



# **Dunsfold Neighbourhood Plan**

## Car Ownership and Parking Analysis

December 2021



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## Introduction

1. To inform the Transport and Getting Around chapter of the Dunsfold Neighbourhood Plan the Neighbourhood Plan Steering Group have undertaken analysis of car ownership and parking needs for existing and future residents in order to determine the extent to which it is appropriate to provide Neighbourhood Plan area car parking standards.

## National Planning Policy Framework

2. With regard to car parking, the National Planning Policy Framework (NPPF) outlines (paragraph 107) that local parking standards for residential and non-residential development policies should take into account:
  - (a) the accessibility of the development;
  - (b) the type, mix and use of development;
  - (c) the availability of and opportunities for public transport;
  - (d) local car ownership levels; and
  - (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
3. Paragraph 108 outlines that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.

## Current Car Parking Standards

4. The current car parking standards applied by Surrey County Council (SCC), as Highways Authority, are contained within the Vehicular and Cycle Parking Guidance, January 2018. The parking standards for residential units are as follows:



Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge/ Village/Rural
<b>1 &amp; 2 bed flats</b>	1 space per unit	1 space per unit	1 space per unit	1 space per unit
<b>1 &amp; 2 bed houses</b>	1 space per unit	1 space per unit	1 + space per unit (note 1)	1.5 + spaces per unit (note 1)
<b>3 bed houses</b>	1 space per unit	1 + space per unit (note 1)	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)
<b>4 + bed houses</b>	1 space per unit	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)

5. The Neighbourhood Plan area lies within the 'suburban edge / village / rural location characteristics category within the above table.
6. The SCC parking standards are recommended guidance and can therefore be applied flexibly in the context of local circumstances, needs and priorities. In view of this, where local circumstances prevail, the Neighbourhood Plan would be justified in providing Dunsfold specific car parking standards for residential development.

### Public Transport Accessibility

7. There is only one bus service (Service Route 42) which operated between Cranleigh and Guildford. The service only runs Monday to Friday with the first service to Guildford at 07:00 hours and to Cranleigh at 08:35. The service then runs broadly hourly. The last service to Guildford is at 16:18 hours and the last service to Cranleigh at 18:00 hours.
8. The existing bus service is extremely limited, and would be an unviable option for most commuters and for the majority of recreation / leisure users.
9. The nearest mainline railway station is Witley that is c. 10km to the north west of Dunsfold village. Whilst Witley station has mainline services to London Waterloo and Portsmouth Harbour, there is no direct bus service between Dunsfold Village and the station. At a distance of c.10km the station is also well beyond the accepted walking and cycling distance.

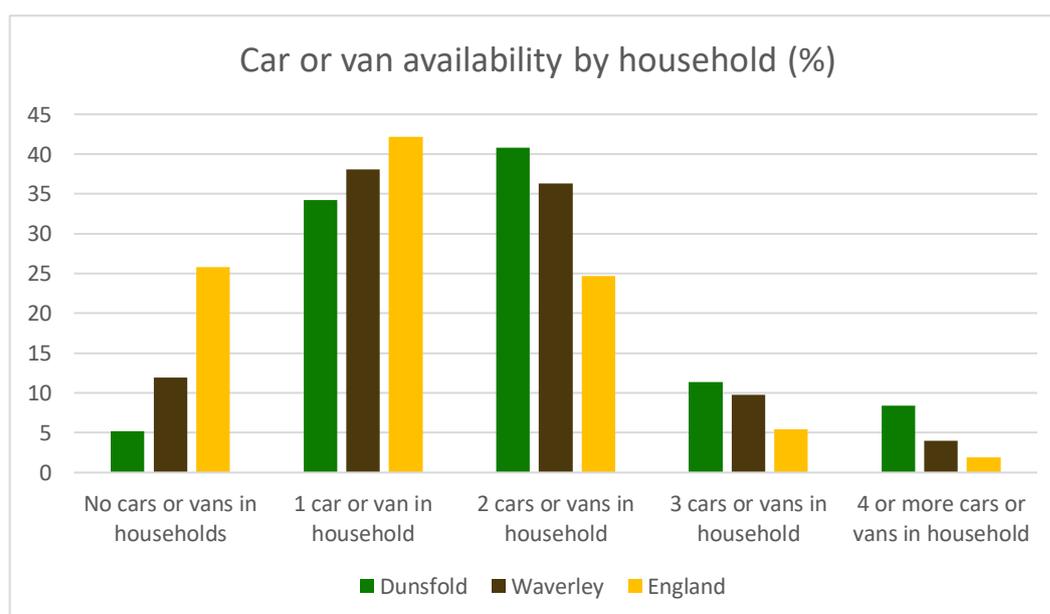


## Dunsfold Car Ownership

10. Analysis of Census 2011 data shows that Dunsfold Parish (the Neighbourhood Plan area) has higher rates of car or van availability, and therefore ownership, than both Waverley and English averages.

