



ADUR DISTRICT
C O U N C I L

Adur Planning Committee
10 February 2020
Agenda Item no. 8

Ward: All

Adoption of the West Sussex County Council Parking Guidance

Report by the Director for the Economy

1.0 Summary & Background

- 1.1 In August 2019, West Sussex County Council (WSCC) produced a guidance note '*Guidance on Parking at New Developments*' outlining their approach to parking at new developments (both residential and non-residential). WSCC states that the guidance '*is needed to help determine the County Council's response to consultations on planning applications and the preparation of planning policies*'. It goes on to say that it is WSCC's 'ambition' to ensure that sufficient parking is provided at new developments to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage sustainable modes of transport, but also that '*this ambition is not intended to replace relevant national and local planning policy on this issue*'.
- 1.2 The guidance replaces the County Council's previous guidance: 'Standards and Transport Contributions Methodology' (2003) and 'Guidance for Parking in New Residential Developments' (2010).
- 1.3 The note states that '*Each LPA will decide how to take forward parking policies. Some authorities are expected to use the County Council's new guidance, while others will prepare their own supplementary planning documents based on the County Council's guidance or similar evidence. In cases where LPA's have their own parking standards, these will also be referred to, but the County Council would only consider objecting to development on parking grounds where the proposed parking arrangements do not comply with WSCC guidance as this could result in a highway safety or capacity issue*'.

1.4 National guidance is set out within the National Planning Policy Framework (NPPF). At paragraph 106 it states *‘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’*. At paragraph 109, it is stated: *‘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’*.

1.5 Policy 28 of the adopted Adur Local Plan 2017 states:

In order to secure significant improvements to transport and mobility in Adur, new development should... incorporate levels of car and cycle parking having regard to West Sussex County Council guidance, taking into consideration the impact of development upon on-street parking.

1.6 The emerging Worthing Local Plan will reflect the need to ensure that developments reflect the WSCC parking standards.

1.7 Both Adur and Worthing Councils adopted the previous guidance as a material consideration in 2012. It is similarly proposed, therefore, that this updated guidance is approved for use by Adur & Worthing Councils as a material consideration to inform decision making.

2.0 Structure of the Guidance

2.1 The County Council’s approach to parking at new developments is detailed in a set of Guiding Principles and Overarching Guidance.

2.2 Principle A relates to ‘Accommodating Parking Demand’ stating *‘Parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand’*. If parking is expected to take place on existing streets then a parking capacity survey should be undertaken to demonstrate there is sufficient capacity to accommodate the demand from the development.

2.3 Principle B relates to Electric Vehicle Charging Infrastructure and notes that *‘Active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be*

upgraded in future. The likelihood of needing to update this guidance further as vehicle manufacturing and sales progress is also acknowledged.

- 2.4 Principle C relates to Sustainable Transport and states that in some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to '*realistically*' promote lower levels of car ownership it would be necessary to make available or provide:
- ❑ *travel plan measures, targeted at reducing vehicle ownership levels such as car clubs;*
 - ❑ *high levels of accessibility to non-car modes of travel and to local amenities and facilities; and*
 - ❑ *comprehensive parking controls; i.e. Controlled Parking Zone.*
- 2.5 Principle D explores the use of Traffic Regulation Orders (TRO) where it may be necessary to regulate on street parking to mitigate the impact of development. It may be necessary to prevent residents of new developments qualifying for permits in Controlled Parking Zones (CPZ).
- 2.6 Principle E is entitled 'Design Considerations' stating that '*Good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues such as vehicles overhanging footways*'. Detailed consideration should be given to design features such as sufficiently sized garaging, adequate visitor parking, provision of electric vehicle charging points, likely cycle ownership, disability space provision (should be at least 5% or a minimum of 1 space), motorcycle parking and storage bin provision.
- 2.7 The last principle relates to Sustainable Drainage requiring parking areas to adopt sustainable drainage systems (SuDS).
- 2.8 The parking standards are based on Parking Behaviour Zones (PBZ), using Census data and projected future growth, zoned 1-5 where parking requirements are highest in Zone 1 (typically serving more outlying areas) and lowest in Zone 5 (the most central locations). For example, a typical 3 bed property would be expected to provide an equivalent of 2.1 spaces in Zone 2 and 1.6 spaces in Zone 5. A 1 bed unit would be expected to provide 1.4 spaces in Zone 2 and 0.6 in Zone 5.
- 2.9 In Adur, Peverel ward is in Zone 1, Cokeham, Manor, Buckingham and Hillside in Zone 2, Churchill, Widewater, Mash Barn, Marine, Southlands,

Southwick Green and Eastbrook in Zone 3 and St Nicolas and St Mary's in Zone 4.

