

<b>COMMITTEE:</b>	<b>CABINET AND PLANNING &amp; LICENSING COMMITTEE</b>	
<b>DATE:</b>	<b>5 December 2002</b> <b>10 December 2002</b>	
<b>SUBJECT:</b>	<b>SUPPLEMENTARY PLANNING GUIDANCE ON PARKING STANDARDS FOR DEVELOPMENT IN EAST SUSSEX</b>	
<b>REPORT OF:</b>	<b>DIRECTOR OF PLANNING, REGENERATION &amp; AMENITIES AND HEAD OF PLANNING</b>	
<b>Ward(s):</b>	All	
<b>Purpose:</b>	To update Members on the content of the Supplementary Planning Guidance (SPG) for "Parking Standards at Development" which was approved by East Sussex County Council in February 2002.	
<b>Contact:</b>	Lisa Rawlinson, Senior Planning Officer, Telephone 01323 415255 or internally on extension 5255.	
<b>Recommendations:</b>	a)	<b>That Members support the zonal approach to parking provision for residential development as detailed in paragraph 3.1 below.</b>

	b)	That Members acknowledge the results of the parking analysis for proposed residential development in the central area of Eastbourne attached at Appendix 1 to this report and adopt the Supplementary Planning Guidance for “Parking Standards at Development.”
<b>1.0</b>	<b><u>Introduction</u></b>	
<b>1.1</b>	On 30 July 2001, Cabinet approved the draft Supplementary Planning Guidance on Parking Standards for Development, for public consultation and agreed that the process should be undertaken jointly between the County Council and the District and Borough Councils in East Sussex.	
<b>1.2</b>	The draft Supplementary Planning Guidance (SPG) sets out the County Council’s new policy for parking standards for new development in East Sussex.	
<b>1.3</b>	The SPG is supplemental to the East Sussex and Brighton and Hove Structure Plan (1991-2011).	
<b>1.4</b>	The wider planning policy context for the SPG includes Government Guidance and the Local Transport Plan.	
<b>1.5</b>	The publication of Government advice in recent years, in documents such as Regional Planning Guidance and Planning Policy Guidance Notes 3 and 13, (PPG 3: Housing and PPG 13: Transport), have seen major revisions to parking policy. The conclusion drawn from this Guidance is that the Government believes there is a need for a more prescriptive transport planning policy to ensure a sustainable future.	
<b>1.6</b>	Thereafter, in a report to this Council’s Cabinet in January 2002, Members were updated on the draft SPG and were asked to consider a number of options for amendment to the document.	

1.7	At the meeting, Cabinet Members expressed concern about the Government's approach to specifying maximum parking standards rather than minimum standards and considered such an approach was inappropriate for Eastbourne. Cabinet therefore resolved the following:	
	1)	that the basis of the draft SPG and suggested amendments to the document be noted; responses to the
	2)	that East Sussex County Council be informed of this Council's grave concern about the maximum standard approach to car parking provision as this would be unreasonably restrictive and could stifle further development;
	3)	that this Council expresses its considerable concern that the Government's approach to maximum rather than minimum parking standards could lead to developments having no parking which would be particularly undesirable in a town like Eastbourne.
1.8	<b>In February of this year, following consultation with all District and Borough Council's in East Sussex, the County Council approved the parking standard scheme for new development. The scheme had regard to the responses received during the consultation process. However, because the views were so varied, a consensus could not be found. The approved scheme according to the County Council is, therefore, in line with the majority of representations received.</b>	
1.9	<b>The document was, thereafter, commended to each of the Local Planning Authorities in East Sussex and the Guidance now forms the basis of the Highway Authority's assessment of parking provision relating to individual development proposals. A copy of the SPG is available in the Members Room.</b>	
2.0	<b><u>Content of the SPG</u></b>	
2.1	<b>The guidance reflects Government policy in promoting maximum rather than minimum standards for parking provision at new developments.</b>	
2.2	<b>The maximum parking standards for both residential and non-residential developments are detailed in the guidance. The actual parking standard applied to a development depends in part upon the location of development.</b>	

2.3	<p>Towns in East Sussex have been divided into zones with reference to their accessibility by all transport modes and levels of retail and commercial activity. Zones with greater travel choices and a more buoyant local economy can operate effectively with less parking provision.</p> <p>The parking requirement of each zone type is as follows:</p>	
	<b>Zone</b>	<b>Percentage of maximum parking standard provided on site</b>
	1.	0% - 25%
	2.	25% - 50%
	3.	50% - 75%
	4.	75% - 100%
2.4	<p>The zones have been established with reference to current transport accessibility and economic activity. If the transport provision or local economy changes significantly, the zones would need to be amended. The parking standard to be applied to development also depends on Transport Assessment results and other policy requirements.</p>	
2.5	<p>The effect of the 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.</p>	
2.6	<p>The recommended zonal approach for Eastbourne is restricted to Zones 1, 2 and 3 for the Town Centre with the remainder of the Borough falling within Zone 4.</p>	
3.0	<p><u>Differences between the County Council's draft and adopted versions of the SPG.</u></p>	

