

# **Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document**

## **South Downs Local Plan**

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**CONSULTATION DRAFT**

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## CONTENTS

1. Introduction .....	3
2. Context.....	3
National context .....	3
Local context - South Downs Local Plan (SDLP) .....	4
Local context - Neighbourhood Development Plans.....	5
3. Principles.....	5
(i) Landscape led - principle.....	6
(ii) Sustainable location - principle.....	7
4. Residential Parking .....	8
Parking calculator .....	8
Garages.....	8
Cycle parking.....	9
5. Disabled parking.....	9
6. Non-Residential Development.....	10
Parking provision for non-residential development.....	10
7. Parking Capacity Surveys .....	12
8. Public Parking.....	13
Appendix 1 Parking Calculator.....	14
Appendix 2 South Down Local Plan Policies SD2, SD4, SD5, SD21 & SD22 .....	15

## **I. Introduction**

**I.1** The purpose of this guidance is to give clear direction to all those involved in the planning decision making process regarding the provision of cycle and vehicle parking for new development in the South Downs National Park (SDNP). The guidance applies to both residential and non-residential development and, along with some locally specific Neighbourhood Development Plan policies, replaces all previous standards provided by the county councils in the SDNP.

**I.2** This guidance is structured as follows:

- National context – National Park legislation and guidance plus the National Planning Policy Framework (NPPF)
- Local context, South Downs Local Plan (SDLP) – approach taken by the Local Plan
- Local context, Neighbourhood Development Plans (NDP) – relationship between this guidance and NDPs
- Principles – outline of the two overarching principles
- (i) Landscape led principle
- (ii) Sustainable location principle
- Parking calculator – explanation of how to use the parking calculator. The parking calculator for residential development forms Appendix I
- Cycle parking – requirements for residential development
- Garages – explanation of how garages will be counted in residential development
- Parking for non-residential development - use of the two principles along with table setting out provision for vehicle and cycle parking

**I.3** This Supplementary Planning Document (SPD) requires a landscape led approach to parking provision for new development. As explained in the following sections this approach reflects the purposes and duty of the National Park in the management of development and follows the South Downs Local Plan (SDLP). The guidance when applied to new development should be read within the context of the whole SDLP.

## **2. Context**

### **National context**

**2.1** The SDNP is a nationally protected landscape covering an area from Winchester in the west to Eastbourne on the coast. This area includes a variety of landscapes including chalk downland, ancient heathland and spectacular coastline with historic market towns and scenic villages.

**2.2** The purposes of the South Downs National Park are statutory and take precedence in decision making on development within the National Park. The purposes and duty are set

out in the National Parks and Access to the Countryside Act 1949 as amended by the Environment Act 1995. The National Park purposes are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area (purpose 1)
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public (purpose 2)

The National Park Authority has a duty when carrying out the purposes: To seek to foster the economic and social well-being of the local communities within the National Park.

**2.3** In addition, Section 62 of the Environment Act 1995 also requires all relevant authorities, including those required to act on certain matters by statute and other public bodies, to have regard to these purposes. Section 62 also states that if it appears there is a conflict between the two purposes, greater weight shall be attached to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area (purpose 1).

**2.4** The National Planning Policy Framework (NPPF) states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks. The NPPF in section 9 states that transport issues in general must be taken into account in the earliest stages of development proposals. More specifically parking is integral to the design of development and contributes to making high quality places.

**2.5** Paragraph 105 of the NPPF sets out the approach to be taken where a planning authority sets out local parking standards for residential and non-residential development. Policies should take into account the following:

- 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
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

### **Local context - South Downs Local Plan (SDLP)**

**2.6** The SDLP is landscape led and seeks to deliver multiple ecosystem services. This reflects the purposes of national parks to conserve and enhance the natural beauty, wildlife and cultural heritage of the area and to promote opportunities for the understanding and enjoyment of the special qualities.

