

<b>Report to:</b>	<b>Lead Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>16 October 2017</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Guidance for Parking at New Residential Developments</b>
<b>Purpose:</b>	<b>To seek approval for the updated “Guidance for Parking at New Residential Development” to be adopted policy for developers and their agents.</b>

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**RECOMMENDATION:** The Lead Member is recommended to approve the use of the revised “Guidance for Parking at New Residential Development” as a policy document of the Highway Authority in the assessment of car parking provision at new residential development proposals in East Sussex.

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## 1 Background Information

1.1. The current Guidance for Parking at New Residential Developments (Appendix 1) was approved by Lead Member in August 2012. This guidance took into account the Government’s decision in January 2011 to remove the requirement for maximum parking standards. The Government concluded that the previous parking policy has directly resulted in an increased level of on-street parking consequently causing congestion and potential hazards for pedestrians.

1.2. The emphasis remained on local planning and highway authorities setting parking standards for their areas. It is recognised that due consideration should be given to local circumstances, accessibility and local car ownership levels when determining parking requirements.

1.3. The National Planning Policy Framework (NPPF) echoes these sentiments. Paragraph 39 states, “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”

1.4. The County Council developed a calculation tool in 2012 that used Census Ward Data to allow site specific determination of predicted parking demand (Appendix 2). Users enter the following data into the tool to generate the required parking standard: 1) the location (ward) 2) dwelling type (house or flat) 3) size (number of bedrooms) and 4) the way parking is provided (allocated or unallocated).

1.5. The current guidance and calculation tool uses the 2001 Census data to understand the differing levels of car ownership and therefore parking demand across the county. The 2011 Census Data has since been released and the calculation tool updated to take account of the more up to date car ownership data.

## 2 Supporting Information

2.1. Assessing residential development proposals and determining an appropriate level of car parking provision is an integral part of the planning system and is a key consideration for the County Council as Highway Authority in assessing the transport impacts of development. Use of this guidance will allow developers and officers to ascertain an optimum level of car parking provision based on ward specific car ownership data. This is important as poor parking design can lead to problems that can be detrimental to pedestrian and road safety.

2.2. With the release of the 2011 Census data the patterns of car ownership remained broadly similar but were slightly higher. Also it was noted that the tenure of residential properties played a more significant factor in car ownership levels in certain areas, but not across the entire county.

2.3. The figures in the parking calculator have therefore been updated to reflect the 2011 Census data. The tenure (Affordable or Market housing) of the proposed dwellings is also now required to ensure the likely parking demand calculated is as accurate as possible.

2.4. The guidance also recognises that it is equally important to determine the appropriate type of space being provided (i.e. location, design, control and management) as this greatly influences the effectiveness of provision.

2.5. To ensure that the level of parking for a given development functions as intended, it is essential that parking spaces, car ports and garages are large enough to comfortably accommodate vehicles. Each car parking space should have the minimum dimensions as set out in the guidance. The Highway Authority will be clear in consultation responses to the Local Planning Authorities that any space that does not meet these dimensions will not count towards the overall parking provision.

2.6. The use of garages by residents for parking, even if they are of sufficient size, is limited. Research nationally has indicated that only 19% - 45% of garages are used for parking vehicles. In East Sussex, 33% of garages are used for parking, based on surveys that were carried out. 42% of respondents identified providing additional storage as the main use of their garage. The main stated reasons for garages not being used for parking were, insufficient storage in the home (47%) and the garage being too small (40%).

2.7. For these reasons parking on new developments is best provided on driveways, car ports or parking bays.

2.8. Where garages are proposed they will need to meet the minimum dimensions set out in the guidance and even then will only count as 1/3rd space each due to their limited use for parking purposes. This means where three garages are proposed, the Highway Authority will only count them as one parking space in the overall parking requirement.

2.9. The Local Planning Authorities were consulted on the draft guidance and those who provided comments (Wealden DC, Rother DC and Hastings BC) were generally happy with the proposed changes and reasons for them.

### **3 Conclusion and Reasons for Recommendations**

3.1. Assessing car and cycle parking provision for new residential development is one key aspect of assessing planning applications. This guidance document has been developed based on the most up to date East Sussex specific car ownership ward data available to reflect the different characteristics that occur at District level. The Calculation Tool has been designed to offer developers a user friendly method to ascertain the optimum car / cycle parking provision whilst not compromising road safety for all road users.

3.2. Ensuring that only appropriately sized parking spaces and 1/3 of garages will count towards the required parking provision will also help to reduce parking problems in new residential developments, which can be detrimental to pedestrian and road safety.

3.3. The Lead Member is therefore recommended to approve the use of the revised "Guidance for Parking at New Residential Development" (Appendix 1) as a policy document of the Highway Authority in the assessment of car parking provision at new residential development proposals in East Sussex.

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LOCAL MEMBERS  
All

BACKGROUND DOCUMENTS  
None