

# Parking Standards for Residential Development Supplementary Planning Document



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## **1. Introduction**

- 1.1 This Supplementary Planning Document (SPD) has been produced to provide guidance on minimum parking standards for residential development.
- 1.2 This SPD is one of the documents that make up the Epsom & Ewell Local Plan. It is informed by the Core Strategy, Plan E and the Development Management Policies Document and should be read in conjunction with these documents. The SPD draws on evidence from the Residential Parking Standards Evidence Paper.
- 1.3 Once adopted the SPD will be an important consideration in the determination of planning applications. It will also partially replace the [Surrey County Council Vehicular and Cycle Parking Guidance 2012](#). Developers will be expected to comply with the standards contained in the SPD when making planning applications for new residential developments.

## **2. Policy Context**

- 2.1 National planning policy has abolished maximum parking standards and only encourages the introduction of parking standards where there is a clear and compelling justification that they are required to manage the local road network. In setting local parking standards for residential and non-residential developments, 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<sup>1</sup>.
- 2.2 The Surrey Local Transport Plan Parking Strategy and the Council's Local Plan and Borough Parking Strategy encourage the introduction of new parking standards. The basis of the introduction of new standards through this SPD is the Council's Core Strategy Policy CS16 and Development Management Policy DM37.

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<sup>1</sup> NPPF, Paragraph 39

### **3. Background Evidence**

- 3.1 The Parking Standards Evidence Paper shows that the Borough has:
- high levels of car ownership;
  - high levels of car use in travel to work patterns;
  - above average household size;
  - projected growth in population, households and car ownership levels; and
  - varying degrees of on-street parking stress in different locations.
- 3.2 This combination of factors provides a clear justification for pursuing the introduction of minimum parking standards for residential development in order to manage the local road network and prevent new development exacerbating on-street parking pressures.

### **4. Parking Standards for Residential Development**

- 4.1 The evidence contained in the Parking Standards Evidence Paper and outlined above details the differing requirements for residential parking in different locations, based on car ownership levels, location, tenure and number of habitable rooms. Consequently, two zones have been established where locational characteristics result in differing residential parking requirements, namely Epsom Town Centre (as defined in Plan E: Epsom Town Centre Area Action Plan) and elsewhere in the Borough.
- 4.2 The number of spaces per unit outlined in the table below represents the minimum level of off-street parking that should be provided in all new developments. Clear justification should be provided where the minimum level cannot be met on-site. Allocated or unallocated parking provision may be acceptable where appropriate, but where unallocated parking is provided it should be available only to the proposed development.
- 4.3 As these standards are minimum requirements, increased provision may be sought by the Council in some locations. Parking spaces should normally be provided within the curtilage of the site; however, in some flatted schemes this may not be possible and we will consider exceptions to this approach, for example communal parking. Additional visitor parking may also be appropriate in such schemes but this is not factored into the standards below. Garages or carports may be considered acceptable subject to design considerations, but this will be decided on a case-by-case basis.

**Table 1: Minimum Parking Standards for Residential Development**

Type of Development	Epsom Town Centre	Elsewhere in the Borough
<b>1 &amp; 2 bedroom flats</b>	0.75 spaces per unit	1 space per unit
<b>3+ bedroom flats</b>	1 space per unit	1.5 spaces per unit
<b>1 &amp; 2 bedroom houses</b>	1 space per unit	1 space per unit
<b>3 bedroom houses</b>	1 space per unit	2 spaces per unit
<b>4+ bedroom houses</b>	2 spaces per unit	3 spaces per unit

- 4.4 Where partial spaces are calculated this should be rounded to the nearest whole number of spaces, e.g. a calculation of 1.5 spaces should provide 2 spaces.
- 4.5 The minimum dimensions of a standard parking space should be not less than 2.4m x 4.8m. A minimum of 6 metres will be required between parallel rows of parking bays.
- 4.6 The minimum internal space for a single garage should be not less than 3.0m x 5.5m, with the entrance to the garage maximising the available width. The minimum garage forecourt space should be not less than 2.6m x 6.0m. Rows of garages will need to be 7.3 metres apart. The internal space within car ports will not be less than the minimum internal garage space.
- 4.7 Cycle parking provision will be in line with the minimum levels identified in the [Surrey County Council Vehicular and Cycle Parking Guidance](#).

## **5. Other Forms of Development**

- 5.1 All other forms of development will continue to adhere to the guidelines set out in the [Surrey County Council Vehicular and Cycle Parking Guidance](#).