

Statement of reasons to accompany the decision notice on communal parking at the White Horse Park

Date: December 2021

Case officer: Adrian Felgate

1. Summary of findings

Using Dorset local planning guidance, the recommended provision of parking is 39, shown in Table 1 below: Current provision for parking is 37 but it is noted that some units have parking space for more than two cars (not accounted for in the assessment) and not all residents own or are likely to own 2 cars. The parking provision is therefore considered reasonable to meet the needs of the residents.

Table 1: Recommended vs Actual parking provision.

	Total unallocated parking	Total visitor parking	Total allocated parking	Total Parking
Recommended	1	4	34	39
Actual	0	3	34	37

2. Site Licence and Conditions

The White Horse Park was issued with a site licence 2887/2019 on 21/08/2019 and following an application for amendment issued with 2887/2020 on 24/09/2020. The park was sold and a transfer of the site licence 2887/2021 issued on 16/11/2021. There are no conditions related to the provision of parking or the ratio of vehicle parking for each mobile home. The Site licence for White Horse Park and the conditions contained within it are based on the 2008 model standards, the following are relevant:

Condition 2:(iv)(g)

Private cars may be parked within the separation distance provided that they do not obstruct entrances to caravans or access around them and they are a minimum of 3 metres from an adjacent caravan.

Condition 3(i)

Roads shall be designed to provide adequate access for emergency vehicles and routes within the site for such vehicles must be kept clear of obstruction at all times.

3(iv)

New two-way roads shall not be less than 3.7metres wide, or if they are designed for and used by one-way traffic, not less than 3 metres wide.

Condition 13

Communal Vehicular Parking. Suitably surfaced parking spaces shall be provided to meet the requirements of residents and their visitors.

The annex to Model Standards 2008 for Caravan Sites in England provides advice on the application and enforcement of the model standards, it states:

Density, Spacing and Parking Between Caravans

- 26.** The 6 metre separation distance is required for two reasons:
- Health and safety considerations; and
 - Privacy from neighbouring caravans.

Communal Vehicular Parking

- 74.** Parking needs will vary considerably between individual parks. Parking requirements should reflect the reasonable needs of the residents, having regard to the size and layout of the site, the number of units, the occupation criteria of the site and the availability of public transport in the immediate vicinity.
- 75.** Provision of parking spaces on new sites or those undergoing redevelopment or extension should be consistent with local planning policies.

3. Planning guidelines

Guidance from the 2008 model standards also states that communal parking provision should be consistent with local planning policies. Planning guidance for parking provision on new residential sites can be found at

<https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning/transport-development-management/car-and-cycle-parking-standards.aspx>

The West Dorset and Weymouth and Portland adopted Local Plan 2015 states that

- i) *Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed*

under the methodology set out in the Bournemouth, Poole & Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:

- *Levels of local accessibility;*
- *Historic and forecast car ownership levels;*
- *The size, type, tenure and location of the dwellings;*
- *The appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).*

ii) Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.

This planning guidance is aimed at all planning scenarios and includes new residential development which is the closest parallel to a park home site. The permissions on this site (Certificates of lawful use) restrict the number of units to seventeen but make no reference to parking provision.

4. Size and Layout of the site.

The site is broadly L shaped and rises steeply from the entrance in a broadly west - east direction to the top of the site where it turns through ninety degrees. All park homes are provided with access to the site road apart from unit six which is reached via a paved road between units 14 and 15.

The mobile homes have been sited on bases which are level and due to the topography of the site have retaining walls to enable the concrete hard standings to be level.

There are no footpaths marked on the site plan adjacent to the asphalt road. There are raised paths and decking marked on the site plan between units in the separation distances.

Some of the mobile homes are placed less than 6m apart (but not less than 5.25m). The homes are finished with surface coating (cladding) which complies to Fire Class 1 standard and as such the Council has published a decision not to take formal action regarding this minor loss of amenity.

5. Allocated and unallocated parking spaces

Parking provision is shown on the submitted site plan and following a confirmatory site inspection it is noted that:

- Allocated parking places shown on the site plan are 2.4m x 4.6m where they are sited in the separation distances. It is noted but not used in the assessment that some driveways can accommodate more than 2 cars in the space provided.

- There is a parking space shown to the front of number 9 which measures 2.28m at its narrowest to 2.55m x 6.m or greater when measured. The kerb is 0.3m wide. The kerb has been included within the description and measurement of the parking space.
- The site road measures 5 metres wide at the narrowest point of the parking space to the front of unit 9.
- Cars are indicated within the parking spaces on the plan for illustration purposes and measure 1.4m x 2.4m.
- The top surface of the road has been installed and markings for 3 communal/visitor parking spaces on site.
- There are three unallocated or visitor parking spaces marked on the road. These are between unit 14 and units 11 and 12 which measure 1.95 x 4.6m from the plan, and opposite unit 13. The first two when measured during the site inspection are 2.1m x 4.84m to the outsides of the white markings and the third measures. The third measured 2.3m x 4.95m.