**2.7** This SPD gives guidance on addressing the requirements of Local Plan policy SD22: Parking Provision, criteria 2: "Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that

development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.”

- 2.8** The supporting text at paragraph 6.44 reiterates that the level of parking provision needs to be appropriate in accordance with the relevant adopted parking standards for the locality.
- 2.9** It is worth highlighting the relevance of particular Local Plan policies in relation to this SPD aside from SD22. Policies SD4: Landscape Character and SD5: Design are key in outlining the landscape led approach taken in this guidance. Policy SD21 Public Realm, Highway Design and Public Art protects and enhances the public realm and street scene and this space invariably includes vehicle parking. The requirements of policy SD21 criteria 3 and 4 relating to site layout and context are important in relation to parking arrangements. Core policy SD2: Ecosystem Services is also relevant as new parking areas provide an opportunity to contribute to a range of ecosystem services. Paragraph 6.39 of the supporting text to policy SD22 reiterates the expectation that parking areas will contribute to a range of ecosystem services.

### **Local context - Neighbourhood Development Plans**

- 2.10** There are over fifty made or emerging neighbourhood development plans (NDP) in the National Park. Some NDPs have a parking policy that sets a local standard for parking provision while others have a more general policy. There is a widespread concern that development will add to existing on street congestion caused by parking in some settlements. NDP policies on parking commonly seek to address this issue by requiring off street parking in new development.
- 2.11** This SPD provides the detail of parking standards for policy SD22 of the SDLP. Where relevant, in decision making, all parking policies in NDPs will be taken into account along with the guidance provided in this SPD. Where there is conflict between different sets of standards then those set out in the last policy document to become part of the development plan will be taken into account.

## **3. Principles**

- 3.1** The overarching principles that form this guidance are landscape led and sustainable location. For residential schemes, these two principles will be applied to a development proposal, plus the parking calculator, and together these will form the guidance for determining parking provision. For non-residential schemes, the two principles will be applied along with the parking numbers in table 2 below to determine provision. In decision making a flexible approach will be taken in using the two principles along with the numbers generated by the parking calculator or table 2 as appropriate to the scheme. Each principle, including the flexible approach to be taken, is explained further below.

**(i) Landscape led - principle**

- 3.2** The National Park Authority takes a landscape led approach and this is carried forward to the guidance provided in this Parking SPD. Landscape led is a design process which, at any scale, uses landscape as a framework for evidence of a site and its context, and is used to create a complete understanding of a place, its character and function. Design evolves using this understanding, maximising the site's potential to generate development which successfully conserves and enhances the natural beauty, wildlife and cultural heritage of the area and creates sustainable and successful places for people. Strategic policies SD4, and SD5 of the Local Plan are particularly relevant in setting out the landscape led approach. Detailed guidance on the landscape led approach is also provided in the Design Guide SPD, which is due to be published for consultation in winter 2020/21.
- 3.3** For determining parking provision for residential development this SPD uses a parking calculator in addition to applying the two principles. The parking calculator forms Appendix I of this guidance and is further explained in a separate section below at paragraph 4.1. This parking calculator provides a starting point in determining the number of parking spaces that may be suitable for a specific residential development proposal. The results from the parking calculator are a guide and may need to be varied due to the need to put landscape considerations first in determining parking provision.
- 3.4** Concerns about the impact on landscape of parking provision within a proposed residential development is a situation that may require alteration to the intended scheme and flexibility in the application of the number from the parking calculator. For example, in some locations attempting to incorporate the number of spaces suggested by the parking calculator in the proposed scheme could have an unacceptable adverse impact on the landscape. Again in some locations the option of lower parking provision may be unacceptable as alternative means of travel such as public transport may be very limited. A lower parking provision could also likely result in greater on street parking in adjacent parts of the settlement causing congestion or unacceptable visual impact on the street scene. In this type of situation SDNPA may seek a smaller quantum of development on the site due to resultant adverse landscape impacts. This in turn would generate a lower level of parking provision than originally suggested by the parking calculator for the original scheme. Hence the need for an iterative, landscape led approach at the start of the design process.
- 3.5** The SDNPA takes this flexible approach to the application of the result from the parking calculator in specific circumstances with landscape considerations justifying the alteration of residential schemes where appropriate. This is to avoid harm to the landscape through visually intrusive parking provision in sensitive locations where the negative impact cannot be overcome through the design and arrangement of the proposed scheme.
- 3.6** It is expected that development proposals will integrate parking provision as part of the overall landscape led approach. Parking provision is to be considered from the start of working up development proposals and is not to be treated in isolation separate from the rest of the scheme. This approach is consistent with Local Plan policy SD5: Design.