Car or van availability (%)	Dunsfold	Waverley	England
No cars or vans in households	5.22	11.90	25.80
1 car or van in household	34.24	38.06	42.16
2 cars or vans in household	40.82	36.31	24.66
3 cars or vans in household	11.34	9.75	5.46
4 or more cars or vans in household	8.39	3.98	1.93

11. As seen in the table above, and illustrated below, there are very few households in Dunsfold without any cars or vans; only 5.22%, which is less than half the Waverley rate of 11.90%. There are also more households in Dunsfold which have 2, 3 or 4 more cars in comparison to Waverley and national averages. 60% of households in Dunsfold have 2 or more cars compared to 50% of households within Waverley and 32% of households across England.





## Travel to Work

12. Census 2011 data shows that Dunsfold residents are more likely to drive to work and less likely to use other means of transport than Waverley and national averages; 67.59% of Dunsfold residents travel to work by car, compared to 62.04% of people in England.
13. There are also fewer people commuting by public transport in comparison to Waverley and England figures; only 11.30% of Dunsfold residents travelled by public transport, less than the Waverley and England figures of 13.23% and 16.92%. As referred above, the reliance on the car as means of travel to work is largely due to the areas remote location and very limited public transport services.
14. Dunsfold also has lower rates of people travelling to work on foot or by bicycle than Waverley and England averages. A contributing factor to lower levels of active travel within the Parish is likely to be the lack of pedestrian footpaths and safe cycling routes throughout parish.

<b>Means of travel to work (%)</b>	<b>Dunsfold</b>	<b>Waverley</b>	<b>England</b>
Car (driving or as passenger)	67.59	64.26	62.04
Work mainly at or from home	12.97	10.19	5.93
Public transport	11.30	13.23	16.92
On foot	6.11	9.24	10.74
Bicycle	0.74	1.55	2.70
Other method of travel to work	1.85	1.53	1.99

## Conclusion and Policy Recommendations

15. National policy and SCC car parking standards guidance confirm that where local circumstances prevail, it is appropriate for the Dunsfold Neighbourhood Plan to provide local / neighbourhood car parking standards.
16. Analysis confirms that car ownership and usage within the Neighbourhood Plan area is higher than within the wider Waverley Borough area and England more generally.



A key contributing factor for this being the rural nature of the Parish with extremely limited public transport services. Local residents and employees are largely reliant on private cars as means of transport. With limited dedicated and / or safe walking and cycling routes throughout the Parish, local residents are also largely reliant on private cars for more localised trips that could otherwise be undertaken by active travel modes (walking and cycling).

17. In view of this there is a clear local need to apply higher parking requirement standards for new residential development to ensure sufficient car parking provision is made. As a minimum all 1 and 2 bed dwellings should provide 2 car parking spaces and larger 3+ dwellings at least 3 car parking spaces. There should be a presumption that these spaces are provided off-street.
18. To assist the transition from combustion engine to electric and other low-emission vehicles any car parking policy within the Neighbourhood Plan could require the necessary supporting infrastructure as a minimum.

Policy Recommendation

**Policy TG03: Car Parking**

**New development must be supported by appropriate car and cycle parking provision for a rural area with inadequate public transport.**

**New residential developments should make provision for at least the following car parking space requirements:**

<b>Dwellings Type / Size</b>	<b>Minimum car parking spaces</b>
<b>1 and 2 bed flats / houses</b>	<b>2 spaces per unit</b>
<b>3+ bed houses</b>	<b>3+ spaces per unit</b>

**All car parking spaces associated with new residential development should be designed to support future installation of electric charging equipment.**



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### Supporting Text

Census data shows that there is a higher level of car ownership in the Parish than in Waverley and Surrey as a whole. The Neighbourhood Plan area have extremely poor public transport services with only a single bus services that runs on Monday to Fridays and during times which do not align with basic commuter requirements. The nearest railway station (Witley) is around 10km to the north west, which is far in excess of a reasonable walking or cycling distance. The local community is therefore wholly reliant on private vehicles.

On this basis Policy TG03 of the Plan requires that car parking is provided in accordance with the minimum standards prescribed. There is the presumption that car parking spaces should be off-street where practicable.

While the Neighbourhood Plan supports proposals that would allow a reduction in car use, the Parish recognises that this is not always achievable in remote locations and in reality many families as a necessity, will own a greater number of cars than Surrey County Council's minimum car parking standards.

Electric vehicles will become the prevalent type of private vehicle between now and 2040, with the Government setting a target for a ban on petrol and diesel cars by then. It is important that residents are be able to easily install electric vehicle charging points. We therefore require developers to use the simplest introduction of this infrastructure by fitting passive connections during construction. This requirement to provide fast vehicle charging points (7kw) is in accordance with the expectations of the Surrey County Council Vehicular and Cycle Parking Guidance (2018), which states these are increasingly better value. In addition to the planning issues identified in the policy electric vehicle charging infrastructure within new development should meet the minimum technical specification published by the Office for Low Emission Vehicles

Parking spaces associated with new residential development should therefore be designed to provide electric vehicle charging points and support future further installation of charging equipment in accordance with any current Waverley Borough Council's or Surrey County Council guidelines or any updates of the Guidance which may come forward in the Plan period. Chargepoints should be located so that they can be accessed by the maximum number of parking spaces at the development.