

# Chichester District Council

Planning Committee

04 December 2019

## West Sussex County Council – Guidance on Parking at New Developments August 2019

### 1. Contacts

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### 2. Recommendation

- 2.1. That the Committee notes the introduction of the new ‘WSCC Guidance on Parking at New Developments August 2019’ and that, in accordance with Local Plan Policy 39, the guidance will be used by the Council in determining all planning applications.**

### 3. Introduction and Policy Background

- 3.1. In July 2019 West Sussex County Council (WSCC), the local highway authority for Chichester District, adopted new guidance for use in its role as a statutory consultee on planning applications that affect the highway. The guidance - ‘*WSCC Guidance on Parking at New Developments August 2019*’ - was prepared in consultation with all West Sussex local authorities and replaces previous guidance on residential and non-residential developments dating from 2010 and 2003 respectively. The superseded guidance was previously adopted by CDC for Development Management purposes.
- 3.2. The guidance has been updated to accord with changes in national planning policy and also to reflect the County Council’s “...*overall ambition for parking at new developments ... to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.*”
- 3.3. The guidance acknowledges that individual authorities may have adopted their own planning policies or supplementary planning documents relating to parking provision, and explains how WSCC will respond to development proposals in those cases.
- 3.4. In the case of Chichester District, Local Plan Policy 39 (Transport, Access and Communications) requires that “*The level of car parking provision [for new developments] should be in accordance with current West Sussex County Council guidance.*” The policy is therefore predicated on the assumption that any updated guidance will be applied to developments in the District if and when it comes forward during the plan period.

## 4. The Content of the Guidance

- 4.1. The guidance is set out in the form of *Guiding Principles and Overarching Guidance*. With a few notable exceptions the guidance broadly follows WSCC's previous approach. The following sections of this report briefly review the principal elements of the guidance, with emphasis on those areas where it has changed materially.

### Accommodating Parking Demand

- 4.2. The guidance states that 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.
- 4.3. If the parking demand of a development is unlikely to be met on site, then it will be necessary to demonstrate through a parking survey that there is sufficient nearby on-street capacity to safely and satisfactorily accommodate any unmet demand.
- 4.4. In a simplification of the previous guidance, **residential parking demand** is based on the application of five Parking Behaviour Zones (PBZs) which, in turn, are based on a ward-by ward analysis of both car ownership and census data. PBZ 1 reflects a relatively high predicted demand (e.g. 1.5 spaces per 1 bedroom dwelling), whereas PBZ 5 reflects a relatively low demand (e.g. 0.6 spaces per 1 bedroom dwelling). In Chichester District - Chichester City is divided into 4 PBZs (2 in PBZ3 and 2 in PBZ5); Donnington, Tangmere, Fishbourne, Southbourne and Midhurst are categorised as PBZ2; the rest of the District, including Selsey, is within PBZ1. Developers can calculate their parking demand using an online calculator tool.
- 4.5. In a change to the previous guidance, residential garages are now to be counted as 0.5 of an allocated parking space. Garages should have minimum internal dimensions of 6.0m x 3.0m.
- 4.6. The previous guidance in respect of **non-residential parking demand** has been significantly simplified to reflect a shift in central government policy and the more widespread adoption of flexible working practices. The guidance emphasises the need to take local circumstances into account.
- 4.7. The non-residential element of the guidance includes 'initial guidance' on vehicular and cycle demand for the principal Use Classes but emphasises that it should only be used as a starting point for developers who should "*undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.*"
- 4.8. Reductions in parking demand for both residential and non-residential developments may be accepted where applicants can provide a justification in terms of the use of measures such as travel plans, public transport contributions and other sustainable travel initiatives.

### Electric Vehicle Charging Infrastructure

- 4.9. 'Active' charging points for electric vehicles should be provided at a minimum rate of 20% of all parking spaces, with ducting provided at all remaining spaces, where appropriate, to provide 'passive' provision for these spaces in order that they can be upgraded in future. The guidance allows for the predicted increase in the sale of electric vehicles over time and, accordingly, recommends a progressive increase in the percentage of active charging point provision that is sought. In 2019 this equates to 24% of all spaces being equipped with 'active' charging points, rising to a maximum of 70% in 2030.
- 4.10. Due to the unprecedented scale of change in vehicle manufacturing and sales, the guidance in respect of electric vehicle car parking places should be reassessed when local plans and supplementary planning documents are reviewed in order to take account of any recent developments in this technology.
- 4.11. No specific guidance on the design of charging points is provided given that technology in this respect is evolving so rapidly.

### Sustainable Transport

- 4.12. The previous guidance in respect limiting car ownership in some locations, where the use of sustainable transport measures can realistically be secured, is maintained.

### Traffic Regulation Orders

- 4.13. The guidance acknowledges that in the case of some development proposals, in order to make them acceptable from a highway point of view it may be necessary to regulate on-street parking to manage or mitigate their highway impacts. In a change to the previous guidance it is acknowledged that, prior to the determination of an application, *'it may be necessary to undertake consultation on [prospective] TROs to establish the principle of any changes before this can be relied upon.'*

### Design Considerations

- 4.14. The guidance emphasises the need for car and cycle parking to be designed and laid-out appropriately, and signposts the various national guidance in this respect.

### Sustainable Drainage

- 4.15. Parking areas should adopt a SUDS approach, following the established hierarchy of - discharge to ground→discharge to a surface water body→discharge to a surface water sewer.

### Provision for Disabled Persons

- 4.16. Disabled persons' parking spaces should be provided at a rate of 5% of all spaces. Lower provision may be accepted where this can be justified, although a

minimum of 1 space should generally be provided. Spaces should be suitably designed and appropriately located.

## **5. Conclusion**

- 5.1. The latest guidance reflects WSCC's experience of implementing the previous guidance, builds on established good practice and responds to changes in national policy relating to parking provision and design.
- 5.2. As noted above, Local Plan Policy 39 confirms that developments coming forward during the plan period will be expected to meet to the current WSCC parking guidance. Accordingly, there is no need for the Council to formally adopt the new guidance.
- 5.3. The Committee is, therefore, requested to note the content of the revised guidance which, where relevant, will be applied to all undetermined planning applications.

## **6. Background Papers**

- 6.1. WSCC Guidance on Parking at New Developments August 2019