

Hastings Local Plan Supplementary Planning Document

PARKING PROVISION IN NEW DEVELOPMENTS

October 2013

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Adoption Statement

At their meeting of 23 October 2013 Hastings Borough Council voted to adopt this Supplementary Planning Document (SPD) – Parking Provision in New Development: October 2013 – and that it should supersede the “*Parking Standards at Development – Supplementary Planning Guidance for East Sussex – February 2002*” the latter has now been rescinded.

The guidance included in the SPD has been produced by East Sussex County Council (ESCC). They produced this guidance in consultation with the Local Authorities of East Sussex during 2011 and 2012.

Hastings Borough Council undertook a local consultation, to take account of local people’s views and their opinions of the impact of the potential adoption of the guidance as a Supplementary Planning Document. We also wanted to understand if there should be any local variations, before the guidance is adopted as a SPD.

The consultation ran from 20 May 2013 to 1 July 2013.

The Council held a focused consultation, contacting statutory consultees, regular applicants and planning agents and also those listed on the Local Plan database who have previously commented on Local Plan documents. These were consulted by a variety of means including e-mail, letter, statutory advertisement in the local press and social media.

The representations to the consultation are summarised on page ii. When these consultation representations had been received we collated them and asked ESCC to comment on them. Also recorded on page ii are our responses to these comments these responses were written in coordination with ESCC and this suggests that they, as the local highway authority, are confident that their new guidance is able to respond to the issues raised.

Officers of Hastings Borough Council wrote to the parties who commented during the consultation to inform them of our intention to adopt the guidance as SPD and gave them the opportunity to add any further comments, if they wished to, prior to the Council meeting.

Any person with sufficient interest in the decision to adopt this SPD may apply to the High Court under Regulation 11 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for permission to apply for judicial review of this decision. Any such application must be made no later than 3 months after the date of adoption.

Consultation issues raised and responses in co-ordination with ESCC

Issue Raised	Response
Concern was raised about the Local Planning Authority being able to use the new guidance in determining applications for the specific circumstances and needs of Independent Living Housing and Extra Care accommodation.	<p>As stated within the National Planning Policy Framework, when setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:</p> <ul style="list-style-type: none"> • the accessibility of the development; • the type, mix and use of development; • the availability of and opportunities for public transport; <p>Taking into account the above points ESCC is of the opinion that there are valid reasons as to why a reduction in on-site car parking could be considered appropriate for both Independent Living Housing and Extra Care accommodation. These would, of course, be considered on a site specific, case by case basis and the onus for justifying any reduction would lie with the developer / applicant.</p>
The amount of visitor parking that was included in the guidance was questioned.	As stated within the Parking Guidelines, allowances for unallocated and visitor parking are calculated in addition to the allocated parking required for any given development.
It was stated that disabled parking and cycle parking should be included in the guidance	<p>Parking spaces for disabled people are also included by reference to the recommendations made in National Guidance (The Manual for Streets).</p> <p>Cycle parking provision is set out based on the type and size of dwellings proposed.</p>
It was stated that provision in the guidance should be made for electric car charging points	Although there is no specific need to provide Electric Car charging points currently, it is encouraged if appropriate for the site. As the technology progresses and becomes more widespread this may change and the guidelines will be updated if required

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Hastings Borough Council – Parking Provision in New Developments – Supplementary Planning Document

1. Hastings foreword

The Council has adopted this Supplementary Planning Document (SPD) as guidance to determine the on-site parking provision requirement for new development.

Although the SDP links to a calculation tool to assist decision making in respect of parking requirements for new development this in itself is not definitive. The Planning Authority will use this tool as a starting point for discussion, but will review local and on-street parking provision, access to public transport, the proximity of other facilities and other matters it considers relevant to its decision.

2. Introduction

As the Local Planning Authority, Hastings Borough Council is responsible for making decisions about applications for new development. With many new developments off street vehicle parking is required. Hastings Borough Council has adopted this SPD to provide guidance for the number of spaces to be provided in new developments.

This SPD supports the aims and objectives of the Hastings Local Plan: Planning Strategy, especially those outlined in Chapter 11: Transport and Accessibility.

This SPD adds detail to policy DG2 of the Hastings Local Plan (2004). Policy DG2 is due to be superseded by policy DM4 in the Hastings Local Plan: Development Management Plan and this SPD is compliant with both these policies.

East Sussex County Council, as the local Highway Authority, comments on planning applications where parking is an issue in decision making.

The new guidance consists of three main parts. These are:

- i) Residential Parking Guidance
- ii) Non-Residential Parking Guidance
- iii) Car Parking Demand Calculator (link below)

They introduce the need to assess the amount, design and layout of parking that is required with each type of application for development. The documents detail how National Planning Policy Framework methodology has been used to produce these guidance notes and a "calculation tool" has also been created to help Development Management Officers and customers of the Council to understand the amount of parking that will be required with a proposed development.

The Council is most concerned to ensure that the local circumstances are fully taken into account in determining the amount of on-site parking provision required for a new development. It is important to emphasise that the calculation tool for residential development is a starting point for assessing requirements, and an assessment of the local area is also essential so that existing on-street parking conditions on nearby roads can be fully taken into consideration, together with such matters as the proximity to, and frequency of, public transport and facilities.

For further information please visit the East Sussex County Council web pages:

Transport Development Control

<http://www.eastsussex.gov.uk/environment/planning/applications/developmentcontrol/roads.htm>

Car Parking Demand Calculator

http://www.eastsussex.gov.uk/NR/rdonlyres/5DB9911C-151A-45B9-A655-57B2774136E4/0/parking_demand_calculator.xls



Guidance for Parking at New Residential Development

The purpose of this document is to give the Local Planning Authorities specific, evidence based parking guidelines to enable them to apply local factors and characteristics when formulating parking provision at new residential development. It is considered that this Guidance will offer a more flexible approach to defining optimum levels of car parking provision and will replace the residential aspect of the previous document 'Parking Standards at Development (February 2002)'.

1. Introduction

Parking is often the single most emotive issue that can cause concern and distress in a local community. Pavement parking, obstruction of driveways and damage to soft landscaping and footways are just some examples of what can occur as a result of parking problems. In some cases, emergency or refuse vehicles are unable to pass as a result of obstructive parking.

