residential areas can explicitly count towards the overall supply of unallocated spaces, regardless of whether the spaces are formally marked or are simply occasional spaces on the highway. Manual for Streets also includes recommendations for the design of on street parking.

5.9 Off street residential parking should be sited as close as possible to dwellings to ensure that they are fully utilised to reduce the burden of on-street parking. Separate communal parking areas way from individual properties are discouraged. More information is provided in the Highway Design Guide (paragraphs 3.181-3.183).

Definitions

5.10 Garages will not normally be counted as a parking space for the purpose of calculating parking provision, unless:-

- The garage meets the minimum dimensions (as set out in paragraph 3.222 of the Highway Design Guide)
- Planning conditions are imposed to control use of the garage; or
- Restrictions are placed on converting the garage to a room that can be lived in.

5.11 The access to a garage or other designated parking space is not regarded as a space if it is no wider or longer than it would need to be to create a safe access.

5.12 Tandem spaces are acceptable, but no more than 3 spaces in a line will be acceptable (to include one garage space and no more than 2 driveway spaces and subject to minimum dimensions of both garages and driveways being met).

5.13 Allocated parking spaces include any spaces within the curtilage of a residential property (e.g. garage or driveway parking) and any spaces in communal areas where the space is reserved for one particular residential property.

5 . Delivery of parking provision

5.14 Unallocated spaces are those that are available for any user and usually comprise on-street parking.

6 . Conclusions

6.1 This Supplementary Planning Document replaces the following documents:-

- Nottinghamshire County Council Supplementary Guidance 'Parking Provision for New Developments' (May 2004), where it applies to new residential developments.
- Appendix 5 of the Gedling Borough Replacement Local Plan (which contains the May 2004 document), where it applies to new residential developments.

6.2 This Supplementary Planning Document applies to residential development only. For non-residential uses, the appropriate maximum parking standards at the time of writing are those set out in the 6C's Design Guide which cross refers to Part 4 of the document 'Highway Requirements for Development' (HRfD) (a Leicestershire County Council design standard). http://www.leics.gov.uk/index/htd/highway_req_development_archive.htm

6.3 It is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority.

7 . Further information

Further information on the operation of the Council's parking policy can be obtained from:-

Development Control, Gedling Borough Council, Civic Centre, Arnot Hill Park, Arnold, Nottingham NG5 6LU

Tel 0115 901 3971

E-mail developmentcontrol@gedling.gov.uk

Planning Policy, Gedling Borough Council, Civic Centre, Arnot Hill Park, Arnold, Nottingham NG5 6LU

Tel 0115 901 3757

E-mail planningpolicy@gedling.gov.uk

Mr Chris Charnley, Head of Service for Highway Management

Mr Eamonn Harrision, Highway Manager South

Nottinghamshire County Council, Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ

Tel 08449 808080

E-mail hdc.south@nottscc.gov.uk

APPENDIX A – County Council Cabinet Report 12th January 2010**Report****REPORT TO CABINET MEMBER FOR TRANSPORT AND HIGHWAYS**

Date **12 January 2010** agenda item number 3.1

RESIDENTIAL PARKING STANDARDS FOR NEW DEVELOPMENTS**Decisions Recommended**

1. That the County Council's Supplementary Planning Guidance "Parking Provision For New Developments" (May 2004) is withdrawn with immediate effect
2. That the County Council re-affirm its commitment to the parking policy as set out in Planning Policy Guidance 13 (Transport) and the East Midlands Regional Plan (March 2009)
3. That the County Council adopt the temporary residential parking standards as outlined in the report until such time as each Local Planning Authority adopts its own standards through the Local Development Framework Process.

Delegated Authority

4. Scheme of Delegation TH.1. To prepare and to recommend to Council policy on matters relating to transport excluding those within the remit of the People and Performance portfolio including, but not limited to, the following plans: Local Transport Plan.

Policy Framework

5. Central Government planning policy and guidance relating to car parking associated with new development is contained in Planning Policy Statement (PPS) 3 (Housing), Planning Policy Guidance (PPG) 13 (Transport) and Regional parking is within the East Midlands Regional Plan (March 2009).
6. Current policy and guidance for Nottinghamshire is contained in NCC's "Parking Provision for New Developments" (hereafter "the guidance").

