

**Bassetlaw District Council**

**RESIDENTIAL PARKING STANDARDS**

**SUPPLEMENTARY PLANNING  
DOCUMENT**

Adopted 6 June 2012



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## 1. INTRODUCTION

- 1.1 This Supplementary Planning Document (SPD) forms part of the Bassetlaw Local Development Framework. It has been produced to expand upon *Policy DM13: Sustainable Transport* in the Core Strategy & Development Management Policies DPD, setting out the approach that the Council expects developers to take when establishing parking requirements for new residential development proposals. It will be revised and updated as appropriate in line with changes to higher tier policies or to local circumstance.
- 1.2 Consultation on the SPD was undertaken between 23 January and 5 March 2012, with changes being made as deemed necessary in the light of the responses received. The SPD was adopted by the Council on 6 June 2012.
- 1.3 While the SPD sets out minimum standards, it nonetheless enables consideration of requirements on a site-by-site basis to take account of individual sites requirements. It has been prepared in accordance with the methodology set out in the Nottinghamshire County Council document *Residential car Parking Research for Nottinghamshire – Highway Development Control Guidance*.
- 1.4 Notwithstanding the content of this SPD, for all parking issues associated with new development it is still recommend that developers consult with the relevant planning officers at Bassetlaw District Council, as well as with Nottinghamshire County Council's (NCC) Highways Development Control Officer for the area, at an early stage in the planning application process, to discuss and agree site specific parking requirements in line with this SPD.
- 1.5 For all non-residential parking requirements, as well as design expectations for a wide range of parking requirements, please refer to the *6Cs Design Guide: Highways, transportation and development (HTD)*. This is a web-based design guide for highways and transportation infrastructure, including parking requirements, for new development. It was originally developed by Leicestershire County Council but has subsequently been adopted by NCC and other local highway authorities in the East Midlands. The home page for the HTD is <http://www.leics.gov.uk/index/htd.htm> . This draws heavily on the content of national guidance within *Manual for Streets* and *Manual for Streets 2*.

## 2. POLICY CONTEXT

### National Policy and Guidance

#### *National Planning Policy Framework (the NPPF)*

2.1 The NPPF states that (para. 39):

*“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*
- *an overall need to reduce the use of high-emission vehicles”.*

#### *Residential Car Parking Research*

2.2 In 2007 the Department for Communities and Local Government (DCLG) published a document called *Residential Car Parking Research*. This provides guidance on the estimation of car parking demand for residential developments and is discussed in further detail later in this report.

#### *Car Parking - What Works Where*

2.3 In May 2006 English Partnerships published a document called *Car Parking – What Works Where*. This provides guidance on appropriate levels of residential car parking provision alongside numerous case studies and best practice examples of integrating car parking provision into urban design.

#### *Manual for Streets and Manual for Streets 2*

2.4 *Manual for Streets* (Dept for Transport) focuses on well-designed residential streets. When it came out is provided guidance on how to do things differently within the existing policy, technical and legal framework. *Manual for Streets 2* (Chartered Institution of Highways and Transportation (CIHT)) expanded this guidance beyond residential streets to encompass both urban and rural situations. The 6Cs Design Guide referenced in the Introduction draws heavily on the guidance contained within both documents.

## **Local Policy and Guidance**

### *Residential Car Parking Research for Nottinghamshire*

- 2.5 Having withdrawn specific parking requirements for new residential development, Nottinghamshire County Council (NCC) released *Residential Car Parking Research for Nottinghamshire – Highway Development Control Guidance* in February 2010, which provides guidance on the estimation of demand for car parking space for residential developments within the County. This is based on the DCLG research referred to above.

### 3. METHODOLOGY

3.1 The policy and guidance referred to in Section 2 has been tailored to Bassetlaw District, building on the methodology provided in the Nottinghamshire County Council (NCC) document *Residential Car Parking Research for Nottinghamshire – Highway Development Control Guidance*. The methodology used takes into account the following factors that could influence future residential parking requirements:

- the location of the development in terms of ‘built-up’ and ‘rural’ locations (this implicitly takes into account the relative accessibility to sustainable transport);
- future growth in car ownership due to forecast development and economic growth;
- the type of dwelling proposed (i.e. houses or flats);
- the size of dwelling proposed (i.e. total numbers of rooms);
- the tenure of dwelling proposed (i.e. owner occupied or shared ownership/rented); and
- whether car parking spaces are allocated or not.