In January 2011, the Coalition Government decided to remove maximum parking standards with regard to residential parking. The Government concluded that previous policies have directly resulted in an increased level of on-street parking consequently causing congestion and potential hazards for pedestrians.

While the emphasis remains on local planning and highway authorities to set parking standards for their areas, it is recognised that due consideration should be given to local circumstances, accessibility and local car ownership levels.

The recently published National Planning Policy Framework (NPPF) echoes these sentiments with paragraph 39 stating, "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- **the accessibility of the development;**
- **the type, mix and use of development;**
- **the availability of and opportunities for public transport;**
- **local car ownership levels; and**
- **an overall need to reduce the use of high-emission vehicles”**

Residential Car Parking Research (May 2007), a report published by the Department for Communities and Local Government (CLG) identified that car ownership levels can vary greatly depending on these factors:

- **Location of development**
- **Size of dwelling**
- **Type of tenure (private or affordable)**
- **How parking is to be provided (e.g. allocated/on plot, or unallocated)**
- **The type of dwelling (e.g. house or flat)**

The report also identifies the 2001 Census data as a starting point to try to understand local levels of car ownership. With the uncertainty surrounding the release date of the 2011 Census data it is considered appropriate to utilise the former to ascertain the expected levels of car ownership.

This guidance document for East Sussex supports the suggested methodology and is in accordance with National Planning Policy Framework.

2. The Optimum Approach for East Sussex

It is important to understand the characteristics of East Sussex before identifying appropriate parking standards. East Sussex consists of three Districts (Wealden, Rother and Lewes) and two Boroughs (Hastings and Eastbourne). While the two

Boroughs could be classed as urban, the three Districts are predominantly rural with urban settlements located throughout.

Therefore it is clear that the advice specified in the National Planning Policy Framework needs to be carefully considered for each individual Local Authority. In order to create a robust evidence base East Sussex County Council commissioned both site surveys and household questionnaires.

A number of site surveys were undertaken to assess the current parking trends of new residential developments across East Sussex. The aim of conducting these site surveys was to give an indication of how effective the overall site layout was and to ascertain the existing level of car parking, both on and off street.

Household questionnaires were delivered in November 2011 to approximately 8000 properties built between 2001 and 2010 with a response rate of approximately 29% achieved. The responses have been used to formulate reliable evidence which has helped determine aspects of this guidance document.

As highlighted in the document Residential Car Parking Research (May 2007), the use of the 2001 Census data is considered appropriate as a starting point for estimating levels of car ownership. Full Census 2001 car ownership was analysed as part of the study.

The data showed that in East Sussex, car ownership levels were influenced by dwelling size, type and tenure and that different levels of car ownership were apparent in each of the districts and boroughs.

In comparing Census 2001 car ownership with the 2011 surveys it was shown that 2011 survey car ownership was significantly higher than the 2001 Census data and as expected houses have higher car ownership than flats. The data also identifies that affordable dwellings have lower car ownership rates compared with private dwellings, but interestingly the gap is closing indicating that tenure is not a significant factor in setting local parking standards within East Sussex.

However, it is noted that Housing Association and Social Rented units are likely to have a significantly lower demand for on-site parking provision and will need to be considered and where appropriate justified on a case by case basis.

Upon release of the 2011 Census Data it will be important to re-assess the relationship between private and affordable car ownership.

	Houses			Flats		
	East Sussex 2001 Census	East Sussex 2011 Survey	Increase in Cars per HH	East Sussex 2001 Census	East Sussex 2011 Survey	Increase in Cars per HH
Private	1.42	1.63	0.21	0.75	1.12	0.37
Affordable	0.93	1.47	0.53	0.48	1.07	0.59

Table 1 – Comparison of 2001 Census Data and 2011 Household Questionnaires

3. Design Issues

Determining the appropriate level of overall provision will help establish whether the optimum number of parking spaces can be provided. However, the type of spaces being provided (i.e. location, design, control and management) greatly influences the effectiveness of provision. Poor design can lead to problems that can be detrimental to pedestrian and road safety as demonstrated in the example below.



A lack of visitor or unallocated parking can have an adverse effect on residential roads.

The perceived success of residential parking can often be determined by the design. Under-utilised on-site parking areas and congested on-street parking would indicate that the parking design was not effective.

With regard to the type of space provided, designers are faced with a number of options which include parking courtyards, tandem parking, allocated spaces, un-allocated spaces, on-street, garages, car-ports and driveway parking. Most car owners like to be able to see their vehicles and to know that they are parked securely. It is therefore imperative that parking courtyards are overlooked and/or secured to ensure that residents are likely to prefer this to convenient ad-hoc on-street parking. Private allocated parking spaces on-site are the most common and are preferred by this highway authority as shown in the example below.

Tandem parking is unlikely to be utilised to its potential, especially if both cars are in regular use. Acceptance of this by designers may lead to extra un-allocated provision being considered. Where possible echelon parking should be considered due to the manoeuvring benefits within limited spaces and the lack of turning space required.

Parking provision should be appropriate to the location, based on local ward data, and not be detrimental to road safety and should not create additional pressure on existing streets that cannot be mitigated. Parking should not be over generous as this will be an inefficient use of land.



On-site allocated parking is one example of good parking design

Manual for Streets refers to a multitude of documents on parking design. ‘**Car Parking: What Works Where**’ by English Partnership is a toolkit that examines

parking treatments and their effectiveness. This highlights the current design setting of providing rear parking courts that remove the parking from property frontages. Although this has left streets for the free movement of vehicles it has reduced garden sizes which are now used for parking, created streets that have little activity and reduced street width as residents who cannot see their vehicles in rear parking courts due to poor design choose to park on the street inappropriately. Developments should be flexible in how parking is provided balancing between on-street and on-plot.

To ensure that the level of parking for a given development functions as intended, it is essential that both garages and car ports are large enough to comfortably accommodate vehicles. A garage can only be considered an allocated parking space if it meets the minimum dimensions of 6m x 3m internally. These dimensions could be increased to 7m x 3m in the absence of any suitable cycle provision. Open Car Ports are more likely to be used for car parking and minimum dimensions of 2.8m wide x 5.0m should be applied.

Safe and secure cycle storage facilities are equally important at new development as cycling has the potential to replace short car journeys. Requirements need to take account of the size and type of dwelling. The recommended levels of cycle provision can be found in the table below.