**3.7** The following are points that need to be considered when designing a scheme to meet the requirements of SDLP policy SD5:

- All parking design to be landscape led with layouts and materials responding to the landscape character of the place.
- Car parking should be well integrated and the result must not be a public realm dominated by cars, hard standing and associated clutter.
- Car parking areas and cycle parking should maximise opportunities for enhancing green infrastructure and sustainable drainage.
- Development layouts and detailed design should minimise the opportunities for anti-social car parking on pavements and green spaces.
- All residential parking should be safe, overlooked and accessible for all.
- Cycle storage for residents and users of non-residential buildings should be safe and convenient to use, secure and sheltered from the elements.
- Car parking should not obscure clear and direct routes between the front door and the street.

**3.8** In addition, from the beginning of the process the design needs to include consideration of policy SD2 and how the parking areas will contribute to ecosystem services.

**(ii) Sustainable location - principle**

**3.9** The National Park Authority supports and encourages more sustainable forms of travel<sup>1</sup> whilst recognising that outside the larger settlements public transport coverage can be poor with a heavy reliance on private vehicles to get around. The five main settlements identified in the SDLP are Petersfield, Lewes, Liss, all of which have a railway station, Midhurst and Petworth. All five settlements are more sustainable relative to the rest of the National Park in offering a higher level of services and access to public transport options, either bus or bus and rail.

**3.10** In some situations, conditions may exist that allow a flexible approach to applying the number from the parking calculator to a residential development proposal. For example, sustainable locations that have access to public transport options and/or connections to local facilities and amenities using active modes of transport such as cycling and walking. In these locations it is likely to expect a lower level of parking provision because of the travel options that are easily accessible and offer an alternative to the private vehicle. These more sustainable locations are likely to be in the larger settlements in the National Park.

**3.11** Whether conditions exist in a location to justify a lower parking provision than suggested by the parking calculator would need to be determined on a case by case basis. The applicant would need to provide robust evidence to justify a lower parking provision. This evidence could include a study of existing travel options within the immediate locality of the

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<sup>1</sup> South Downs National Park Authority, Partnership Management Plan, Outcome 5.3 Encouraging Sustainable Transport

proposed development. Alternatively, the proposed development may be creating new active travel routes linking to the existing network offering better connectivity and options other than using the private car. In that case the evidence provided would need to robustly show how the creation of new routes and connectivity justifies a lower parking provision.

- 3.12** Applicants seeking a lower parking provision for a residential scheme are advised to enter into discussions with officers of the SDNPA at the earliest opportunity through the pre-application enquiry process.