Background

7. In May 2004 the County Council adopted the "Parking Provision for New Developments" document as Supplementary Planning Guidance to support Policy 5/7 of the Nottingham and Nottinghamshire Draft Joint Structure Plan for applications within the area covered by the County Council.

Appendix A - County Council Cabinet Report 12th January 2010

8. The Guidance applies to both new residential and non-residential developments and is aimed at encouraging the use of alternative modes of transport to the private car. The approach applied a different level of parking provision for new developments, depending on the availability of alternative means of transport to the car and on local characteristics.

9. The Guidance helped to ensure that development proposals conformed to parking policies and standards which in turn took into account strategic and local objectives. These objectives have since been reviewed to reflect changes in circumstances relating to transport policies and the planning process.

10. In particular, the continued relevance of the guidance has altered significantly with the publication of PPS3 (Housing) and the adoption of the East Midlands Regional Plan (March 2009) to replace the Structure Plan.

11. The recently published PPS3 on Housing includes the following statement in paragraph 51 on residential parking standards:

“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”

12. This supersedes the previous guidance in Planning Policy Guidance 3 (PPG3) which recommended a maximum average of 1.5 spaces per dwelling. It was not made clear at the time whether this should be an average across the development, a district, or even a county. This led to much confusion and inconsistency and concerns about the mismatch between levels of car ownership and off-street parking in new homes. It has become one of the most contentious and unpopular planning policies in operation.

13. It is considered that it was never intended to be a means of restricting car ownership or usage, hence its inclusion in PPG3 rather than PPG13 which relates to transport. It was more to do with land usage and housing densities and there appears to be little evidence that restricting car parking at the home end of the journey has any real effect on car trips on the network. It does, however, lead to excessive parking on street which in many areas is causing road safety issues, emergency and public transport access difficulties, neighbour disputes and visually unappealing streetscapes. Conversely restricting car parking availability and cost at the destination is generally accepted as having a real effect on reducing car trips.

14. It is, therefore, considered that parking standards for residential development should, particularly in view of the wording in PPS3 (para 9 above), be a matter solely for district councils as planning authorities and that the County Council should not seek to formulate a policy on this matter. The County Council has little or no involvement in the layout of individual residential developments. Consequently, responsibility for the number of residential parking spaces and how they are integrated into the development is more appropriately for the district planning process.

15. Policy 48 in the East Midlands Regional Plan is related to parking and states that:

Appendix A - County Council Cabinet Report 12th January 2010

“Local Planning Authorities should apply the maximum amounts of vehicle parking for new development as set out in PPG13. In the Region’s Principal Urban Areas and Growth Towns and environmentally sensitive areas, opportunities should be taken to develop more challenging standards based on emerging public transport accessibility work.

16. PPG13 contains detailed maximum parking standards for non residential (i.e. “destination”) development. Car parking facilities in excess of the maximum standards in PPG13 should only be provided in exceptional circumstances.

17. In the Region’s Principal Urban Areas and Growth Towns, net increases in public car parking not associated with development should only be permitted where it is demonstrated that:

- Adequate public transport, cycling or walking provision cannot be provided or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or
- Excessive on-street parking is having an adverse effect on highway safety or residential amenity which cannot be reasonably resolved by other means; or
- The nature of new car parking can shift from long stay spaces to high quality short stay provision; or
- It is linked to public transport provision, for example as part of a park and ride scheme.”

18. Consequently, the East Midlands Regional Plan (March 2009) with reference to PPG13 provides policy guidance for non-residential parking, with the Local Transport Plan providing the overall context for parking policy in the county. However, it is for the local development documents to set parking levels and standards for new residential developments.