3.2 The key pieces of work that have been undertaken to adapt the NCC guidance for Bassetlaw District are as follows:

- District based 2001 Census data was obtained from Appendix D of *Residential Car Parking Research for Nottinghamshire*. This identifies 2001 car ownership by household size (number of rooms) and tenure (i.e. owner occupied or shared ownership/rented).
- Average car ownership in 2026 was estimated for ‘built-up’ and ‘rural’ areas by applying weighted average car ownership ratios, which were calculated by comparing the 2001 and 2026 ownership levels for ‘owner occupied’ houses in ‘built-up’ and ‘rural’, as provided in *Residential Car Parking Research for Nottinghamshire*. This is considered to be an acceptable methodology because the NCC analysis identified ‘built-up’ and ‘rural’ car ownership rates by examining all wards within the County and, therefore, includes Bassetlaw. The NCC analysis applies forecast growth in car ownership between 2001 and 2026

taken from TEMPRO<sup>1</sup> which takes into account future residential and economic growth within the district.

- Where no car ownership data was available for 2026 for the 'shared ownership/rented' tenures (this data is not provided in the NCC guidance) it has been assumed that ownership levels do not change between 2001 and 2026;
- Additional demand for unallocated parking is then calculated for developments where one and two parking spaces are allocated in accordance with the methodology in the NCC guide;
- Additional visitor parking demand is then added, in accordance with the methodology in the NCC guide;
- The total parking demand is then summarised for developments where there are no allocated spaces, one allocated space and two allocated spaces;
- 2001 Census population density data was examined at ward level for Bassetlaw District. Wards were ranked by population density and the top 50<sup>th</sup> percentile were assumed to represent the 'built-up' areas of the district. Comparison against OS mapping confirmed this to be a reasonable assumption;
- The 'built-up' areas within each of the top 50<sup>th</sup> percentile population density wards were then identified.

The resultant parking demand rates for the various categories of dwelling with either no allocated car parking space, or one or two allocated spaces, are summarised in Tables A and B in Appendix 1.

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<sup>1</sup> TEMPRO is free software available from the Department for Transport (DfT) to provide summaries of National Trip End Model (NTEM) forecast data for transport planning purposes. Forecasts take into account projected planning-uses taken from Regional Spatial Strategies and therefore include the projected growth in residential and employment uses within Bassetlaw District.

#### 4. CALCULATING RESIDENTIAL PARKING STANDARDS

4.1 Car parking standards for Bassetlaw District are summarised in Table 1 below, which should be seen as a ‘ready reckoner’ for establishing parking need as part of the initial masterplanning process. These standards are presented as **minimum** parking standards (i.e. residential developments shall provide at least this level of parking), 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. Parking provision should, therefore, seek to meet the demand at the journey origin to avoid these undesirable effects.

<b>Dwelling Size</b>	<b>Allocated car parking spaces</b>	<b>Unallocated car parking spaces (to be rounded up to the nearest whole number)</b>
1 bedroom	1 space per dwelling	0.3 spaces per dwelling
2 or more bedrooms	2 spaces per dwelling	0.3 spaces per dwelling

**Table 1 – Residential Parking Standards (Flats/Apartments & Houses)<sup>2</sup>**

4.2 Unallocated parking shall be provided for all residential developments in accordance with the above standards. Unallocated parking shall be rounded up to the nearest whole number. For example a development comprising a total of 15 x 3 bedroom dwellings shall provide 30 allocated parking spaces (two per dwelling) plus five unallocated spaces ( $15 \times 0.3 = 4.5$  rounded up to 5) for communal use, unless the Council feels that such an approach undermines the design of the development scheme proposed or the developer can demonstrate, through undertaking a demand calculation, that the additional spaces are surplus to requirements.

4.3 The final parking provision for all residential developments will, however, be subject to a site specific parking demand calculation, which shall be submitted to and agreed with the District Council as part of the planning application process. The local residential car parking demand rates detailed in Tables A and B (see Appendix 1) should, therefore, be applied by developers to estimate site specific

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<sup>2</sup> These standards apply to developments that provide predominantly allocated parking. For all other developments (e.g. developments served predominantly by unallocated communal parking) parking demand shall be calculated and agreed on a site specific basis using the methodology detailed in Appendix 1.



car parking demand. Developers should then ensure that their proposals incorporate adequate car parking provision to meet the estimated total demand.

- 4.4 Garages may only be counted as parking spaces if they have suitable internal dimensions, as suggested by *Manual for Streets* (for a single garage of a minimum of 6m x 3m). Car ports, which are unlikely to be used for storage purposes, may be counted as parking spaces.

## **5. SPECIALIST REQUIREMENTS**

- 5.1 Parking provision for special purpose housing (e.g. purpose-built student accommodation; self-contained elderly persons accommodation; residential children's homes; residential nursing homes; etc.) shall be calculated and agreed on a site specific basis in discussion with the District and County Councils.

