

PARKING STANDARDS AT DEVELOPMENT

Supplementary Planning Guidance for East Sussex

February 2002

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1: Introduction

- 1.1 This Supplementary Planning Guidance (SPG) sets out the policy for Parking Standards at Development in East Sussex.
- 1.2 It is supplemental to the East Sussex and Brighton & Hove Structure Plan 1991 – 2011, but only applies to East Sussex. Relevant policies include TR3 (Accessibility) and TR16 (Parking Standards at New Development).
- 1.3 Parking standards are specified for each class of development, along with zonal maps with which to modify car-parking standards in East Sussex towns. Locational policies remain paramount. The standards apply where the proposal is already accepted in locational terms.

2: Background

- 2.1 This SPG has been based upon national policy guidance, existing county policies and research into economic activity and transport accessibility.
- 2.2 It is consistent with the County Parking Strategy, which was endorsed by GOSE in December 2000 and is set out in the Local Transport Plan. Relevant national guidance includes PPG 13 (Transport), PPG 6 (Town Centres and Retail Developments) and PPG 3 (Housing). This SPG also relates to Regional Planning Guidance (RPG 9) and the forthcoming Regional Transport Strategy.
- 2.3 This SPG has been formulated by East Sussex County Council in partnership with the other Local Planning Authorities in the county, and has been the subject of a wide-ranging public and stakeholder consultation.

3: Parking Standards at non-Residential Development

- 3.1 These standards apply to all non-Residential Development in East Sussex, including extensions, change of use and new development.
- 3.2 PPG 13 promotes gross floor area (gfa) thresholds below which national standards do not apply. This could lead to inappropriate parking reductions imposed on large rural developments while parking provision at small urban developments could escape scrutiny. PPG 13 allows authorities a degree of discretion in this context. This SPG does not apply size thresholds.

Operational Parking

- 3.3 Operational parking is defined as parking for vehicles essential to the function of the development, comprising goods in and out and exceptionally, cars of personnel whose main work activity takes place in the vehicle. It does not include customer or general employee parking. Operational parking is assumed to be included within the new maximum standards in this SPG, with the exception of service vehicles for which additional standards are supplied. If significant operational parking is sought, the onus is on the applicant to justify the need, especially if it is for staff. Planning permissions attached to the land, not the occupier, and thus authorities will tend to resist any

exceptional operational provision as it could contribute to over-provision in relation to a subsequent occupier. Travel plans help to minimise the need for operational parking.

Maximum Standards

- 3.4 The parking standards at non-Residential Development are maximum rather than minimum standards, in line with PPG 13. These standards are given in Appendix A, divided into development class.
- 3.5 The standards aim to meet unfettered peak demand whilst eliminating over-provision. Existing survey data from an up-to-date national database (TRICS) has been used where available. Maximum standards for those few development classes without survey data have been based upon the old minimum standards.
- 3.6 In the case of extensions to existing development, the appropriate parking standard should be applied to the whole development (existing plus extension). The objective should be to reduce any existing over-provision and achieve an appropriate number of parking places for the site as a whole.
- 3.7 The maximum Parking Standards at non-Residential Development in this SPG are generally compatible with the PPG 13 national standards.

Variation of standards with location

- 3.8 The actual parking standard applied to the development depends in part upon the location of the development.
- 3.9 Maximum parking standards are applied to rural areas, including villages.
- 3.10 In urban and sub-urban areas, the parking standard applied depends upon the degree of accessibility by non-car modes and the level of retail and commercial activity. Areas with greater travel choices and a more buoyant local economy can operate effectively with less parking provision.
- 3.11 Towns in East Sussex have been divided into zones, as shown in Appendices B to F. Each zone has been scored 1 to 4, indicating the level of restraint from the maximum parking standard, as shown in table 1. The parking standard for the development class (Appendix A) is modified by the level of restraint indicated by the zoning to give the parking standard actually applied to the development.

Table 1

Zone Score	Percentage of Maximum Standard
1	0% to 25%
2	25% to 50%
3	50% to 75%
4	75% to 100%

- 3.12 The zone scores have been generated with reference to current transport accessibility and economic activity. The methodology for this process is given in Appendix G. If the transport provision or local economy changes significantly, the zone scores would need to be updated.