19. However, by withdrawing the residential parking guidance in advance of the Local Planning Authorities implementing their own standards they will be left in the difficult position of not having any standards with which to refer. As such it is suggested that the County Council adopt temporary residential parking standards for use until such time as each Local Planning Authority has had the opportunity to adopt its own. These are recommended as maximum standards (unless exceptional circumstances – with strong evidence - justify otherwise) and should be applied as follows;

		Number of bedrooms			
		1	2	3	4+
Accessibility		1	2	3	4+
Average number of buses during the peak hour	> 2	1	1	1	2
	0 - 2	1	1	2	3

Table .1

(note – this table is copied from the Supplementary Planning Guidance “Parking Provision for New Developments (May 2004))

All other uses not covered by National Guidance or the recently adopted Regional Design Guide should be individually justified on a sound evidence base.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of Finance, Equal Opportunities, Human Rights Act 1998, Disability Discrimination Act 1995, Personnel, Crime and Disorder (Community Safety) and those using the services. Where such implications are material, they have been brought out in the text of the report.

Equal Opportunities Implications

21. The regional guidance document is based on national guidance, which fully encompasses equality issues. It is therefore felt that the equality impact is acceptable and that an equality impact assessment is not required.

STEVE CALVERT

Service Director (Planning, Sustainability and Regeneration)

Comments of the Service Director – Finance

There are no financial implications arising from the contents of the report. [KP – 16/12/09]

Legal Services Comments

Cabinet Member has power to make this decision. [SHB – 17/12/09]

Background Papers Available for Inspection

Parking Provision for New Developments Supplementary Planning Guidance (May 2004).

Electoral Division(s) and Member(s) Affected

All

Author of the report / Case Officer

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PSL.RS.IY.ep5201

14 October 2009 (updated 9 November 2009) (updated 1 December 2009)

Appendix B - District level data on car ownership for Gedling Borough

Appendix B - District level data on car ownership for Gedling Borough

APPENDIX B – car ownership levels 2001 (Census data)