### **Disabled parking provision**

- 5.2 It is expected that Disabled Parking provision will be agreed with District and County Council Officers. Further information relating to the actual position of disabled parking spaces is contained in Traffic Advisory Leaflet 5/95<sup>3</sup> and additional information may be found in NCC's adopted guidance *Highways, Transportation and Development* (HTD).

### **Pedal Cycle Parking**

- 5.3 For cycle parking the minimum parking standards identified in the HTD, or national guidance, should be applied. For developments with common facilities, such as flats, one space for every five dwellings should be provided. Parking should be under cover and secure. Where spaces are allocated, there should be one space for each dwelling.

- 5.4 Please see the HTD for full details and associated guidance notes.

### **Motorcycle & Moped Parking**

- 5.5 For motorcycle and moped parking the minimum parking standards identified in the HTD, or national guidance, should be applied. For developments with common facilities, such as flats, the current (at March 2010) parking standard for motorcycles and mopeds is one space, plus an additional space for every 10 car parking spaces.

- 5.6 Please see the HTD for full details and associated guidance notes.

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<sup>3</sup> [http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL\\_5-951](http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL_5-951)

## APPENDIX 1: DEMAND TABLES AND WORKED EXAMPLE

Residential parking demand rates, derived from the methodology set out in Section 3, are set out below.

TABLE A: HOUSES <sup>4</sup>	No Allocated 'Built-Up'	No Allocated 'Rural'	One Allocated 'Built-up' & 'Rural'	Two Allocated 'Built-up' & 'Rural'
<b>Owner occupied</b>				
Up to 3 rooms <sup>5</sup>	1.0	1.3	X	X
4 rooms	1.0	1.3	1.4	2.2
5 rooms	1.2	1.6	1.6	2.3
6 rooms	1.4	1.8	1.6	2.3
7 rooms	1.7	2.1	1.9	2.3
8 or more rooms	2.0	2.4	2.2	2.4
<b>Shared ownership/Rented (social/private)</b>				
Up to 3 rooms	0.3	0.4	1.2	2.2
4 rooms	0.5	0.7	1.3	2.2
5 rooms	0.7	0.8	1.3	2.2
6 rooms	0.8	1.0	1.4	2.2
7 rooms	0.9	1.2	1.5	2.3
8 or more rooms	1.3	1.7	1.8	2.4

TABLE B: FLATS <sup>6</sup>	No Allocated 'Built-up' & 'Rural'	One Allocated 'Built-up' & 'Rural'	Two Allocated 'Built- up' & 'Rural'
<b>Owner occupied</b>			
1 room	0.5	1.2	2.2
2 rooms	0.6	1.2	2.2
3 rooms	0.9	1.5	2.3
4 rooms	0.8	1.3	2.2
5 or more rooms	1.5	1.8	2.4
<b>Shared ownership/Rented (social/private)</b>			
1 room	0.2	1.2	2.2
2 rooms	0.3	1.2	2.2
3 rooms	0.3	1.2	2.2
4 rooms	0.4	1.2	2.2
5 or more rooms	0.7	1.4	2.3

<sup>4</sup> Comprising detached, semi-detached and terraced.

<sup>5</sup> Number of rooms includes habitable rooms only (i.e. the total includes; kitchen, lounge, dining and bedrooms but excludes; bathrooms, toilets, hall, landing and storage-only rooms).

<sup>6</sup> Comprising of purpose built, converted/shared house and in a commercial building.

A worked example of how to use the tables above is presented below:

A proposed development for 12 houses in a 'built-up' location is proposed to be made up of:

- 4 x 5 room houses with 2 allocated spaces
- 4 x 5 room houses with 1 allocated spaces
- 4 x 4 room houses with 0 allocated spaces

Using the parking demand rates given in Table A above it can be calculated that for a 'built-up' location each:

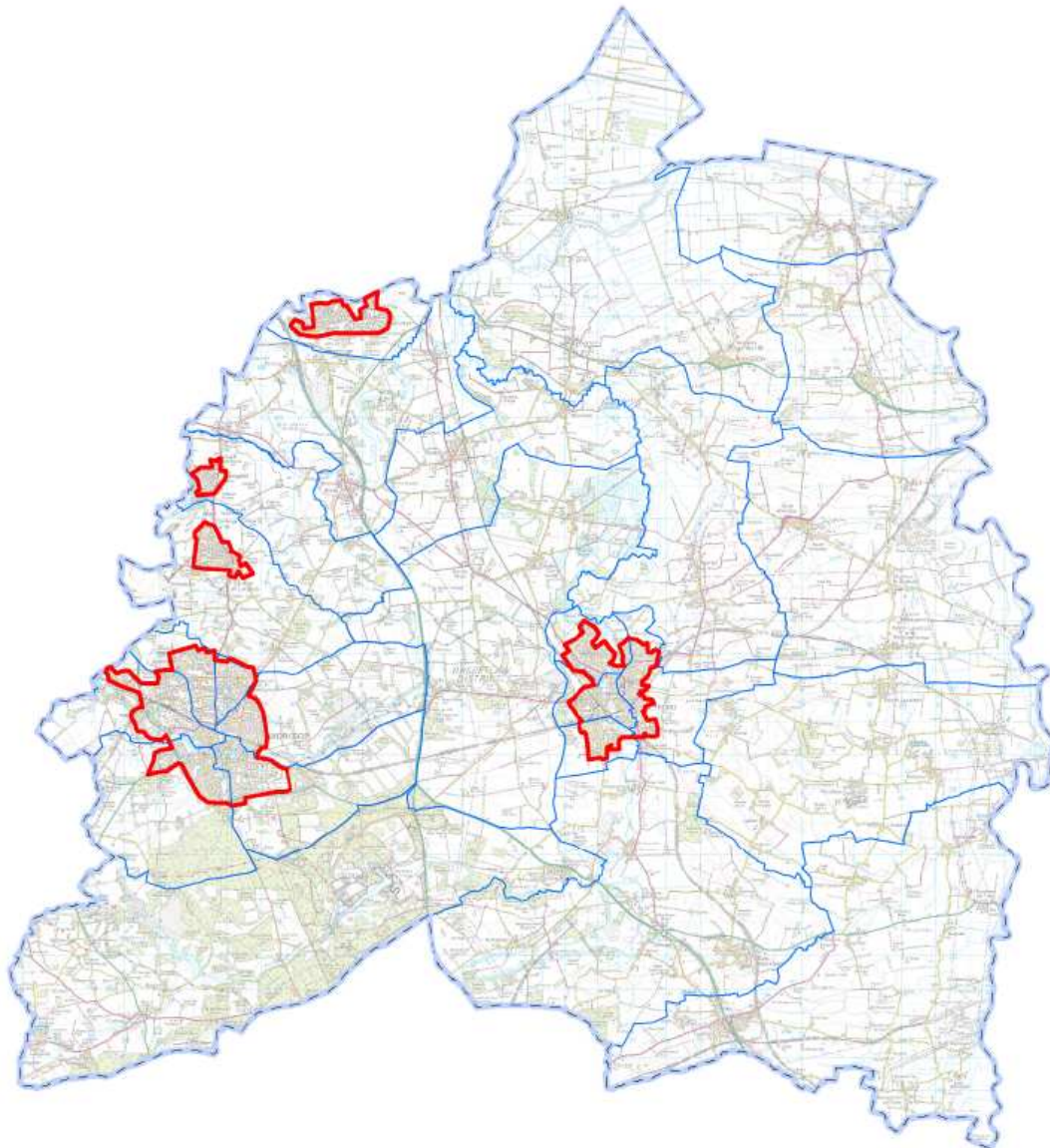
- 5 room house with 2 allocated spaces will have a total demand for car parking of 2.3 spaces
- 5 room house with 1 allocated space will have a total demand for car parking of 1.6 spaces
- 4 room house with 0 allocated spaces will have a total demand for car parking of 1.0 space

The total demand for car parking generated by the development is:

- 4 x 5 room house (2 allocated spaces) will have a total demand for car parking of 9.2 spaces
- 4 x 5 room house (1 allocated space) will have a total demand for car parking of 6.4 spaces
- 4 x 4 room house (0 allocated space) will have a total demand for car parking of 4.0 spaces

From this calculation it can be seen that the development has a total provision of 12 car parking spaces ( $4 \times 2 + 4 \times 1 + 4 \times 0$ ) but is likely to generate a demand for 19.6 car parking spaces. It is reasonable to conclude, therefore, that the development as proposed is likely to create a situation where there is an 'overspill' car parking demand of some 7.6 cars parking on the highway. Any 'overspill' car parking demand may result in highway safety issues and, thus, the developer should revisit the number of spaces being proposed, in discussion with the District and County Councils.

## APPENDIX 2: INDICATIVE MAP OF BUILT-UP AND RURAL AREAS OF BASSETLAW



### Legend

-  Built-up Areas
-  Bassetlaw District Boundary
-  Bassetlaw Wards

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