Other impacts upon parking standards

- 3.13 For large developments, the range of on-site parking requirement indicated by the zonal approach should be compared with the parking requirement derived from a Transport Assessment, which should include an assessment of the use of non-car modes. The impact on site accessibility of developer contributions should also be considered, and the parking provision re-assessed in this light.
- 3.14 Other policy areas will continue to influence parking provision, such as conservation areas and PPG 6. In line with PPG 6, retail and leisure developments in town centres will be expected to maximise shared use of public short stay parking and thus be subject to effective controls. Where there is a public supply shortfall, shared private/public provision may be required beyond that indicated by the new approach in this SPG. Similarly, shared use can represent a significant reduction in private parking standards because the parking supply relates to a much larger floor area than that of the new development. The linked trip making that this implies is beneficial in sustainable terms. Many leisure activities can use public parking, as usage peaks do not coincide (e.g. daytime shopping and evening leisure).

4. Parking Standards at Residential Development

- 4.1 Parking Standards at Residential Development in East Sussex are divided into the relevant class in Appendix A. The zonal approach for non-residential development also applies to residential standards, using the range of restraint indicated in Table 1, in combination with the zonal maps in Appendices B to F.
- 4.2 An off-street space is defined as a space for parking one car in a single garage, driveway or hard standing. Provision of a garage does not automatically mean that there will also be a driveway as garages can be provided in courtyard blocks or on the street frontage.
- 4.3 The residential parking standards have been produced by converting the old minimum standards into maximum standards, with the exception of small and affordable houses for which no standards previously existed: these standards have been produced by learning from experiences in neighbouring counties.
- 4.4 The residential parking standards aspire to produce an average of 1.5 spaces per unit at development over a whole District or Borough, over time. This average is achievable, despite rural family dwellings continuing to receive at least 2 spaces per unit, given that a significant proportion of new development is expected to consist of small and affordable houses, which have a parking provision of less than 1.5 spaces per unit. In addition, Planning Authorities will continue to exercise discretion in conservation areas, and parking standards will be reduced from the maximum in areas with greater travel choices and close to jobs and services, as indicated by the zonal approach. The average level of car ownership in East Sussex in 2001 was 1.4 cars per residential unit.
- 4.5 The average of 1.5 spaces per unit is in line with PPG 3, and would also improve design quality and density of development in urban environments.

This in turn would relieve pressure on Greenfield sites, in line with locational policy.

5. Parking for Disabled People

- 5.1 Parking Standards for Disabled People at Development in East Sussex are given in Appendix A. These standards are based on DETR Traffic Advisory Leaflet 5/95, Parking for Disabled People.
- 5.2 The standards are calculated as a proportion of the appropriate demand-based maximum parking standard but are treated as a minimum requirement and not reduced according to location. Where the zonal procedure results in parking restraint, there is no corresponding reduction in disabled spaces. Parking provision for disabled people is not additional to the maximum demand-based standard, but is included within the maximum standard requirement. PPG 13 incorrectly interprets Advisory Leaflet 5/95 as referring to additional spaces.

6. Parking for Cycles and Powered Two-Wheelers

- 6.1 Appendix A provides parking standards for cycles, divided by development class. These standards are treated as a minimum and are not subject to the zonal approach. Guidance is also provided on parking for powered two wheelers in light of criteria published by motorcycle manufacturers.
- 6.2 Cycle parking standards are divided into long term parking for staff or residents and short term parking for customers or visitors. "Sheffield" stands are satisfactory for short-term cycle parking, whereas long-term parking requires secure, covered lockers. Shower and changing facilities, and storage areas for clothing (e.g. waterproofs and helmets), are also required by long-term users.
- 6.3 The cycle standards include Bike & Ride provision at bus and rail stations, which is important in encouraging sustainable transport and reducing the land requirement for parking. Prioritised cycle parking should be provided on or close to rail platforms in line with DETR Advisory Leaflet 5/99. Plans should be made for additional parking, which may be introduced if demand grows.

7. Conclusion

- 7.1 This SPG sets out maximum parking standards at development in East Sussex, with the exception of disabled, cycle and powered two-wheeler parking, which remain minimum standards. A zonal approach is applied to car parking standards.
- 7.2 The effect of this SPG is to allow accessible development in economically buoyant areas to have lower parking provision. This in turn improves the density and quality of development whilst encouraging sustainable transport.