<u>Type of Dwelling:</u>	<u>Size (number of bedrooms):</u>	<u>Cycle provision (per unit):</u>
Flat	1 and 2 bedrooms	0.5 spaces if communal storage 1 space if no communal storage
Flat	3 bedrooms or more	1 space
House	1 and 2 bedrooms	1 space
House	3 bedrooms or more	2 spaces

Motorcycle and disabled bay provision should be provided in accordance with guidance contained with Manual for Streets. Designers are also encouraged to

designate convenient storage areas for refuse and recycling bins to help prevent the loss of parking areas at any new development.

In some circumstances, it may be appropriate to provide slightly reduced levels of car parking. While this will need to be clearly and robustly demonstrated at the design stage, there are mitigation measures that could be provided to help achieve lower levels of parking such as:

- High levels of accessibility

(i.e. the site is located within appropriate walking distance to a bus and train services to allow the use of non-car modes to travel to local amenities and facilities/commuting)

- Travel Plans

(i.e. a travel plan is submitted with realistic targets aimed at reducing car ownership levels)

- Car Clubs

(i.e. access to a vehicle that can be shared by residents of the development, as well as a designated parking bay at a convenient and accessible location to help promote the use)

Proposals that will have an impact on existing Controlled Parking Zones (CPZ) or existing on-street parking restrictions will need to be carefully considered. It may well be appropriate to restrict or limit the ability of residents from qualifying for either resident or visitor parking permits in order to control and manage the likely level of parking. If the introduction of a Traffic Regulation Order (TRO) (or amendments to an existing Traffic Regulation Order) is required, then the developer would be expected to fund all costs associated with the administration and implementation.

Provision of Disabled Parking Bays should be considered during the design stage. While the majority of larger dwellings will have adequate on-site parking available, it may be necessary to include unallocated Disabled Parking Bays for flatted developments. Where it is not possible to access the footway directly from the vehicle, and wherever space is available, parking bays should be at least 3300mm wide in order to allow the driver or passenger to get out safely on the side where traffic may be passing.

4. The Calculation Tool

Background:

A calculation tool has been developed that uses Census Ward data and allows site specific determination of predicted parking demand by entering data including the location (ward) dwelling type (house or flat) size (number of bedrooms) and the way parking is provided (allocated or unallocated). Expected levels of car ownership and demand will be calculated using Census 2001 ward data adjusted using 2011 household survey data. Corrected data will take account of expected growth to 2026 using TEMPRO data.

The tool automatically calculates the unallocated parking demand and demand for visitors. By altering the allocation of parking the influence on the total parking demand is automatically updated so that the right balance of parking can be determined so that it is an efficient use of land.

Visitor parking demands are generally clustered at evenings and weekends. Often some residents themselves are visiting and therefore by providing unallocated parking spaces, a balance can be met. If there is additional demand generated by visitors and parking is solely allocated then on-street parking will exacerbate. Studies by Noble and Jenks have shown that the demand for residents is 1 for every 5 dwellings (20%). If more than 50% of parking is allocated at a development then this additional demand should be added. The tool will automatically add this demand.

The tool will give the appropriate level of parking provision and should be used as a guide. Some flexibility should be applied in determining the actual provision at developments a guide of +/- 5% should be appropriate but will depend on the location and be under discretion of policy officers and be supported with justification.

User Guide:

The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site specific basis. The calculator predicts levels of car ownership using information about the location (ward), unit type, size and the number of allocated spaces. This guidance aims to inform users about how to use the calculator and will be updated by East Sussex County Council as necessary.

The user is only required to enter data into the columns with the marked blue arrows only.

- Opening the Tool

When opening the calculator, click “Enable Macros” as these play an important role in calculating parking demand.

Before inputting any information into the spreadsheet, the user should click the “Reset” button on the summary worksheet.

- Ward Information

The calculator uses information about car ownership in wards to calculate levels of car ownership on a site-specific basis. You must know the ward in which the development is located in order to use the tool. To find the appropriate ward it may be necessary to refer to the following link and input postcode or search on Map viewer.

<http://www.neighbourhood.statistics.gov.uk/dissemination/>

A map showing the wards in East Sussex is available using the following link or by copying the URL into your internet browser:

<http://www.eastsussex.gov.uk/community/local/factsandfigures/mapsusedforstatistics/default.htm>

If you know the postcode for the site, the ward finder can be used by inputting the postcode **without** a space between the characters.

For every development, the user should specify three wards:

- Ward 1 – the ward in which the development is located

- Ward 2 & 3 – either i) the two nearest wards (other than ward 1), or ii) two nearby wards where the existing housing stock is similar to the proposed development

- Unit Type

The user should specify whether the units are flats or houses.

- Dwelling Size

The user should specify how many bedrooms rooms the units will have as this figure will be the basis for the tool to calculate appropriate parking standards. This measurement of dwelling size has been used because the number of bedrooms is a coarse measure of dwelling size and significant variation in car ownership has been found between dwellings with the same number of bedrooms.

Habitable rooms include all living rooms, bedrooms and kitchens, but **not** bathrooms, WCs or circulation space. If the number of bedrooms is known, but the number of habitable rooms is not, then the following conversion should be used until this information is available. Similar if the number of bedrooms have not been specified then the comparison between bedrooms and habitable will be used.

The bedroom – habitable conversion table is shown below:

<u>Bedroom – Habitable Room Conversion</u>
- <u>Flats</u>
Studio = 1 room
1 bed = 2 rooms (1 bedroom, 1 kitchen/living room)
2 bed = 3 rooms (2 bedrooms, 1 kitchen/living room)
3 bed = 4 rooms (3 bedrooms, 1 kitchen/living room)
4 bed = 5 rooms (4 bedrooms, 1 kitchen/living room)
- <u>Houses</u>
1 bed = 3 rooms (1 bedroom, 1 kitchen, 1 living room)
2 bed = 4 rooms (2 bedrooms, 1 kitchen, 1 living room)
3 bed = 5 rooms (3 bedrooms, 1 kitchen, 1 living room)
4 bed = 6 rooms (4 bedrooms, 1 kitchen, 1 living room)
5 bed = 7 rooms (5 bedrooms, 1 kitchen, 1 living room)

- Allocated Parking

The user should specify how many parking spaces will be specifically allocated to individual units. Allocated spaces include numbered parking bays, driveways, garages and parking barns.

