

SITE INTELLIGENCE

Parking Survey

Parking Provision Statement Prepared in support of planning application

14 Oakfield Road, Guildford, Surrey GU2 4EH



PREPARED FOR

Sample Client

DOCUMENT REFERENCE

SAMPLE-PFCO-REP-Parking-R00

DATE

1 March 2026

PREPARED BY

Site Intelligence

CLASSIFICATION

Client Confidential

HOW TO READ THIS REPORT

This Parking Provision Statement is structured to provide planning officers and highway consultees with a clear, evidence-based justification for the proposed parking provision associated with proposed two-storey rear extension and loft conversion with associated landscaping and off-street parking provision at 14 Oakfield Road, Guildford, Surrey GU2 4EH.

The document follows this structure:

Section	Content	What It Demonstrates
1. Introduction	Application context and scope	Why this statement has been prepared
2. Site Description	Location, access, existing parking	Physical baseline
3. Policy Framework	NPPF, Local Plan, SPD, SCC guidance	Applicable standards and their status
4. LPA Parking Standards	Standard applied, calculation	The maximum parking requirement
5. Existing Provision	Current dwelling parking	Baseline against which change is assessed
6. Proposed Provision	Car, cycle, and EV parking proposals	What is being provided
7. Public Transport	Rail, bus, walking, cycling access	Why low car dependency is expected
8. Census Car Ownership	LSOA, borough, national data	Statistical evidence of car ownership patterns
9. Parking Demand Assessment	Demand modelling from evidence	Expected demand vs provision
10. Sustainable Transport	Mitigation measures	How residual impacts are managed
11. Parking Justification	Policy compliance and balance	Why provision is acceptable
12. Conclusions	Summary and recommendation	Overall assessment

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ABBREVIATIONS

Abbreviation	Full Term
BC	Borough Council
C3	Use Class C3 (Dwelling house)
CC	County Council
CPZ	Controlled Parking Zone
DAS	Design and Access Statement
DfT	Department for Transport
EV	Electric Vehicle
LPA	Local Planning Authority
LSOA	Lower Layer Super Output Area
MSOA	Middle Layer Super Output Area
NPPF	National Planning Policy Framework
NTS	National Travel Survey
ONS	Office for National Statistics
PTAL	Public Transport Accessibility Level
SCC	Surrey County Council
SPD	Supplementary Planning Document
tph	Trains per hour

1. INTRODUCTION

1.1 Purpose

This Parking Provision Statement has been prepared in support of a planning application for proposed two-storey rear extension and loft conversion with associated landscaping and off-street parking provision at 14 Oakfield Road, Guildford, Surrey GU2 4EH. The statement is submitted in accordance with Guildford Borough Council’s local validation requirements.

The purpose of this statement is to:

- Demonstrate that the proposed level of parking provision is appropriate for the development
- Provide evidence that the development accords with national and local parking policies
- Assess the public transport accessibility of the site
- Present census and empirical evidence on local car ownership patterns
- Demonstrate that the proposal would not result in a severe residual cumulative impact on the road network, in accordance with paragraph 116 of the NPPF (December 2024)

1.2 The Proposal

The application proposes: Proposed two-storey rear extension and loft conversion with associated landscaping and off-street parking provision. The proposal includes:

- Retention of 2 on-site car parking spaces on existing driveway
- Provision of secure cycle parking in the rear garden
- 1 electric vehicle (EV) charging point at a parking space
- No change to existing vehicle crossover

1.3 Companion Documents

This statement should be read alongside:

Document	Reference
Design & Access Statement	SAMPLE-PFCO-REP-DesignAccess-R00
Planning Statement	SAMPLE-PFCO-REP-PlanningStatement-R00
Architectural Drawings	To be submitted separately

2. SITE DESCRIPTION AND LOCATION

2.1 Site Location

The application site is 14 Oakfield Road, Guildford, Surrey GU2 4EH. The property is located on a residential street within Guildford Borough Council’s administrative area. The site is within a mature suburban residential area with good access to local amenities, public transport, and the town centre.