## **4. Residential Parking**

### **Parking calculator**

- 4.1** This section explains how the parking calculator is to be used for residential development. The parking calculator forms Appendix I of this guidance. In practical terms it is a separate document in the form of an Excel spreadsheet. Further instructions on how it is used can be found in the Excel spreadsheet. Firstly, using the drop down menu enter the ward area. The ward is the primary electoral unit in England and is also the geographical area for the Census data which forms the basis of the parking calculator. If you are unsure which ward and have a postcode for the address, follow the link in the parking calculator to the online look up. Follow the instructions on that website, enter the postcode and the ward details will be provided. The ward can then be entered. The parking calculator uses varying average car ownership figures depending in which ward the proposed development is located. It is critical that the correct ward is entered as average car ownership varies within the National Park and the parking calculator factors in these differences.
- 4.2** The number and tenure<sup>2</sup> of each dwelling type needs to be entered in to the parking calculator, for example the numbers of each one bedroom house, and whether it is owner occupied or other. The parking calculator notes this difference as car ownership data is significantly different for owner occupied compared to other types of tenure. The parking calculator will automatically provide a figure for the number of habitable<sup>3</sup> rooms. The numbers of allocated parking spaces need to be entered. Once all this information has been entered the parking calculator will provide a figure for the number of spaces to be provided for each dwelling type along with a total figure for the whole scheme. It should be noted that paragraph 7.38 of the SDLP states that any room in a proposed dwelling that is not a main reception room, kitchen, bathroom or WC, and has dimensions that allow for a single bed, will be counted as a bedroom. This will include studies and additional reception rooms.

### **Garages**

- 4.3** Garages are often put to other uses than parking. Research carried out nationally has shown that between 19%-45% of garages are used for other purposes than parking a vehicle. This is reflected in local research. In East Sussex, 33% of garages were used for

<sup>2</sup> Tenure being defined as the legal basis on which the property will be occupied for example, owner-occupied or rented.

<sup>3</sup> Habitable room includes living rooms, kitchens, bedrooms but not bathrooms, WCs, circulation space.



parking based on surveys carried out in 2011<sup>4</sup>. The research shows that common reasons for using the garage for other purposes were to provide storage, cars were too large to fit the dimensions or conversion to habitable accommodation. Due to garages being frequently used for other purposes, parking at new developments is best provided through driveways, car ports or allocated parking bays.

- 4.4** Where garages are provided they will need to meet the minimum dimensions below. Due to research both nationally and locally showing limited usage for parking, garages will be counted as a third of a space. Therefore, every three garages provided will be counted as one parking space towards the overall parking requirement. As a minimum, garages must be 6 metres x 3 metres in size or 7 metres x 3 metres if to be used for cycle parking as well i.e. one cycle parking space in addition to the vehicle.

### Cycle parking

- 4.5** Cycling as an active form of sustainable transport can bring benefits in different contexts including climate change, and health and wellbeing. Nationally the Government's long term ambition "is to make cycling (and walking) the natural choice for shorter journeys, or as part of a longer journey, by 2040."<sup>5</sup> By 2025 Government has set a target of doubling cycle journeys from a 2013 baseline<sup>6</sup>. In the National Park, cycling contributes to objectives and outcomes<sup>7</sup> on climate change, including encouraging sustainable transport, and improving health and wellbeing. Higher levels of cycling can reduce the number of short car journeys, and it is important that safe and secure cycle storage is provided.
- 4.6** Table 1 sets out the recommended levels of cycle parking provision for new residential development. The provision needs to take account of the location, size and type of dwelling.

**Table 1 – Cycle space provision, new residential development**

Dwelling Type	No. of Bedrooms	Spaces per Dwelling
Flat	1 & 2	0.5 spaces if communal 1 space if individual
Flat	3 or more	2 spaces
House	1 & 2	1 space
House	3 or more	2 spaces plus 1 space for houses with 5 or more bedrooms

## 5. Disabled parking

- 5.1** This section on disabled parking applies to the guidance on residential and non-residential development. Provision of disabled parking spaces needs to be considered from the start of

<sup>4</sup> Guidance for Parking at New Residential Development, October 2017, East Sussex County Council

<sup>5</sup> Department for Transport, Cycling and Walking Investment Strategy Report to Parliament, February 2020

<sup>6</sup> Department for Transport, Cycling and Walking Investment Strategy, 2017

<sup>7</sup> South Downs Local Plan objective 6; South Downs Partnership Management Plan outcome 5.3 & 7.1

the design process. As a minimum disabled parking spaces should be provided at 5% of the overall total of parking spaces for the development.