- Description of Totals

The totals provided by the spreadsheet reflect the expected needs of the development and should be considered in the design of the development.

The following list of cells corresponds to cells in the Residential Parking Demand Calculator.

- **Cell J36** – the input total number of allocated spaces (will depend on the design of the development)
- **Cell L36** – The calculated number of unallocated spaces (in addition to those which are being allocated) required to accommodate residents of the development
- **Cell N36** – The calculated total number of unallocated spaces which would be required to accommodate visitors to the development (will remain zero if less than 50% of spaces are allocated to residents)
- **Cell O36** – The calculated expected level of demand for parking at the development.

5. Future Aspirations

Census Data Review

Full Census 2001 car ownership was analysed as part of the study. The data showed that in East Sussex, car ownership levels were influenced by dwelling size, type and that different levels of car ownership were apparent in each district/borough. It will be important to update the data as when the latest Census Data (2011) is released.

Electric Car(s)

It is acknowledged that this is an emerging technology but one that is encouraged by this County Council. Waiting bays and charging points must be designated and located conveniently to where the electric cars can be parked. At present, it is difficult to provide designated electric car parking bays within the curtilage of a dwelling due to the uncertainty of ownership but it is important to recognise that where possible, development will encourage and accommodate electric cars.

Footnotes and Hyperlinks:

- Ministerial Guidance

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1817550.pdf>

- Manual for Streets I

<http://assets.dft.gov.uk/publications/manual-for-streets/pdfmanforstreets.pdf>

- Car Parking: What Works Where

<http://www.designforhomes.org/wp-content/uploads/2012/03/KevinMcGeough.pdf>

- Guidance Note: Residential Parking

<http://www.ciht.org.uk/en/events/events-listing.cfm/residential-parking-a-new-guidance-note-from-ciht>



Guidance for Parking at Non-Residential Development

The purpose of this document is to provide a revision to the County Council's previously adopted Supplementary Planning Guidance (SPG) contained within the "Parking Standards at Development" document, dated February 2002. The proposed amendments reflect the changes in both national and local policy and will enable the Districts and Boroughs of East Sussex to apply local factors and characteristics when formulating parking provision at new non-residential development. It is considered that this Guidance will offer a more flexible approach to defining optimum levels of car parking provision and will replace the non-residential section of the previous document "Parking Standards at Development (February 2002)".

1. Introduction

In January 2011, the Coalition Government decided to remove maximum parking standards with regard to both residential and non-residential parking. The Government concluded that previous policies have directly resulted in an increased level of on-street parking consequently causing congestion and potential hazards for pedestrians.

While the emphasis remains on local planning and highway authorities to set parking standards for their areas, it is recognised that due consideration should be given to local circumstances, accessibility and local car ownership levels.

The recently published National Planning Policy Framework (NPPF) echoes these sentiments with paragraph 39 stating: "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- **the accessibility of the development;**
- **the type, mix and use of development;**
- **the availability of and opportunities for public transport;**
- **local car ownership levels; and**
- **an overall need to reduce the use of high-emission vehicles"**

2. *The Optimum Approach for East Sussex*

It is important to understand the characteristics of East Sussex before identifying appropriate parking standards. East Sussex consists of three Districts (Wealden, Rother and Lewes) and two Boroughs (Hastings and Eastbourne). While the two Boroughs could be classed as urban, the three Districts are predominantly rural with urban settlements located throughout.

Therefore, it is clear that the advice specified in the National Planning Policy Framework needs to be carefully considered for each individual Local Authority area and that a level of flexibility should be accepted when recommending a specified level of parking provision.

Careful consideration should be given to parking associated with non-residential development and it is important to differentiate the travel behaviour compared with parking at residential development. Parking at non-residential development is likely to be destination based and therefore it is likely that a number of vehicles will be travelling to the development at similar times which emphasises the need to provide appropriate levels of parking.

3. *Non-Residential Parking Guidelines*

The existing non-residential parking standards described within the recently rescinded Parking Standards at Development (2002) document will continue to provide the base for this guidance document. Experience since 2002 has shown that the non-residential parking standards work well however, a number of local characteristics and other considerations should be assessed before an optimum level of parking is decided upon.

It is essential that non-residential development is provided with the appropriate level of car parking provision to avoid car parking from spilling out onto the neighbouring streets which could have a detrimental effect on road safety. It is also important that excessive parking is not provided to ensure that the use of the private car is not

attractive to the individual. Non-residential development will be subject to relevant planning conditions to ensure that car parking spaces are always available for the desired purpose.

The car parking guidelines and service provision are detailed in Appendix A. However, it is important to understand that these figures are a guide and there should be a degree of flexibility depending on the local characteristics and other relevant considerations in relation to the specific site. These considerations are discussed in more detail below.

4. *Local Characteristics and Other Considerations*

There are a number of additional considerations that will need to be considered in order to achieve the desired optimum level of parking provision at non-residential development. These considerations will be site specific and therefore it is essential that each site is assessed on its own merits. In some circumstances, it may be considered appropriate to adjust the parking guidelines suggested in Appendix A. While this will need to be clearly and robustly demonstrated at the design stage, there are other relevant factors that need to be carefully considered that such as:

- Local Characteristics

Whether the site is located within an urban or rural settlement will have a significant impact on the level of parking provision that will need to be provided.

- High levels of accessibility

Whether the site is located within appropriate walking distance of frequent bus and rail services to allow the use of non-car modes to travel to the proposed development.

- Travel Plans

Has a travel plan been submitted with realistic targets aimed at reducing car ownership levels to help promote other forms of sustainable transport?

- Car Clubs / Pool Cars

Access to a vehicle that can be shared by users / employees of the development, as well as a designated parking bay at a convenient and accessible location to help promote the use. Incentives should also be provided to encourage users / employees to share car journeys to the development.

- Controlled Parking Zones

Proposals that will have an impact on existing Controlled Parking Zones (CPZ) or existing on-street parking restrictions will need to be carefully considered.

- Availability of Public Car Parks in close proximity

The use of other car parks in close proximity will give an indication of whether additional parking is required. Similarly, if the existing public car parks are significantly under utilised then an argument could be constructed that less parking provision could be provided.