2.2 Existing Access and Parking

The property currently has vehicular access from the street to a driveway at the front of the property, providing 2 off-street car parking spaces. There is no garage. The existing driveway is to be retained in its current form.

2.3 Surrounding Road Network

The site is on a residential street with moderate traffic levels. The road is within the local highway network with connections to the town centre and wider road network. The residential nature of the street means traffic is predominantly local access movements.

2.4 Walking Distance Summary

Facility	Distance	Walking Time
Town centre / High Street	~500m	6–7 minutes
Nearest convenience store	~300m	4 minutes
Nearest bus stop	~200m	2–3 minutes
Railway station	~1.2 km	15 minutes
Primary school	~400m	5 minutes
GP surgery	~600m	7–8 minutes

Walking speed assumption: 80 metres per minute (Manual for Streets, DfT, 2007).

3. POLICY FRAMEWORK

3.1 National Policy — NPPF (December 2024)

The National Planning Policy Framework (NPPF, December 2024) provides the overarching national policy context for parking provision. The following paragraphs are directly relevant:

Paragraph 112 — Setting Local Parking Standards

"If setting 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."

Paragraph 116 — The Severe Test

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is a high threshold. A residential extension and loft conversion retaining existing parking would not approach this threshold.

3.2 Local Plan Parking Policies

Guildford Borough Council's adopted Local Plan includes policies for parking provision in new development. The relevant policies require parking provision to take account of the site's accessibility, public transport availability, and local car ownership patterns.

3.3 County Council Parking Guidance

The county council's parking guidance provides the framework within which local standards sit. Key principles include:

- All parking standards are maximum levels unless stated otherwise
- Developments must be designed around people not the car
- Car-lite developments are encouraged in sustainable locations

3.4 Policy Summary

Policy Document	Key Point
NPPF (December 2024)	Para 112: take into account accessibility, type, PT, car ownership. Para 116: refuse only if severe
Local Plan	Parking provision proportionate to accessibility and use
County Parking Guidance	Standards are maximums; designed around people not cars
Building Regs Part S	EV charging infrastructure for new development

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4. LPA PARKING STANDARDS ASSESSMENT

4.1 Applicable Standard

The applicable parking standards for residential development in this location are as follows:

Bedrooms	Suburban Location	Notes
1–2 bed	1 space per unit	Minimum standard
3 bed	1.5+ spaces per unit	Maximum standard
4+ bed	2+ spaces per unit	Maximum standard

4.2 Application to This Proposal

The proposed development results in a dwelling with 4+ bedrooms (existing 3 bedrooms plus new loft bedroom). The applicable maximum standard is 2+ spaces per unit. The proposal retains the existing 2 driveway spaces, which meets the maximum standard.

4.3 Cycle Parking Standard

Source	Standard	Required	Proposed
County guidance (3+ bed)	2 spaces minimum	2	4

The proposed 4 cycle spaces exceed the minimum standard of 2 spaces. The cycle store will be secure, covered, and located within the rear garden.

4.4 EV Charging Standard

Building Regulations Part S (effective 15 June 2022) requires EV charging infrastructure for dwellings. The proposal includes 1 EV charging point (7 kW) at one of the two parking spaces, with a cable route to the second space.

5. EXISTING PARKING PROVISION

5.1 Current Use

The property is currently in use as a 3-bedroom single dwelling (Use Class C3). The existing parking provision is:

Provision	Existing
Off-street car parking spaces	2 (driveway at front)
Garage	None
Cycle parking	None (informal storage only)
EV charging	None

5.2 Net Change in Parking

The net change in off-street parking provision arising from the proposed development is ZERO. The existing 2 driveway spaces are retained. The proposal adds a new loft bedroom but does not change the parking layout.