- 5.2** For residential schemes, the majority of larger dwellings are likely to have adequate parking on the plot although for developments of flats it may be necessary to include unallocated disabled parking bays. For non-residential schemes, disabled parking is to be part of the overall provision rather than in addition. Where specific developments are likely to create more demand for disabled parking spaces, this should be identified in the application process and detailed in transport assessments or access statements. Disabled parking provision should be designed and located to meet the specific needs of disabled persons. The location of suitable drop off points should also be indicated in transport assessments or access statements to demonstrate how the needs of disabled people have been addressed and to inform planning decisions.

## **6. Non-Residential Development**

### **Parking provision for non-residential development**

- 6.1** Provision for parking for non-residential development is shown in table 2 for vehicles and cycles. Table 2 must be used in conjunction with the principles in this guidance of i) landscape led and ii) sustainable location as described above to determine an appropriate level of parking provision. The numbers in the table can be applied flexibly where it is appropriate for reasons of landscape or sustainability in the same manner as described for residential development.
- 6.2** The NPPF is clear that where local planning authorities are setting parking standards the local circumstances must be taken into account. The numbers in Table 2 provide initial guidance to developers for suitable parking provision at a specific site depending on the type of development. Developers will need to carry out a site specific assessment of parking for the proposed development. Parking provision for different types of development may vary greatly from site to site. The assessment will need to consider the land use of the proposed development, trip rates associated with the development and the user groups of staff/visitors to the site. The following characteristics are also to be taken into account: survey or business data to ascertain the peak parking periods and demand; the location of the site as well as accessibility for travel via alternatives to the private car; local information such as Census travel to work data about mode share and detail in supporting travel plans.
- 6.3** Applicants for employment uses such as office, light industrial or storage and warehousing are encouraged to provide suitable changing and showering facilities for employees along with the required level of cycle parking.

**Table 2 – Parking provision for non-residential development**

<b>Type of Development</b>	<b>Vehicle</b>	<b>Cycle</b>
Shops	1 space per 14m <sup>2</sup>	1 space per 100m <sup>2</sup> for staff and 1 space per 100m <sup>2</sup> for customers
Financial and Professional Services (including Banks, Building Societies, Estate Agents & other agencies)	1 space per 30m <sup>2</sup>	1 space per 100m <sup>2</sup> for staff and 1 space per 200m <sup>2</sup> for customers
Restaurant and Café Drinking Establishments Hot Food Takeaways	1 space per 5m <sup>2</sup> of public area and 2 spaces per bar (or 5m length of bar for large bars) and for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25m <sup>2</sup> for customers
Business – Offices, Light industrial, Research and Development	1 space per 30m <sup>2</sup> , up to threshold of 500m <sup>2</sup> in less accessible areas	1 space per 150m <sup>2</sup> for staff and 1 space per 500m <sup>2</sup> for visitors
General Industrial	1 space per 40m <sup>2</sup>	1 space per 200m <sup>2</sup> for staff and 1 space per 500m <sup>2</sup> for visitors
Storage and Distribution	1 space per 100m <sup>2</sup>	1 space per 500m <sup>2</sup> for staff and 1 space per 1000m <sup>2</sup> for visitors
Residential Institutions Sheltered Housing, Nursing and Rest Homes	Site specific assessment based on travel plan and needs	Site specific assessment based on travel plan and needs
Non-Residential Institutions (including Crèches, Day nurseries, Clinics, Health Centres, Schools, Non-residential education and training centres, Museums, Public libraries, Public halls, Exhibition Halls, Places of worships, Law courts)	Site specific assessment based on travel plan and needs	Site specific assessment based on travel plan and needs
Assembly & Leisure (including Cinemas, Concert Halls, Bingo Halls, Dance Halls, Swimming Pools, Skating rinks, Indoor and Outdoor areas for Sport and Recreation)	1 space per 22m <sup>2</sup> . For large scale places of assembly serving more than a local catchment, 1 space per 15m <sup>2</sup> .	1 space per 4 staff plus visitor / customer cycle parking