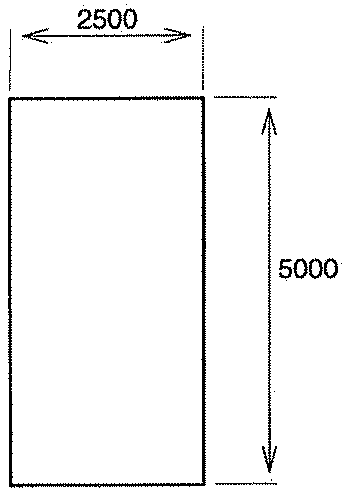
5. *Design and Layout*

It is considered that the design and layout of the proposed parking provision will be dictated by the size of the development. Developers are advised that while it is acknowledged that car parking layouts should be designed to make the most efficient use of available land, due consideration should be given to the likely vehicle manoeuvres associated with the chosen design.

The design and layout will also be determined depending on whether there is likely to be a single flow or two-way flow of vehicles. While right angle parking represents the most efficient land use for two-way vehicle flows, it is evident that echelon parking can offer a realistic alternative as shown in the figure below and has significant manoeuvrability benefits.

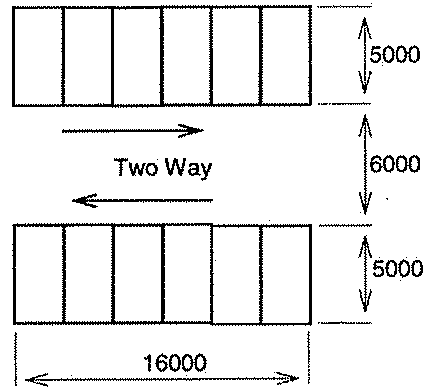
Car Parking

Minimum Dimensions



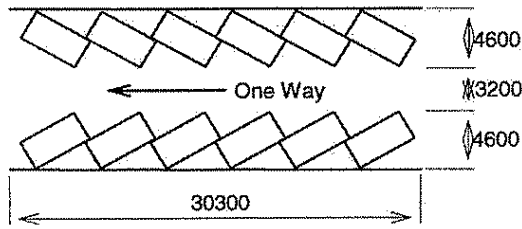
Car Parking Space

Two Way Flow

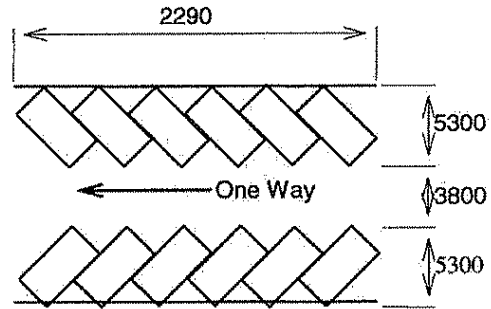


This layout is the most effective land use for two way traffic flow .

-30 degree angle parking



-45 Degrees one way flow



-60 Degree Angled Parking

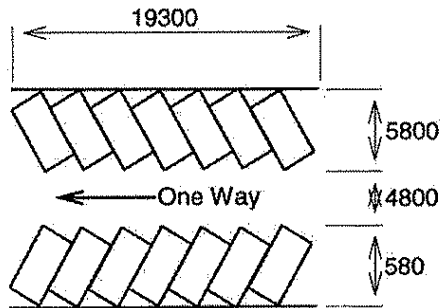


Figure 1 – Examples of possible parking arrangements

6. *Parking Provision for People with Disabilities*

It is important that adequate parking provision for people with impaired mobility is provided in convenient locations. In terms of actual numbers, adequate parking provision for people with impaired mobility should be in accordance with the DfT Traffic Advice Leaflet 5/95 – Parking for Disabled People. In terms of these

Guidelines, the appropriate level of disabled parking provision is detailed in Appendix A.

The location of the disabled parking bays should be no more than 50m from the development entrance and at an acceptable gradient. The figure below gives an indication of the expected dimensions and likely design of disabled parking.

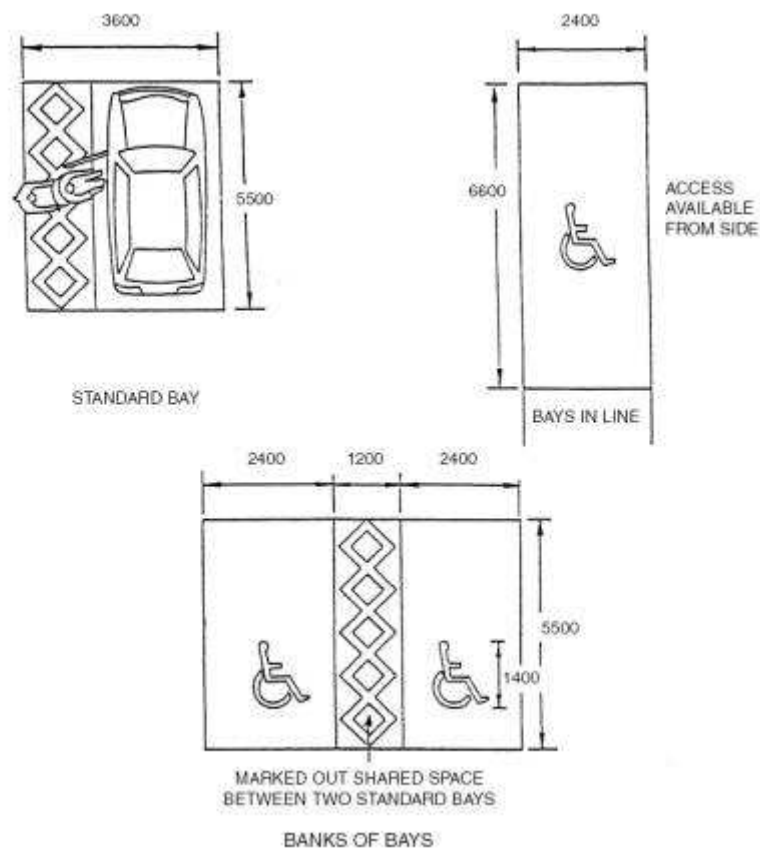


Figure 2 – Examples of possible disabled parking arrangements

7. **Powered Two-Wheeler Parking Provision (PTWs)**

For the purposes of this document motorcycles, mopeds and scooters are all classed as powered two-wheelers (PTWs). While the previous 'Parking Standards at Development' document did offer some limited guidance on parking for PTWs, it is widely recognised that the use of PTWs are increasing.

