Supplementary Planning Document
The provision of car parking space in residential development (outside the New Forest National Park)
New Forest District (outside the New Forest National Park): Supplementary Planning Document: provision of car parking space in residential development

1. This Supplementary Planning Document (SPD) sets out guidance to developers and others on the provision of car parking space on residential developments. It should be read alongside Policies DW-E1 and DW-T9 of the New Forest District Local Plan (First Alteration) (August 2005) and the Council’s SPD Housing design, density and character (April 2006). The local plan policies form part of the Development Plan, and are expected to remain in force until altered or replaced through the statutory policy review process. Insofar as they relate to housing development, they are reproduced in the Annex on page 7.

2. National guidance for the provision of parking space to serve new development appears in Planning Policy Guidance Note (PPG) 13 Transport (March 2001). Paragraphs 12 to 17, which deal with housing development, have been replaced by new policy set out in Planning Policy Statement (PPS) 3 Housing (November 2006). The relevant paragraphs are as follows (emphasis added).

Extracts from PPS3 Housing (November 2006)

16. Matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.

- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.

- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.

- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change.

- Takes a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.

- Provides for the retention or re-establishment of the biodiversity within residential environments.

51. 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.
3 The local plan policies have operated since before the adoption of the First Alteration. The upper limits for parking space provision set out in Appendix G7 of the local plan are based on those recommended in Hampshire Parking Strategy and Standards 2002, Hampshire County Council’s supplementary guidance to the Hampshire County Structure Plan (Review). They also give an approximation to the level of car ownership for each type of housing, and are used in applying the latter part of Policy DW-T9 (the part concerned with avoiding safety and environmental problems caused by “overspill” parking).

4 This SPD takes advantage of increased flexibility in Government policy, to arrive at a policy and standards which are more responsive to local circumstances. It also incorporates the findings of recent research on residential parking, in particular Residential Car Parking Research (2007) produced by WSP and others for the Department of Communities and Local Government.

**The purposes of parking space control**

5 PPG13 seeks to reduce the need to travel, especially by car. One of its main provisions is a reduction in car parking space on development sites, concentrating on provision at trip destinations and on car use rather than ownership. It is no part of current policy to seek to reduce or limit car ownership.

**Parking and the quality of the residential environment**

6 The impacts both of designated parking space and of parking activity wherever it occurs are central to the success or failure of the wider residential environment. The District Council’s supplementary planning document Housing design, density and character (www.newforest.gov.uk/media/adobe/7/e/housing_design_density_and_character_SPD.pdf) devotes an annex to car parking, identifying typical problems related to parking in new residential developments and offering a menu of possible solutions.

7 This design-led approach is reflected in the highlighted portion of paragraph 16 of PPS3 (see paragraph 2 above). “How” is as important as “how many”.

**Car ownership, housing design and the efficient use of land**

8 While there is no overriding reason to constrain residential parking space, it is important to avoid serious over-provision. Estimates of future car ownership should therefore be used as a guide in order to avoid both the inefficiency of over-provision and the safety and environmental costs of under-provision.

9 Minimum car parking requirements for new development may be able to assist in the design process but should not be allowed to dominate it. Their greatest value lies in protecting the environmental quality of existing residential areas rather than dictating the design parameters of new ones.

10 Car ownership in New Forest District at the time of the 2001 Census stood at about 1.4 per household. This is more than the national average, but very close to the average for Hampshire (that is, the county area excluding the unitary cities of Portsmouth and Southampton).

11 Nationally, car ownership has increased steadily over recent decades and is forecast to grow by 25% between 2001 and 2026 (the end of the period covered by the currently emerging development plan). It also varies widely with the type and size of household and dwelling. The 2001 Census relates car ownership to household size, as shown in Table 1 part A.

(Continued on page 6)
New Forest District
(outside the New Forest National Park):
Residential Development*:
Recommended Parking Provision

<table>
<thead>
<tr>
<th>Dwelling size (bedrooms)</th>
<th>Recommended average provision (car spaces per dwelling)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shared/communal parking</td>
</tr>
<tr>
<td>1</td>
<td>1.4</td>
</tr>
<tr>
<td>2</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>1.9</td>
</tr>
<tr>
<td>4 or more</td>
<td>2.1</td>
</tr>
</tbody>
</table>

A development which provides substantially more than the recommended amount of parking space does not represent efficient use of land. On the other hand, if the total provided is significantly less, consideration will need to be given to whether there is likely to be an unsatisfied demand which could lead to road safety hazards or environmental damage of the type referred to in Policy DW-T9 of the Local Plan**. If there is, developers should aim to bring the level of provision up to match the above figures as closely as possible.
IMPORTANT: In comparing the proposed parking space provision with the recommendations in this Table, account will need to be taken of the layout and design of the development. In particular:

- It is widely accepted that single on-plot garages are often unavailable for cars because they are being used to accommodate other household articles. Given the extent of this practice, such garages will be counted as one half of a space. Single garages should normally be of sufficient size to accommodate a car and at least one bicycle, i.e. minimum internal dimensions of 6m x 3m. Where the developer makes a case for garages smaller than this, consideration will need to be given to whether those garages should be counted towards the total car parking provision at all. Car ports should be counted as a whole space; and a double garage will be counted as two singles, i.e. as one parking space.

- In addition, and outside town centres where there is public parking space and on-street parking is regulated, layouts based on on-plot parking may include laybys and/or other visitor parking space, providing that highway safety is not prejudiced and up to a maximum of 20% of the total amount of parking on site. Such spaces may be counted towards the total provision on the site.

- **Driveways** more than 6m long will be counted as a single parking space.

*Note: This SPD does not cover elderly people’s sheltered housing or nursing or rest homes.*

**Note: In applying Policy DW-T9, the District Council will take “environmental damage” to include problems of the type listed in Annex 1 of Housing design, density and character, caused by a significant reduction in opportunities for on-street parking by residents already established in the neighbourhood.*
Parking standards are usually related to the number of bedrooms in each dwelling (dwelling size). The relationship between the size of a dwelling and the size of the household which occupies it is not straightforward. The larger households in an area do tend to occupy the larger dwellings (and conversely for the smaller households), but this relationship is quite weak compared to the variation of household size within each category of dwelling. For example in New Forest District in 2001, of the largest fifth of the total dwelling stock (the 14,182 dwellings with 4 bedrooms or more), only 4,592 (less than a third) were occupied by the largest households (4 people or more); more (5,566) by 2-person households, and even 1,534 by a single person.

To obtain a realistic picture of how car ownership varies with dwelling size, allowance needs to be made for this “spreading” effect: otherwise predicted car ownership will be based on assuming a much closer fit between household and dwelling sizes than is realistic. Table 1 part B takes this “spreading” effect into account to arrive at a realistic estimate of car ownership by dwelling size for 2001. It then applies the growth rate referred to in paragraph 12 to provide a forecast for 2026.

These average figures provide a reasonable guide for developments where parking within the site is in well-designed and conveniently-located shared or communal parking areas. Much development however makes individual parking provision on each dwelling plot. To allow for the reduced flexibility of this arrangement, provision in such cases needs to be at least 25% greater.

The table on pages 4 - 5 sets out recommended levels of car parking provision based on these principles. On top of the factoring-up by 25% as per paragraph 14, the figures for on-plot provision are also rounded up to the next 0.5 space.
ANNEX

New Forest District Local Plan
(First Alteration) (2005): extract

Policy DW-E1

Development shall be appropriate and sympathetic in scale, appearance, materials, form, siting and layout, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading or other adverse impact on local amenities. Developers shall have regard to:

a the scale and siting of the proposal in relation to adjoining development, spaces, the character of the area and the wider landscape. This will involve consideration of height, massing and density, relationship to adjoining buildings and land uses and landscape features on and off site, and other potential impacts of the proposal on local amenities e.g. noise, light or other forms of pollution, including those arising from traffic generated by the development (see also Policy DW-E43, Section C6); and

b materials and built form in relation to the character of adjoining development, local vernacular and any historic features (see also Policies DW-E18 to DW-E29, Section C2).

Policy DW-T9 (extract)

The provision of additional car parking space in the District will be controlled in accordance with upper limits for each class of development, as set out in Appendix G7. Provision beyond these limits will not be permitted.

Development will be required to provide

i parking facilities for bicycles in accordance with the minimum standards set out in Appendix G7;

ii. a significant road safety hazard, or

Such consequences may however be avoided in some circumstances to the satisfaction of the local planning authority by means of an undertaking by the developer to contribute either financially or otherwise towards one or more of the following as appropriate:

a the provision of additional or improved public car parking, including provision in accordance with a proposal of this Plan;

b measures to improve the accessibility of the application site by walking, cycling and/or public transport;

c measures which directly prevent the relevant safety hazard or environmental damage.

Public car parking provided or improved under sub-paragraph (a) above should be of good quality, secure and suitably located in relation to the proposed development (normally within reasonable walking distance). These and other measures undertaken under sub-paragraphs (a), (b) and (c) should be likely to be implemented within a reasonable time.