Local planning guidance states “the typical car parking space should measure 2.8m wide by 5.0m long. This allows for a width of 0.4m for door opening within the space. The space can be reduced to 2.4m if a 0.4m clearance is available immediately adjacent to one side of the space. A six-metre aisle width is required in front of the space to allow vehicles to easily turn into and out of it. This aisle width may be reduced if the space width is widened accordingly” and for parallel parking arrangements “for parking parallel to the highway each space should measure 2.4m wide by 6.0m long”

6. Site Owners comment on parking provision

The agent described in an email dated 28th February 2020 that there are 17 park homes proposed for the site, stating:

“Notwithstanding the above, there are to be 17 mobile homes on the park and compared to other mobile home parks there is an extensive over provision of parking spaces with the majority of the units having two spaces although with the size of these in practice I would suggest three spaces would be accommodated especially for occasional visitors. By my calculations there are at least 33 spaces provided which far exceeds the average provision of 1 space per unit and 1 visitor for every 10 units. There are also two informal spaces where temporary stops for delivery/loading could be easily accommodated. Furthermore, the main road is wider than the required dimensions, therefore any vehicles temporarily stopped on the road would not prevent the use of the road. “

The Owners of White Horse Park Homes in an email of 5/11/2021 has advised “Nos. 12, 13, 14, 15, 16 were sold recently and are now fully occupied. No.7 should be completing on 12th November. This means the Park is now full.”

7. Parking services comment on parking provision

The parking services manager commented “The scope of my visit was not to comment on the capacity for parking per se as this is a matter for the licensee to consider but it would seem apparent to me that there is a ‘designated’ parking area for each property as outlined in the site plan which I have seen and that this is reasonable to meet the needs of residents. There were clear and obvious delineations of the boundaries between the properties to indicate where spaces are available for individual vehicles to be parked even though site licence clause 13 does not require them to be marked.”

8. Public Transport

There are no regular bus routes past the site in the way that would be found in an urban area. There may have been a request stop on the road outside the caravan park in the past, but this has fallen out of use. The site is steeply sloping from the entrance up to the top of the site. It is assumed that residents will need a car to access the community.

9. Site Rules

There are site rules published for the site and include “All vehicles must be driven carefully on the park, not exceeding the displayed speed limit. Parking is not permitted on roads or grass verges.” There are no restrictions on the number of vehicles to be parked on the site.

10. Occupation criteria for the site

Site rules provides occupation is for over 45’s only.

11. Fire Risk Assessment

A fire risk assessment (FRA) was submitted on 19th October 2020 by Peter Thomas and did not identify any specific fire risks from allocated or visitor car parking on the site.

12. Parking for Cycles

There is no specific requirement for cycle parking spaces to be included within the model standards 2008, rather it refers to communal vehicular parking. There are metal sheds shown on the pitches of most of the occupied units which could be used for secure storage of cycles

13. Calculation of parking spaces

These calculations have been carried out using the parking calculator contained within local planning guidance. For the purposes of this assessment park homes are two-bedroom detached houses.

The site plan shows two parking spaces for all mobile homes except number 3 (having three spaces) and number 9 (having one)

The calculator does not have a provision for a two-bedroom house with three parking spaces and so the third space associated with unit 3 is incorporated as an additional number in the total allocated column, and a consequent reduction in the unallocated parking requirement.

Table 2 Recommended parking allocations

Number of two bed units including allocated spaces (as)	Total unallocated parking	Total visitor parking	Total allocated parking	Total Provision
16x2 as + 1x1 as	1	4	34	39

Table 3 Comparison of recommended parking for allocated parking variations

Number of two bed units including allocated spaces (as)	Total unallocated parking	Total visitor parking	Total allocated parking	Total parking spaces
17 x 0as	22	0	0	22
17x 1as	7	4	17	28
16 x 2as + 1x1as	2	4	33	39

The total recommended parking provision with the current layout is 39 parking spaces. The planning guidance number of total parking spaces decreases with reducing allocated parking. Current provision is 37 parking spaces.

14. Conclusions

- The site licence conditions do not dictate nor imply a level of car parking provision for a park home site. The conditions allow for private cars to be parked within the six-metre separation distance and adequate provision for communal and visitor parking to be provided.

- Guidance from the 2008 model standards which have been adopted in this licence direct that communal parking provision should be consistent with local planning policies.
- The local planning policy does not give a stated ratio for allocated parking such as a car parking space per pitch but allows a developer to determine their own pattern of parking allocation.
- Certificates of lawful use stipulate a maximum number of mobile homes allowed on the site but do not regulate the parking provision.
- 3 communal spaces marked out on the ground on the site are marginally smaller than that recommended in planning guidance (2.1m by 4.84m and 2.3m x 4.95m as opposed to 2.4m x 5m). The difference in size is insignificant
- Site licence condition 13 does not require a communal parking space to be marked out but simply to be suitably surfaced.
- The parking space shown in front of unit 9 is smaller than that recommended in planning guidance (2.28m up to 2.55m by 6m). The difference in size is insignificant.
- The current total level of provision is 37 parking spaces. It is below the calculated level from planning guidance by one visitor and one unallocated car space. However not all residents own 2 cars and it is noted that some drives can accommodate more than 2 cars.
- The calculated planning parking provision is greatest for two-bedroom properties.
- Guidance from the 2008 model standards advise parking requirements should reflect the reasonable needs of the residents, having regard to the size and layout of the site, the number of units, the occupation criteria of the site and the availability of public transport in the immediate vicinity.
- There is no significant local bus service available to the over 45's site.
- There were no specific fire risks from allocated or visitor car parking identified on the site from the fire risk assessment.
- The site is small with only 17 units. 5 of these have parking for two cars, one has parking for three cars and one for a single car on their plots. Visitors to the site could park at a parking place on the road or in a plot they are visiting in most cases.

- The agent regards the parking as extensive over provision compared to other parks.
- Parking services regard the provision as reasonable to meet the needs of residents.