## 7. Parking Capacity Surveys

- 7.1** For both residential and non-residential schemes advice should be sought from the local highways authority at the earliest stage of the development process as to whether a parking capacity survey is appropriate. The extent and form of the survey is to be agreed with the local highways authority and in liaison with the South Downs National Park Authority. Where parking provision is to be determined by a site specific assessment it is expected a parking capacity survey will be carried out.
- 7.2** The geographical area which should be surveyed (survey area) should be proportionate to the impact of the development – determined as the number of vehicles that are expected to park on-street in the surrounding area. The survey area should include sufficient available space to accommodate the number of vehicles expected to be owned by residents of the site and their visitors. This can be determined using the Parking Calculator.
- 7.3** The survey area is expected to centre on the development site and should include the area's most likely to be used for parking by those living in, or visiting the site, and will therefore need to have regard for site access arrangements.
- 7.4** Surveys should be carried out when usage of available parking space is at its greatest (i.e. peak time) in the survey area. This may include early morning surveys to assess the amount of overnight parking in the area. The duration of the survey will be dependent on the likely impact of the development and whether or not there are existing pressures on parking space in the area. A development which is likely to have a large impact on on-street parking in an area where available space is already well used or insufficient to meet existing demands, would be expected to carry out an extensive survey throughout the day.
- 7.5** A parking capacity survey should take the form of a beat survey (or similar alternative) where an enumerator walks a planned route at regular intervals recording registration plate details of the parked vehicles. The enumerator should record sufficient information to provide the following information in a summary report:
- The rate of turnover of vehicles on each street expressed as a number of vehicles leaving/arriving per hour
  - The number of vehicles parked on each street
  - An estimate of the parking capacity of each street and a brief explanation of how this was calculated
- 7.6** If the development is located within a Controlled Parking Zone, the summary report should also provide details of the existing resident permit take-up and/or any waiting lists. This information can be obtained from the local highway authority. A summary report of parking capacity surveys should be accompanied by:
- A map displaying the geographical area surveyed at a suitable scale for interpretation
  - Details of the dates and times of day when survey(s) were undertaken
  - Details of parking restrictions (Traffic Regulation Orders) which apply in the survey area.

## 8. Public Parking

Policy SD22 and the supporting text in the SDLP provide guidance for the development of new, extended or relocated public parking. The principles of landscape led and sustainable location in this guidance are consistent with, and can be applied to, the policy requirements for public parking in SD22. Similarly, to the guidance in this SPD a successful scheme will use an iterative landscape led process to make a positive contribution to the overall character and appearance of the area whilst improving safety, and being inclusive and accessible for all users.

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## **Appendix I Parking Calculator**

PLEASE SEE SEPARATE PARKING CALCULATOR EXCEL SPREADSHEET DOCUMENT

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## **Appendix 2 South Down Local Plan Policies SD2, SD4, SD5, SD21 & SD22**

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## ECOSYSTEM SERVICES

### Introduction

**4.12** Ecosystem services are the benefits that people and society get from the natural environment. An ecosystems approach helps us to identify the benefits we get from nature, value them and build them into planning, decision making and management. In Chapter 1, Figure 1.3 – The Four Aspects of Ecosystem Services illustrates how the landscapes of the South Downs provide a multitude of ecosystem services. Figure 4.1 illustrates the inter-relationships between ecosystem services and people’s enjoyment and understanding of the National Park. Figure 4.2 provides further detail on ecosystem services within the National Park.