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6. PROPOSED PARKING PROVISION

6.1 Summary of Proposed Provision

Category	Provision	Standard	Compliance
Car parking	2 spaces (existing driveway retained)	2+ per unit (suburban 4+ bed)	Meets maximum standard
Cycle parking	4 secure covered spaces (new cycle store)	2 minimum (county guidance)	Exceeds minimum by 100%
EV charging	1 x 7 kW Mode 3, Type 2 socket + cable route	1 per parking space (Part S)	Compliant

6.2 Car Parking

The existing driveway at the front of the property will be retained, providing 2 off-street car parking spaces. No new vehicle crossovers or hardstanding areas are proposed.

6.3 Cycle Parking

A new purpose-built covered cycle store will be provided in the rear garden, offering 4 secure cycle parking spaces. The cycle store will be secure (lockable), covered (weatherproof roof), lit, and located within 20 metres of the building entrance.

6.4 EV Charging

1 electric vehicle charging point will be provided at one of the parking spaces (7 kW Mode 3 with Type 2 connector). A cable route will be provided to the second space for future installation, meeting Building Regulations Part S requirements.

7. PUBLIC TRANSPORT ACCESSIBILITY

14 Oakfield Road, Guildford, Surrey GU2 4EH benefits from good public transport accessibility. This section demonstrates that residents have genuine, practical alternatives to private car use for the majority of their journeys.

7.1 Rail Access

The nearest railway station is approximately 1.2 km from the site (15-minute walk). The station provides regular services to London and regional destinations.

Destination	Fastest Journey	Peak Frequency
London Waterloo	35–45 minutes	2–4 tph
Woking	10–15 minutes	2–3 tph
Reading	50–60 minutes	1–2 tph

7.2 Bus Access

The nearest bus stop is approximately 200 metres from the site (2–3 minute walk). Multiple bus routes serve the area, providing connections to the town centre, surrounding villages, and regional destinations.

Route	Destinations	Peak Frequency
Route A	Town Centre — Railway Station — Hospital	Every 15–20 min
Route B	Shopping Centre — Business Park	Every 30 min
Route C	Surrounding villages — County town	Hourly

7.3 Cycling

The site is within cycling distance of the town centre, railway station, and local employment areas. National Cycle Network routes pass through the area.

7.4 Walking

The site’s suburban location places key services within comfortable walking distance:

Walk Time	Distance	What Is Reachable
5 minutes	400m	Bus stops, nearest shops, primary school
10 minutes	800m	Town centre, GP surgery, secondary school
15 minutes	1,200m	Railway station, leisure centre, employment areas

7.5 Accessibility Assessment Summary

Mode	Availability	Quality Rating
Walking	All key services within 15 minutes	Good
Cycling	NCN routes; flat terrain	Good
Bus	Multiple routes; regular frequency	Good
Rail	Station within 15-minute walk	Good
Car	2 spaces available on driveway	Good

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8. CENSUS CAR OWNERSHIP ANALYSIS

This section presents Census 2021 car or van availability data to demonstrate local car ownership patterns. All data in this sample is fictional and for illustrative purposes only.

8.1 LSOA-Level Data

The most localised Census geography for the site contains the following car ownership profile:

Category	Households	Percentage
No cars or vans	180	15.2%
1 car or van	520	43.9%
2 cars or vans	370	31.2%
3 or more cars or vans	115	9.7%
Total households	1,185	100.0%

15.2% of households in the immediate area have no car or van. This is broadly consistent with the borough average, reflecting the suburban residential character of the area.

Source: Census 2021, TS045 (Car or Van Availability). Fictional data for illustration.

8.2 Multi-Scale Comparison

Geography	No Car %	1 Car %	2 Cars %	3+ Cars %
Site LSOA (sample)	15.2%	43.9%	31.2%	9.7%
Borough (sample)	13.8%	38.8%	33.6%	13.7%
County (sample)	12.7%	40.4%	33.2%	13.7%
England	23.5%	41.3%	26.1%	9.1%

The site LSOA has a slightly higher no-car rate than the borough average but lower than the national average, consistent with a well-connected suburban area where car ownership is common but public transport provides genuine alternatives.

9. PARKING DEMAND ASSESSMENT

This section estimates the likely parking demand generated by the proposed development.