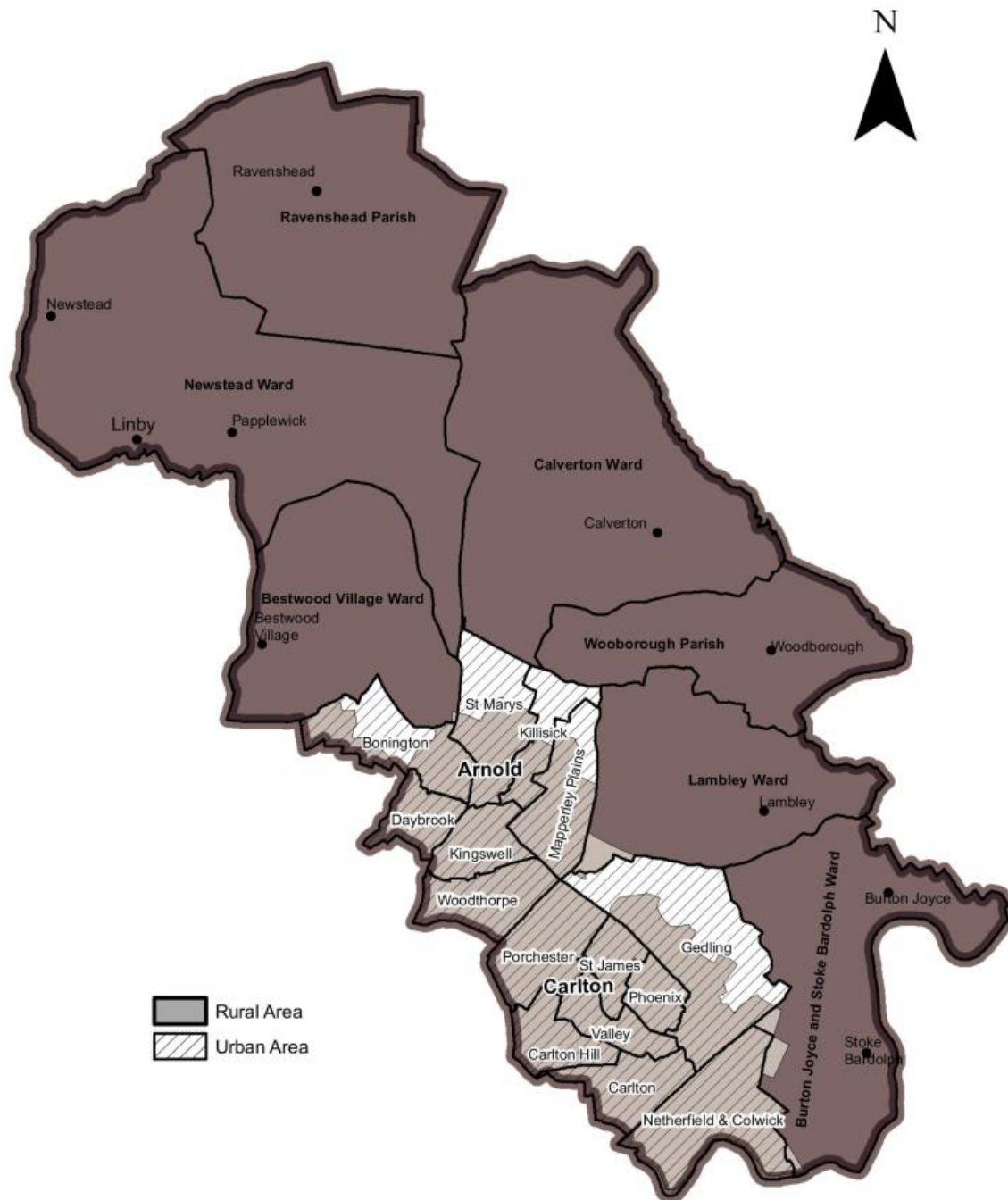
HOUSES BY TENURE (Houses comprising detached, semi-detached and terraced)	Number of cars or vans						Percentage of households with particular numbers of cars/vans					Average No. Cars/vans per household
	Total	None	One	Two	Three	Four +	None	One	Two	Three	Four +	
Owner occupied	37052	5297	18253	11035	1946	521	14%	49%	30%	5%	1%	1.3
Up to 3 rooms	572	138	312	108	11	3	24%	55%	19%	2%	1%	1.0
4 rooms	4897	1094	2953	778	61	11	22%	60%	16%	1%	0%	1.0
5 rooms	12417	2224	6830	2879	408	76	18%	55%	23%	3%	1%	1.1
6 rooms	10269	1450	5154	3083	468	114	14%	50%	30%	5%	1%	1.3
7 rooms	4565	260	1868	1923	410	104	6%	41%	42%	9%	2%	1.6
8 or more rooms	4332	131	1136	2264	588	213	3%	26%	52%	14%	5%	1.9
Shared ownership/Rented (social/private)	5390	2578	2268	471	61	12	48%	42%	9%	1%	0%	0.6
Up to 3 rooms	285	162	113	10	0	0	57%	40%	4%	0%	0%	0.5
4 rooms	1114	556	464	86	5	3	50%	42%	8%	0%	0%	0.6
5 rooms	2512	1230	1041	209	27	5	49%	41%	8%	1%	0%	0.6
6 rooms	1158	508	520	113	17	0	44%	45%	10%	1%	0%	0.7
7 rooms	223	91	93	35	4	0	41%	42%	16%	2%	0%	0.8
8 or more rooms	98	31	37	18	8	4	32%	38%	18%	8%	4%	1.2

Table .1

Appendix C - Map identifying rural/urban wards in Gedling Borough

Appendix C - Map identifying rural/urban wards in Gedling Borough

Definition of Urban and Rural Areas
(for purpose of applying parking standards)



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Appendix D - Additional demand for unallocated parking spaces

Appendix D - Additional demand for unallocated parking spaces

APPENDIX D - Typical Additional Demand for Unallocated parking for owner occupied houses in Built Up wards in Gedling.

Average Car Ownership Per Dwelling	With 1 Allocated Space per dwelling	With 2 Allocated Spaces per dwelling
0.1	0.0	0.0
0.2	0.0	0.0
0.3	0.0	0.0
0.4	0.0	0.0
0.5	0.1	0.0
0.6	0.1	0.0
0.7	0.1	0.0
0.8	0.1	0.0
0.9	0.2	0.0
1.0	0.2	0.0
1.1	0.3	0.0
1.2	0.4	0.1
1.3	0.4	0.1
1.4	0.5	0.1
1.5	0.6	0.1
1.6	0.7	0.1
1.7	0.8	0.2
1.8	0.9	0.2
1.9	0.9	0.2
2.0	1	0.3
2.1	1.1	0.3
2.2	1.2	0.4

Appendix E - Worked example

APPENDIX E – Worked example: implementing the residential car parking standards

The purpose of this worked example is to explain how the residential car parking standards should be used to calculate the parking requirement for a proposed development.