3.1	<p>The County Council's adopted version of the document differs from the draft version in that the zonal approach for non-residential development now applies to residential development. The option to apply the zonal approach to residential development was rejected by Members of this Cabinet in January 2002 as they considered such an approach would be unreasonably restrictive, would further reduce the provision of car parking in town centre locations and, therefore, only exacerbate any existing on-street car parking problems.</p>	
3.2	<p>Another modification is that following the Government Office for the South East's (GOSE) advice, the parking standard for further and higher educational establishments (use class D1) has been amended to reflect the standard set out in the Government's Planning Policy Guidance Note 13. The standard is now lower in the adopted version i.e.1 space per 15 students compared to the previous standard of 1 space per 5 students.</p>	
4.0	<p><u>Analysis of Parking Provision for residential developments in Zone 1.</u></p>	
4.1	<p>Following concerns expressed by Members in January 2002 regarding the zonal approach to residential development, an analysis of the parking provision associated with planning applications for residential developments in the Town Centre (Zone 1) over the last three years has been undertaken, (Appendix 1) in an attempt to demonstrate that the lack of on-site parking has not been a deterrent for this Council agreeing residential schemes in the Town Centre.</p>	
4.2	<p>October 1999 was taken as a starting date for the analysis as this was the date of the public consultation draft of PPG 13: Transport, when formal Government guidance for parking at all new developments was moving away from the unrestrained parking of the past. Instead, the guidance was seeking to secure significantly lower parking standards in order to allow increased development densities to be achieved and encourage more sustainable, economic and viable development.</p>	
4.3	<p>The analysis provides details of each planning application along with the number of on-site parking spaces provided to serve the development (approved parking); the level of parking provision required by the adopted Borough Plan maximum car parking standards (adopted standard) and the number of parking spaces required by the SPG (proposed standard).</p>	
4.4	<p>Analysis of the information clearly illustrates that in Zone 1, the amount of on-site parking approved by this Council to serve the proposed developments is already well within the standard advised by the County Council in their SPG.</p>	
4.5	<p>However, for 1 of the 24 developments approved since 1999 (in the Upperton Ward) the level of on-site parking provision exceeded the proposed standard, although it was still below the adopted standard.</p>	

4.6	<p><b>In light of the above, it is therefore considered that the analysis demonstrates that Members' original concerns about applying the zonal approach to residential development in the majority of the Town Centre were unfounded and that adoption of the guidance will not prove to be unreasonably restrictive and will not stifle residential development opportunities within the Town Centre. This Council is already operating to the standards laid down in the SPG for most of Zone 1.</b></p>	
4.7	<p><b>Furthermore, whilst the SPG has not yet been formally adopted by this Council, the Borough Council's Highway Engineers (as agents to the County) have been using the standards in the SPG to provide advice on development proposals since February 2002 and the comments made since this time have been taken into consideration by Members of the Planning &amp; Licensing Committee in the determination of planning applications.</b></p>	
5.0	<p><b><u>Consultations</u></b></p>	
5.1	<p>Supplementary Planning Guidance is a very useful planning tool which is given more value in the planning process if it has been subject to consultation with appropriate bodies.</p>	
5.2	<p>East Sussex County Council carried out several consultation exercises. These culminated in a final 3 month consultation period between October 2001 and January 2002 when some 170 external consultees were either sent the full draft document or an executive summary.</p>	
5.3	<p>Consultees included all of the Local Planning Authorities, Parish and Town Councils, the Government Office for the South East (GOSE), the South East of England Development Agency (SEEDA), the emergency services, house building organisations, environmental groups, cycling groups, commerce and business organisations.</p>	
5.4	<p>In coming to a decision on the final content of the SPG, the national guidance was accorded the greater weight. However, where appropriate, the County Council has confirmed that its decision was significantly influenced by the views expressed by consultees.</p>	
5.5	<p>This report is being debated by both Cabinet and Planning and Licensing Committee. The minutes of Cabinet will be reported verbally to Members of the Planning and Licensing Committee.</p>	
6.0	<p><b><u>Human Resource Implications</u></b></p>	
6.1	<p>There are no staffing implications as a result of this report.</p>	

<b>7.0</b>	<b><u>Environmental Implications</u></b>	
<b>7.1</b>	The SPG promotes sustainable development by retaining greater site area for landscaping or built form design (rather than parking), in areas that are not solely reliant on the use of the private car for access.	
<b>8.0</b>	<b><u>Other Implications</u></b>	
<b>8.1</b>	<b>There are no financial, youth, anti-poverty, and community safety or human rights implications as a result of this report.</b>	
<b>9.0</b>	<b><u>Conclusion</u></b>	
<b>9.1</b>	<b>This report updates Members on the content of East Sussex County Council's approved Supplementary Planning Guidance for "Parking Standards at Development" and recommends adoption of the document.</b>	
Lisa Rawlinson		
Senior Planning Officer		
<b>Background Papers:</b>		
The Background Papers used in compiling this report were as follows:		
East Sussex and Brighton and Hove Structure Plan (1991-2011)		
Eastbourne Borough Plan (1998)		
Eastbourne Borough Plan, Revised Deposit Draft (2001-2011)		
Minutes of Cabinet Meeting 30 July 2001		
Minutes of Cabinet Meeting January 2002		
To inspect or obtain copies of background papers please refer to the contact officer listed above.		