9.1 Demand Estimate

The proposal adds one bedroom (loft conversion) to an existing 3-bedroom dwelling, resulting in a 4-bedroom house. The Census 2021 data for the local area shows that the median number of cars for a 4-bedroom owner-occupied household in a suburban location is 2. The existing 2 driveway spaces therefore meet the expected demand.

9.2 Net Change Assessment

The net change in parking demand from a 3-bedroom dwelling to a 4-bedroom dwelling is expected to be minimal — typically 0 to 1 additional car. The existing 2 spaces accommodate this. No overspill onto the public highway is expected.

The net change in parking demand is therefore neutral or negligible.

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10. SUSTAINABLE TRANSPORT AND MITIGATION

10.1 Cycle Provision

The provision of 4 secure, covered cycle spaces exceeds the minimum standard of 2 spaces. This encourages sustainable transport and reduces reliance on private cars for short journeys.

10.2 EV Charging

The provision of an EV charging point supports the transition to sustainable transport in accordance with NPPF paragraph 112(e) and Building Regulations Part S.

10.3 No Change to Highway

No new vehicle crossovers are proposed. The existing driveway access is retained. There is no change to the highway geometry or sight lines. The development generates no material change in traffic patterns.

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11. PARKING JUSTIFICATION AND BALANCE

11.1 NPPF Paragraph 112 Compliance

NPPF 112 Factor	Assessment	Conclusion
(a) Accessibility	Suburban location with bus, rail, cycling, walking access	Good accessibility — supports existing provision
(b) Type and use	Single dwelling with additional bedroom	Residential — standard parking applies
(c) Public transport	Railway station 15 min; bus routes 3 min walk	Genuine alternatives available
(d) Car ownership levels	LSOA data shows moderate car ownership consistent with suburban area	Supports 2-space provision
(e) EV charging	1 x 7 kW charging point + cable route to second space	Compliant with Part S

11.2 Severe Test — NPPF Paragraph 116

The NPPF establishes that development should only be prevented or refused on highways grounds if the residual cumulative impacts would be "severe". A residential extension and loft conversion retaining existing parking provision would not approach this threshold. The proposal clearly passes the severe test.

11.3 Local Policy Compliance

Policy	Requirement	Proposed	Compliant?
NPPF Para 112	Consider accessibility, PT, car ownership	2 spaces retained; EV; cycle parking	Yes
Local Plan parking policy	Maximum standard 2+ for 4-bed suburban	2 spaces	Yes
County guidance	Standards are maximums	2 spaces + 4 cycle + EV	Yes — exceeds cycle min
Part S	EV charging for new development	1 x 7 kW + cable route	Yes

12. CONCLUSIONS

This Parking Provision Statement demonstrates that the proposed parking provision for proposed two-storey rear extension and loft conversion with associated landscaping and off-street parking provision at 14 Oakfield Road, Guildford, Surrey GU2 4EH is appropriate, evidence-based, and policy-compliant.

Summary of Provision:

Category	Provision
Car parking	2 off-street spaces (existing driveway retained)
Cycle parking	4 secure covered spaces (new cycle store)
EV charging	1 x 7 kW Mode 3 Type 2 charging point + cable route

Key Findings:

- **1.** The proposed 2 off-street parking spaces meet the applicable maximum standard for a 4-bedroom dwelling in a suburban location.
- **2.** Census 2021 data shows car ownership patterns in the local area are consistent with a well-connected suburban residential area.
- **3.** The site benefits from good public transport accessibility with a railway station within 15 minutes walk and multiple bus routes within 3 minutes walk.
- **4.** The net change in parking demand from a 3-bedroom to a 4-bedroom dwelling is neutral or negligible.
- **5.** The provision of 4 secure cycle spaces exceeds the minimum standard by 100%.
- **6.** An EV charging point and cable route are provided in accordance with Building Regulations Part S.
- **7.** The proposal clearly passes the NPPF paragraph 116 "severe" test.

Recommendation:

It is respectfully submitted that the proposed parking provision is appropriate for the proposed development and accords with the NPPF (December 2024), the Local Plan, and county parking guidance. The application should not be refused on parking or highway grounds.