- 2.10 In Worthing, Northbrook, Salvington and Offington wards are in Zone 2, Goring, Tarring and Selden in Zone 3, Castle, Durrington and Broadwater in Zone 4 and Gaisford, Marine, Heene and Central in Zone 5.
- 2.11 There is some flexibility in the guidance in respect of applying an increase or decrease in the target parking provision on a site by site basis. The guidance states that consideration may be given to varying the expected parking demand by 10% above or below the standards. In such cases the applicant will need to provide evidence to justify a variation. Consideration can also be given to reducing the level of parking demand by 10% where sustainable travel choices are available.
- 2.12 In respect of non residential uses, the guidance acknowledges that *The land use will mean that the amount of commercial vehicle parking will vary greatly between one site and another* and therefore bases parking requirements upon the land use, predicted trip rate and the user group of staff/visitors on the site in question.

3.0 Assessment and Application of new Parking Standards

- 3.1 Members of both Planning Committees will have been aware of the many applications which attract objections from local residents in respect of inadequate parking provision. Members will also be aware that national guidance as set out in the NPPF gives little scope for such objections to be supported without a very robust evidence to justify such concerns. The adoption of the new guidance, therefore, is important in updating the evidence base for parking provision as well as setting out necessary guidance in particular for the provision of Electric Vehicle Charging Infrastructure which will clearly be critical in the provision of ultra low emission vehicle (the guidance references the governments 'Road to Zero Strategy' which sets out an ambition for at least 50% of new car sales to be ultra-low emission by 2030)
- 3.2 Members will also be aware that a refusal of an application on parking grounds is very difficult to justify without WSCC support. The WSCC statement in the guidance that *'the County Council would only consider objecting to development on parking grounds where the proposed parking arrangements do not comply with WSCC guidance as this could result in a highway safety or capacity issue'* also exemplifies the importance of adopting such guidance.

- 3.3 Although adopted last year, the guidance is still in its early stages and it remains to be seen whether it can be used sufficiently against national policy to achieve the 'ambition' set out within it. Your Officers are concerned that set against the challenges of climate change the guidance still places too much emphasis on car parking provision and car ownership. In this respect it is considered that parking standards are too high both in very urban locations and on greenfield sites.
- 3.4 Often brownfield redevelopments already have limited parking provision and it is not possible to meet the new parking standards and there is a need for greater reliance on providing sustainable alternatives in terms of car clubs, cycle provision and other Travel Plan initiatives. In practise the County Council has accepted a reduction of more than 10% below its standards. This is particularly important across Adur and Worthing where there are significant concerns regarding air quality.
- 3.5 The standard for greenfield sites (2.1 and 2.7 spaces for 3 and 4 bed houses) may be acceptable for very rural locations but the more sustainable albeit limited greenfield sites in Adur and Worthing should be seeking lower provision to encourage less car ownership and more sustainable modes of transport.
- 3.6 The guidance relating to EV charging points has also been overtaken in many respects following the consultation on changes to the Building Regulations with the consultation last year seeking all new dwellings to provide EV charging points. If this measure is introduced it would replace the current WSCC suggest of 20% of parking spaces to install EV charging points.
- 3.7 Whilst, there are concerns about the new standards it does at least provide an up to date evidence background against which to assess planning applications and still provides flexibility in the application of the standards across Adur and Worthing. In practise WSCC has been willing to accept lower parking standards than suggested where the applicant has demonstrated the implementation of other measures to promote more sustainable modes of transport.

5.0 Legal

5.1 None identified

6.0 Financial implications

6.1 There are no additional resource implications associated with adopting or using the revised standards.

7.0 Recommendation

7.1 It is recommended that members of the Planning Committee forward any comments to the Executive Member for Regeneration.

Local Government Act 1972

Background Papers:

Guidance on Parking at New Developments, West Sussex County Council, August 2019.

Contact Officer:

Gary Peck
Planning Services Manager
gary.peck@adur-worthing.gov.uk

1.0 Council Priority

- 1.1 Platforms for Our Places - Our Financial Economies - Establish an up-to-date framework to guide future developments and ensure the provision of appropriate supporting infrastructure.

2.0 Specific Action Plans

- 2.1 Our Financial Economies - Establish an up-to-date framework to guide future developments and ensure the provision of appropriate supporting infrastructure. In addition, the National Planning Policy Framework (NPPF 2019) highlights the need to consider transport in plan-making and in the determination of planning applications.

3.0 Sustainability Issues

- 3.1 The Standards address the issue of electric vehicle charging points in new developments.

4.0 Equality Issues

- 4.1 No issues identified

5.0 Community Safety Issues (Section 17)

- 5.1 No issues identified

6.0 Human Rights Issues

- 6.1 No issues identified.

7.0 Reputation

- 7.1 No issues identified

8.0 Consultations

- 8.1 The standards have been subject to consultations with planning officers in local authorities in West Sussex.

9.0 Risk Assessment

9.1 These revised standards have already been agreed for use by West Sussex County Council in their comments on planning applications.

10.0 Health & Safety Issues

10.1 No issues identified.

11.0 Procurement Strategy

11.1 No issues identified.

12.0 Partnership Working

12.1 The Standards seek to achieve a consistent approach to parking standards across West Sussex.