**4.13** The National Park Authority adopted an ecosystems approach to the *PMP*<sup>23</sup>, and this is embedded into the Local Plan. This has been achieved in three main ways:

- Firstly, there is a core policy on ecosystems services (SD2)
- Secondly, an assessment has been made of all the strategic and development management policies, to identify those that make a positive contribution to a significant number of ecosystem services; these are identified with the icon ☆
- Thirdly, consideration was given to the site allocations, the settlements within which they sit and the ability to deliver multiple ecosystem services. Symbols and site specific development requirements relating to specific ecosystem services indicate how these sites in particular are expected to contribute. These symbols are set out in Figure 9.1 and throughout Chapter 9: Sites and Settlements

**4.14** A GIS based tool (EcoServ GIS) has been developed to provide supporting evidence for the Local Plan on ecosystem services. The EcoServ models and maps have been used to map and understand the delivery of ecosystem services within the National Park in spatial terms. EcoServ maps have been generated, which have informed the spatial portrait and all the allocations in the Local Plan. Further details are set out in the evidence based study *Mapping of Ecosystem Services within the South Downs National Park using the EcoServ GIS Tool*<sup>24</sup>.

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<sup>23</sup> Partnership Management Plan: Shaping the Future of Your South Downs National Park 2014 – 2019 (South Downs National Park Authority, 2013)

<sup>24</sup> Mapping of Ecosystem Services Within the South Downs National Park Using the EcoServ GIS Tool (South Downs National Park Authority, 2016)



**FIGURE 4.1: 'PEOPLE SUPPORTING LANDSCAPE, LANDSCAPE SUPPORTING PEOPLE**



## FIGURE 4.2: THE FOUR ASPECTS OF ECOSYSTEM SERVICES IN THE SDNP

There are four main categories of ecosystems services, namely, supporting, provisioning, regulating and cultural services. The natural environment is a dynamic system and these four services cannot be viewed in isolation from one another. They are ecologically and functionally interdependent.

**Supporting services** offered by flora and fauna and micro-organisms are essential for healthy soils, habitats and nutrient cycling, which underpin the environment's natural goods and services which benefit people. The National Park has a rich variety of species, landscapes, rivers and coastline which support the other ecosystems services, such as soil and water quality.

**Provisioning services** relate to the products and productivity of the natural environment. Approximately 85 per cent of the National Park is farmed and its soils support it being a major producer of cereal crops, which are grown mainly on the dip slopes. These soils also support grazing and biodiversity of important native habitats and species like the Duke of Burgundy butterfly. Approximately 25 per cent of the National Park is wooded, which contributes renewable fuel like biomass. The chalk hills, which sweep across the National Park, filter and store fresh water, providing us with high-quality drinking water.

**Regulating services** are the controls from the natural environment. For example, rivers which help to control water flow, drainage and flooding. Rivers such as the Meon, Ouse and Cuckmere support habitats and biodiversity. Enhancing species like bees and other pollinators are vital for food crops as well as other plants and wildflowers. Woodland also prevents soil erosion and is an important resource for carbon storage which helps to mitigate climate change. These services also regulate pollution in the air, water and on land. These include regulating carbon dioxide and air quality from cars and industry, chemicals from the treatment of agricultural fields or viticulture or surface water run-off and percolation from the urban environment into rivers and ground water.

**Cultural services** relate to people's enjoyment of the National Park and its special qualities. The distinctive landscape of the Western Weald, the chalk ridge, scarp and dip slopes and the dramatic Seven Sisters cliffs are of inspirational value through their sense of place and tranquillity, including dark night skies. Embedded in the landscape is important cultural heritage which is rich in arts and literature, archaeological remains, traditional historic towns and villages and architecture. These special qualities and an extensive network of bridleways and footpaths enhance people's health and wellbeing.

All of these ecosystem services can be utilised and enhanced to provide for sound growth within properly understood limits. The services described above are assets that should guide all growth, hence their thinking underpins this core policy. Through careful management of development, the various provisions of ecosystem services can be used to ensure that the multiple benefits they give to society are supported and protected.