Example: A planning application for 20 dwellings is being considered.

Step 1: Establish whether the proposed development falls within the urban or rural part of the Borough, using map attached as Appendix C. For the purpose of this example, it is assumed that the development site falls within the urban area.

Step 2: Establish the breakdown of house types for the proposed development. For the purposes of this example it is assumed that the breakdown is as follows:-

- 5 x 4 bedroom dwellings
- 9 x 3 bedroom dwellings
- 6 x 2 bedroom dwellings

Step 3: The developer will have some flexibility over how the parking requirement is provided (in terms of the proportion of allocated and unallocated spaces) based on Tables 4.1, 4.2 and 4.3 of this Supplementary Planning Document. The most appropriate solution for a specific development site will be established through the negotiation process and consultation, taking account of the location of the site and the nature of the development proposed.

The parking spaces provided will need to accord with the definitions set out in Section 5 of this Supplementary Planning Document.

For the purposes of this example, it is assumed that it is the development consists of: -

- 5 x 4 bedroom dwellings with 2 allocated spaces
- 5 x 3 bedroom dwellings with 2 allocated spaces
- 4 x 3 bedroom dwellings with 1 allocated space
- 6 x 2 bedroom dwellings with 1 allocated space

Step 4: Calculate allocated parking provision.

- 5 x 4 bedroom dwellings with 2 allocated spaces = 10 allocated spaces
- 5 x 3 bedroom dwellings with 2 allocated spaces = 10 allocated spaces
- 4 x 3 bedroom dwellings with 1 allocated space = 4 allocated spaces
- 6 x 2 bedroom dwellings with 1 allocated space = 6 allocated spaces

Step 5: Add up the allocated spaces proposed for each house type.

$$= 10 + 10 + 4 + 6$$

$$= 30$$

Appendix E - Worked example

Therefore, the total allocated parking proposed is 30 spaces.

Step 6: Using the parking standards set out in Table 4.2 and 4.3 of this Supplementary Planning Document, the number of required unallocated spaces needs to be calculated for each house type proposed. The number of unallocated spaces required will vary, depending on the number of allocated spaces proposed. (NB There is no requirement for unallocated parking for developments of up to and including 5 dwellings).

- For a 4 bedroom house with 2 allocated spaces in an urban area of Gedling there is an additional demand for 0.5 unallocated spaces per dwelling (from Table 4.2).
- For this example, there are 5 x 4 bedroom dwellings proposed (5 x 0.5) accounting for an additional demand of 2.5 unallocated spaces.

This process is then applied to the remaining houses types proposed: -

- 5 x 3 bedroom dwellings with 2 allocated spaces (5 x 0.3) accounting for an additional demand of 1.5 unallocated spaces.
- 4 x 3 bedroom dwellings with 1 allocated space (4 x 0.7) accounting for an additional demand of 2.8 unallocated spaces.
- 6 x 2 bedroom houses with 1 allocated spaces (6 x 0.5) accounting for an additional demand of 3 unallocated spaces.

Step 7: Add up the unallocated spaces required for each house type.

$$= 2.5 + 1.5 + 2.8 + 3$$

$$= 9.8.$$

Therefore, the total additional demand for unallocated parking as a result of the development is 9.8 spaces.

Step 8: The unallocated parking provision is rounded up to the nearest whole number so the total demand for parking is met. The total additional demand for unallocated parking as a result of this proposed development would therefore be 10 unallocated spaces.

Step 9: Add together the number of allocated and unallocated spaces required to serve the proposed development. For this example, the development of the 20 house types proposed results in the need for 30 allocated spaces plus 10 unallocated spaces. This is a *minimum* requirement.

NB Whilst this Supplementary Planning Document does not look to set out detailed design guidance, appropriate cross references are included which must be taken into account in the provision of parking.