The guidance from the Institute of Highway Engineers (IHIE) – Guidelines for Motorcycling (2005) provides detail regarding design, location and provision of PTW parking. It suggests that appropriate parking standards are based upon a percentage of the overall parking provision which is typically 5%, or a minimum of one space at all development. This figure can be reasonably increased dependant on the likely use of the development, particularly at Colleges.

The size and design of the PTW parking space(s) should be in accordance with the guidance provided in Manual for Streets and the DfT Traffic advisory Leaflet 2/02 – Motorcycling Parking (2002). Wherever possible, PTW parking spaces should be provided within 50m of their destination to avoid informal or ad-hoc parking which often causes obstruction or hazards to other road users.

The provision of PTW parking should be provided in addition to an appropriate level of cycle parking.

8. Cycle Provision

Cycle provision continues to offer a realistic alternative to the private car, particularly in urban settlements. However, the likelihood of an individual selecting the cycle as their mode of choice is dependant on a number of factors which can be influenced by the development such as:

- Safe, secure and covered cycle parking stands
- Provided in a prominent and convenient location
- On-site facilities including shower and changing rooms to encourage cycle use.

The location and design of cycle parking should be in alignment with the guidance outlined in Manual for Streets. Minimum cycle parking provision has been included in Appendix A.

9. Conclusion

Due to a change in both national and local policy with regards to parking standards it has become necessary to undertake a parking review of the existing standards

within East Sussex. At present the current parking standards and in particular the 'Parking Standards at Development (2002)' document does not reflect current national planning policy. This guidance document has been designed to offer planning officers and developers a flexible approach in order to ascertain the optimum levels of both car and cycle parking provision at non-residential development whilst not compromising road safety for all road users.

The 'accessibility' zones that previously formed Appendices B – G within the former Parking Standards at Development (2002) document have been removed from these guidelines. However, local characteristics (section 4 of this document) will be considered when determining parking provision for individual sites and its proposed use.

APPENDIX A: OPTIMUM PARKING GUIDELINES AT NON-RESIDENTIAL DEVELOPMENT

Tables also include:

- ◆ Guidance on operational parking for service vehicles
- ◆ Minimum cycle parking standards

Minimum car parking standards for disabled people Guidance on parking for 'powered two-wheelers'

Notes:

Car Parking

- a. gfa = gross floor area
- b. rfa = retail floor area

Cycle Parking

- ◆ Space = space to park 1 bicycle
- ◆ l/t = long term
- ◆ s/t = short term
- ◆ f/t = full-time staff equivalents

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A1 Shops	Individual shops up to 500m ² gfa, shopping parades, indoor & outdoor markets	1 space per 30m ² gfa plus 50m ² of usable space per unit for loading & unloading (for indoor markets this can be reduced to 50 m ² for 3 units)	1 s/t space per 150m ² gfa plus 1 l/t space per 10 f/t staff
	Food supermarkets exceeding 500m ² gfa but not exceeding 2,500m ² rfa (excludes discount food-stores)	1 space per 18m ² gfa plus 50m ² of usable space for loading & unloading for each 750m ² gfa	
	Food superstores-hypermarkets exceeding 2,500m ² rfa and all discount food-stores irrespective of rfa size	space per 15m ² gfa plus 50m ² of usable space for loading & unloading for each 750m ² gfa	1 s/t space per 250m ² gfa plus 1 l/t space per 10 f/t staff
	Cash and Carry wholesale and Clubs	1 space per 25m ² gfa plus 50m ² gfa of usable space for loading & unloading for each 750m ² gfa	1 s/t space per 350m ² gfa plus

	Non-food retail warehouses (including DIY stores) with garden Centres	1 space per 25m ² gfa plus 50m ² gfa of usable space for loading & unloading for each 750m ² gfa	1 l/t space per 10 f/t staff
	No-food retail warehouses (including DIY stores) without garden centres.	1 space per 35m ² gfa plus 50m ² gfa of usable space for loading & unloading for each 750m ² gfa	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A1 Shops (continued)	Garden centres up to 4,000/5,000m ² gfa	1 space per 25m ² overall display area (inside & out) plus provision of usable space for loading & unloading – to be agreed on a site by site basis	1 s/t space per 350m ² gfa plus 1 l/t space per 10 f/t staff

	Garden centres exceeding 4,000/5,000m ² gfa	to be decided in each case on individual merits (less parking provision is likely to be required than for smaller garden centres, pro-rata to gfa)	1 s/t space per 350m ² gfa (up to 4,000/5,000m ² gfa with requirements for additional s/t parking to be decided in each case on individual merits) plus 1 l/t space per 10 f/t staff
	Retail parks	Based on individual uses (shared parking & an overall reduction in provision, taking into account linked trips on site); subject to surveys	Based on individual uses, taking into account shared parking

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A2 Financial & Professional Services	Banks, building societies, estate agencies & other agencies, betting	1 space per 30m ² gfa	1 s/t space per 200m ² gfa plus 1 l/t space per 10 f/t staff note: A2 offices should be treated

	shops, etc.		as B1 offices
A3 Food & Drink	Restaurants, cafés	1 space per 5m ² of public area plus 1 space per 2 f/t equivalent staff members	1 s/t space per 100m ² gfa plus 1 l/t space per 10 f/t staff
	Public houses, licensed clubs	1 space per 2.5m ² of net bar area plus 1 space per 2 f/t equivalent staff members	
	Take-away hot food shops (excluding fast food drive-thru restaurants)	1 space per 5m ² of public area plus 1 space per 2 f/t equivalent staff members	
	Fast food drive-thru restaurants	1 space per 8m ² gfa	
	Pub restaurants	1 space per 10m ² gfa	
	Roadside restaurants	1 space per 2 seats plus 1 space per 2 f/t equivalent staff members	
	Roadside service areas	To be decided individually in each case, based on transport assessment	
	Motorway service areas		no cycle spaces required
	Transport cafés	50m ² of usable space for parking per seat plus 1 space per 2 f/t equivalent staff members	1 l/t space per 10 f/t staff
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards

B1 Business	B1a offices	1 space per 30m ² gfa	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff
	B1b research & development, studios, laboratories, high tech/B1c light industry	1 space per 35 – 40m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
B1 Business Parks/Science Parks	Mixture of B1 categories a/b/c	1 space per 35 – 40m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
	Mixture of Use Classes not Known (range dependent on nature of Park envisaged e.g. B1/B2 or B2/B8)	1 space per 40 – 60m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
B2 General Industry	General indoor processes	1 space per 50m ² gfa plus 50m ² of usable space for loading & unloading per 200m ² gfa	
B8 Storage & Distribution	Wholesale distribution, builders merchants, storage (under cover or open)	1 space per 100m ² gfa plus 1 space per 30m ² gfa for associated office accommodation usable space for loading & unloading/lorry parking to be agreed on a site by site basis (a benchmark figure of 1 space per 200m ² gfa to 1 space per 500m ² gfa (1 lorry space minimum) will	1 l/t space per 10 f/t staff

		be used as a guide)	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
B8 Storage & Distribution (continued)	Cash and Carry wholesale and Clubs	See Use Class A1	See Use Class A1
	Wholesale garden nurseries	1 space per 35m ² gfa plus 1 space per 30m ² gfa for associated office accommodation	1 l/t space per 10 f/t staff
Use Class	Description	Car Guidelines Standards & Service Provision	Minimum cycle parking standards
C1 Hotels, boarding & guest houses	Hotels, motels, guest houses, Residential cubs, holiday camps	1 space per bedroom plus 1 space per resident staff plus 1 space per 2 non-resident staff plus (where appropriate) 50m ² of usable space for loading & unloading	1 l/t space per 10 beds plus 1 l/t space per 10 f/t staff
C2 Residential	Residential schools	1 space per resident staff plus 1 space per 2 other f/t staff on duty at any one time plus 1 space per 10 students over 17 years old	1 s/t space per 10 f/t staff plus

Institutions	Residential colleges and training Centres	1 space per bed plus 1 space per 2 staff on duty at any one time note: training centres for the handicapped must have sufficient ambulance or minibus space for picking up and setting down	1 l/t space per 3 students
	Hospitals	1 space per bed plus 1 space per 2 staff (maximum on duty at any one time) plus suitable ambulance bays	1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time
	Hospices	1 space per 2 beds for staff and visitors plus a minimum of 1 ambulance bay	
	Nursing homes	1 space per 2-3 beds (for staff and visitors) plus 1 space per resident proprietor, plus ambulance bay	
	Residential care homes (rest homes including houses for the elderly & the mentally/physically handicapped)	1 space per 4 beds for staff and visitors plus 1 space per proprietor or resident staff	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1	Health centres, clinics, doctors, dentists, veterinary and other	4 spaces per consulting room plus 1 space per 2 auxiliary staff	1 s/t space per consulting room

Non-residential Institutions	medical surgeries	on duty at any one time note: where surgeries are attached to dwelling houses, the appropriate residential standard should be added	plus 1 l/t space per 10 staff on duty at any one time
	Patch offices, day centres	2 spaces per 3 staff members plus 3 spaces for visitors note 1: additional visitor parking may be required for large establishments employing in excess of 20 staff note 2: minibus setting down and picking up areas will be required for day centres	1 l/t space per 10 staff on duty at any one time
	Libraries, art galleries, museums, tourist information centres, citizens' advice bureaux	1 space per 2 f/t equivalent staff plus 1 space per 30m ²	1 l/t space per 10 f/t staff plus 1 s/t space per 100m ² gfa
	Community centres, church halls, public halls	1 space per 5 seats	1 s/t space per 200m ² gfa
	Places of worship (including crematoria chapels)	1 space per 5 seats	plus 1 l/t space per 10 staff on duty at any one time
	Private nurseries	1 space per 2 f/t equivalent members of staff plus 1 space per	1 l/t space per 10 f/t staff

		4 children for parents' delivery/collection	
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Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1 Non-residential Institutions (continued)	Educational establishments: i) Nursery, infant, primary, junior schools ii) Secondary schools, community colleges, sixth form colleges iii) Further and higher	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors note: on-site area for setting down and collection 1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors plus 1 space per 10 pupils over the age of 17 note: on-site area for setting down and collection that should be able to accommodate school buses as well as parents' cars	1 l/t space per 10 f/t staff plus primary and junior schools: 1 l/t space per 15 students Secondary schools, community colleges, sixth form colleges: 1 l/t space per 5 students

	educational establishments (including tertiary colleges)	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors plus 1 space for every 15 students	Further and higher education: 1 l/t space per 5 student
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Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1 Non-residential Institutions (continued)	(iv) special schools, day care centres	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors note: on-site area for setting down and collection and for ambulances	1 l/t space per 15 students
	(v) Language schools	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2	1 l/t space per 5 students

		spaces for visitors	
	<p>Notes for all educational establishments</p> <p>1. Travel Plans, Safe Routes to School and School Safety Zone schemes should be considered for all appropriate educational establishments</p> <p>2. Overspill parking for uses outside of the school day should be accommodated through the use of dual purpose surfaces (e.g. all-weather play areas, courts, etc) as appropriate.</p> <p>3. 50m² of usable space for service loading and unloading should be provided (except for language schools).</p>		

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2 Assembly & Leisure	Cinemas, bingo halls, concert halls	1 space per 5 seats plus 1 space per 3 staff employed at the busiest times plus suitable space for service loading & unloading	up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at any one time
	Theatres	1 space per 5 seats plus 1 space per 3 staff employed at the busiest times plus suitable space for service loading & unloading	

	Conference facilities	1 space per 5 seats	over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time
	Dance halls, clubs	1 space per 2.5m ² bar area plus 1 space per 2 f/t equivalent staff members	1 s/t space per 50m ² gfa plus 1 l/t space per 10 f/t staff
	Swimming pools, ice rinks, sports centres	1 space per 10m ² of pool/rink area or sports facility plus 1 space per 10 spectator seats plus 1 space per 3 staff normally present plus coach stopping area and coach parking as appropriate	
	Racquet clubs	4 spaces per court (tennis-badminton) 2-4 spaces per court (squash)	
	Laser-Quest type centre	1 space per 22m ² gfa	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2	Historic houses and	1 space per 400 visitors per annum	1 l/t space per 10 f/t staff plus s/t