APPENDIX A: CENSUS DATA TABLES

This appendix presents the Census 2021 car or van availability data used in the analysis. All data in this sample is fictional and for illustrative purposes only.

A.1 Site LSOA — Car or Van Availability

Category	Households	Percentage
No cars or vans	180	15.2%
1 car or van	520	43.9%
2 cars or vans	370	31.2%
3 or more cars or vans	115	9.7%
Total households	1,185	100.0%

A.2 Comparative Summary

Geography	No Car %	1 Car %	2 Cars %	3+ Cars %	Total HH
Site LSOA (sample)	15.2%	43.9%	31.2%	9.7%	1,185
Borough (sample)	13.8%	38.8%	33.6%	13.7%	55,758
County (sample)	12.7%	40.4%	33.2%	13.7%	481,818
South East Region	16.9%	40.8%	30.5%	11.8%	3,807,966
England	23.5%	41.3%	26.1%	9.1%	23,436,085

Source: Census 2021, TS045 (Car or Van Availability). Fictional LSOA and borough data for illustrative purposes only. England and South East figures are real Census 2021 data.



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Any subsequent purchaser or new owner of the property should commission their own independent assessment. Findings contained in this report may not remain valid or applicable to changed circumstances, altered proposals, or the passage of time.

Clause 14: Report Validity Period

The findings, opinions, and recommendations contained in this report are based on the conditions and information available at the date of issue. Unless otherwise stated in the body of this report, the findings should be considered valid for a period of twelve (12) months from the date of issue.

After the expiry of this period, or where material changes to the site, the proposal, the regulatory framework, or the available data have occurred, PF & Co Construction Ltd recommends that the Client commission an updated assessment. PF & Co Construction Ltd accepts no liability for reliance on this report after the expiry of its validity period or following material changes in circumstances.

Clause 15: Governing Law and Jurisdiction

This report, and any dispute or claim arising out of or in connection with it (including non-contractual disputes or claims), shall be governed by and construed in accordance with the laws of England and Wales.

The courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this report.

Additional Limitations Specific to This Planning Statement

PS.1 — Planning Case for Applicant. This Planning Statement has been prepared on behalf of the applicant in support of a planning application. It presents the applicant's planning case, setting out the policy context, material considerations, and planning balance. It is an advocacy document and should be understood as such. The Local Planning Authority will make its own independent assessment of the application on its merits.

PS.2 — Not Legal Advice. This Planning Statement provides planning analysis and assessment. It does not constitute legal advice. Where legal considerations are relevant (including but not limited to use class interpretation, permitted development rights, enforcement, listed building consent, and the application of the Contracts (Rights of Third Parties) Act 1999), the Client should obtain independent legal advice from a solicitor specialising in planning law.

PS.3 — Policy and Legislation Subject to Change. Planning policy and legislation are subject to change. This report applies the national planning policy framework (NPPF), Planning Practice Guidance (PPG), and local plan policies current at the date of preparation. If the planning application is determined after a material change in policy or legislation, the findings of this report may need to be reconsidered.

PS.4 — Planning Decision at Authority's Discretion. The grant or refusal of planning permission is a matter for the Local Planning Authority (or, on appeal, the Planning Inspectorate). PF & Co Construction Ltd does not and cannot guarantee any particular planning outcome. The assessment of planning balance and material considerations is a matter of professional judgment, and reasonable planning professionals may reach different conclusions on the same evidence.

PS.5 — Companion Documents. Where this Planning Statement references companion documents (including Heritage Statement, Design and Access Statement, Flood Risk Assessment, or ecological survey), the conclusions of those documents are referenced in summary only. The companion documents should be read in full. Where a companion document referenced in this statement has not yet been prepared, this is noted, and the relevant section should be treated as provisional until the companion document is available.

Prepared by:

Site Intelligence, PF & Co Construction Ltd

Sample Report

For and on behalf of:

Site Intelligence

A PF & Co Construction Ltd service

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REPORT

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