Assembly & Leisure (continued)	gardens open to the public.	(60% all-weather, 40% overflow) plus 1 coach space per 5000 visitors per annum. note 1: these standards include staff parking note 2: there may be circumstances where the standard for visitor attractions is more appropriate.	visitor space based on transport assessment.
	Leisure parks	Based on individual uses (shared parking & an overall reduction in provision, taking into account linked strips on site); subject to surveys	Based on individual uses, taking into account shared parking
	Golf i) 18 hole golf course ii) 9 hole golf course iii) Driving range (20-30bays) iv) Courses larger than 18holes and/or where international, national & significant local events take place	100 spaces 50 spaces 50 spaces to be decided in each case on a site by site basis	10 l/t spaces per 18 holes 5 l/t spaces per 9 holes 5 s/t spaces per 20/30 bay driving range Note for all courses/ranges: Additional spaces may be required for associated facilities (i.e. restaurant, swimming pool, snooker room etc) and

			these will be assessed individually.
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2 Assembly & Leisure (continued)	Marinas	1 space per berth plus 10% extra for visitors (plus relevant standard for other Uses and operational requirements)	1 l/t space per berth
	Sports pitches	1 space per 2 players at the busiest period plus 1 space per 5 spectator positions Note: professional or semi-professional proposals will be assessed individually	1 s/t space per 10 players at busiest period
	Riding centres, equestrian uses	2 spaces per loose box or horse (whichever is the greater)	1 s/t space per 6 loose boxes or horses, whichever is the greater
	Private stables	1 space per loose box or horse (whichever is the greater)	
	Indoor bowls, bowling alleys	2 spaces per lane plus 1 space per 10 spectator seats	1 s/t space per 3 lanes, 1 s/t space per 25 seats plus 1 l/t space per 10 f/t staff
	Touring caravan sites, camp	1 space per pitch plus 1 space per f/t	1 l/t space per pitch plus 1 l/t

	sites	staff member	space per 10 staff on duty at any one time
	Visitor attractions, theme parks, country parks	1 space per 200 visitors per annum (60% all-weather, 40% overflow) plus 1 coach space per 5000 visitors per annum note: these standards include staff parking	1 l/t space per 10 f/t staff plus s/t visitor space based on transport assessment
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses	Courts	1 space per magistrate and f/t employee plus 6 spaces per courtroom note: secure facilities will also be required	2 l/t spaces per courtroom plus 1 l/t space per 10 f/t staff
	Ambulance and fire stations	1 space per staff member on duty at any one time plus an additional 25% to allow for the shift changeover period and for visitors plus space for operational vehicles	1 l/t space per 10 staff on duty at any one time plus 25 per cent extra for shift changes/visitors
	Petrol filling stations	1 space per employee note 1: additional spaces will be required if a shop is provided	1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included

		<p>note 2: standing room within the site for a minimum of 1 extra vehicle per pump in addition to those using the pumps</p> <p>note 3: adequate routing and standing facilities for petrol tankers so that normally no reversing is necessary</p> <p>note 4: in addition, where car wash facilities are provided, there should be sufficient room to allow for 3 further vehicles to wait, additional to the vehicle using the facility</p>	
	Tyre, exhaust and windscreen fitting workshops	1 extra space per bay plus 1 space per employee plus 50m ² of usable space for loading & unloading	1 l/t space per 10 f/t staff

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses (continued)	Garage and vehicle repairs	<p>1 space per employee plus 3 extra spaces per bay plus 50m² of usable space for loading & unloading</p> <p>note: this does not allow for the storage of damaged vehicles, etc</p>	1 l/t space per 10 f/t staff
	Car sales (excluding car auctions)	1 space per 50m ² of indoor and outdoor sales area plus 1 space per	

		employee note: where appropriate, off-street space may be required for loading & unloading (e.g. by car transporter)	
	Car hire establishments	1 space per hire car plus 1 space per 2 f/t equivalent staff	
	Catteries and kennels	1 space per 5 animal units note: this includes an allowance for staff parking	

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses (continued)	Resource centres	2 spaces per 3 staff (excluding any residential care staff) plus 6 spaces for visitors plus 1 space per 4 units of accommodation for the residential element note 1: additional space will need to be provided for picking up and setting down (by car and minibus), an ambulance bay, delivery vehicles note 2: where the staff complement	1 s/t space per 200m ² gfa plus 1 l/t space per 10 staff on duty at any one time

		includes a significant number of Home Visitors who would attend the Centre only on an infrequent basis (e.g. for one meeting per week or less) the staff parking requirement is likely to be less	
	Rail stations	To be decided individually in each case, based on transport assessment	5 l/t spaces per peak period train
	Bus stations		1 l/t spaces per 100 peak period passengers

Use Class	Description	Minimum Car Parking Standards
Parking for Disabled Motorists	Employment generating development (employees & visitors to business) i) up to 200 space car park (demand based as calculated from above standards)	Individual spaces for each disabled employee plus 2 spaces or 5% of total capacity, whichever is greater
	ii) more than 200 space car park (demand based as calculated from above standards)	6 spaces plus 2% of total capacity

	<p>Shops/premises to which the public have access/recreation & leisure</p> <p>i) up to 200 space car park (demand based as calculated from above standards)</p> <p>ii) more than 200 space car park (demand based as calculated from above standards)</p>	<p>3 spaces or 6% of total capacity, whichever is greater</p> <p>4 spaces plus 4% of total capacity</p>
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Guidance on parking for 'Powered Two-Wheelers' (PTW's)

Secure parking for powered two wheelers should be considered on its merits for all new developments. The guidance from the Institute of Highway Engineers (IHIE) Guidelines for Motorcycling (2005), suggest the following:

- ◆ “as a guide, local authorities should provide around 5% of the total car parking provision for PTW's with a minimum of 1 to 2 spaces”
- ◆ “local authorities should also take steps to ensure that workplaces, new developments and other parking not under their direct control, includes sufficient provision to ensure pressure is not simply concentrated on local authority provision”
- ◆ “parking facilities should be provided within 50m of the intended destination”
- ◆ “users should be given the opportunity to park their machines at secure parking places equipped with robust fixed anchor points to make theft a less attractive proposition”