## Core Policy SD2: Ecosystem Services

- I. Development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services. This will be achieved through the use of high quality design, and by delivering all opportunities to:
  - a) Sustainably manage land and water environments;
  - b) Protect and provide more, better and joined up natural habitats;
  - c) Conserve water resources and improve water quality;
  - d) Manage and mitigate the risk of flooding;
  - e) Improve the National Park's resilience to, and mitigation of, climate change;
  - f) Increase the ability to store carbon through new planting or other means;
  - g) Conserve and enhance soils, use soils sustainably and protect the best and most versatile agricultural land;
  - h) Support the sustainable production and use of food, forestry and raw materials;
  - i) Reduce levels of pollution;
  - j) Improve opportunities for peoples' health and wellbeing; and
  - k) Provide opportunities for access to the natural and cultural resources which contribute to the special qualities.

Development proposals must be supported by a statement that sets out how the development proposal impacts, both positively and negatively, on ecosystem services.

**4.15** The purpose of this policy is to embed a holistic approach to managing our natural resources sustainably for the future. Its criteria encapsulates the ecosystem services that the natural environment contributes to people. This integrated approach is important because development can have multiple effects across these services. Development proposals should take a positive approach to the delivery of ecosystem services and take adequate account of the economic benefit of enhancing ecosystem services. There are many ways to deliver on these criteria. These should be delivered on a site by site basis with reference to the aspects of ecosystem services set out in Figure 4.2.

**4.16** All planning applications should be accompanied by a statement that sets out how the development proposal impacts, both positively and negatively, on ecosystem services. The preparation of the statement should be proportionate to the impact. Use should be made of the EcoServe GIS maps, and other evidence that can be sourced from a variety of sources such as the *Habitat Connectivity Study* and the *Strategic Flood Risk Assessment (SFRA)*, when available.

Two technical advice notes<sup>25</sup> have been produced by the National Park Authority, which provide checklists and further guidance to help applicants meet the requirements of Policy SD2.

- 4.17** This core policy should not be read in isolation but instead linked to all other Local Plan policies. For example, Criterion (d) of Policy SD2 is about managing and mitigating the risk of flooding and is linked to the ecosystem services of water flow and flood. The relevant Local Plan Policies are SD45: Green Infrastructure, SD17: Protection of the Water Environment and SD48: Climate Change and Sustainable Use of Resources. It should be noted that where more detailed applicable criteria are contained in other policies within the Plan, SD2 should be read as supporting that detailed criteria. Site specific development requirements linked to ecosystem services are set out in allocation policies as appropriate.

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<sup>25</sup> Ecosystem Services and Householder Planning Applications Technical Advice Note (South Downs National Park Authority, 2018) and Ecosystem Services Technical Advice Note (Non-householder) (South Downs National Park Authority, 2018)

## ★ Strategic Policy SD4: Landscape Character

1. Development proposals will only be permitted where they conserve and enhance landscape character by demonstrating that:
  - a) They are informed by landscape character, reflecting the context and type of landscape in which the development is located;
  - b) The design, layout and scale of proposals conserve and enhance existing landscape and seascape character features which contribute to the distinctive character, pattern and evolution of the landscape;
  - c) They will safeguard the experiential and amenity qualities of the landscape; and
  - d) Where planting is considered appropriate, it is consistent with local character, enhances biodiversity, contributes to the delivery of GI and uses native species, unless there are appropriate and justified reasons to select non-native species.
2. Where development proposals are within designed landscapes, or the setting of designed landscapes, (including historic parkscapes and those on the *Historic England Register of Historic Parks and Gardens*) they should be based on a demonstrable understanding of the design principles of the landscape and should be complementary to it.
3. The settlement pattern and individual identity of settlements and the integrity of predominantly open and undeveloped land between settlements will not be undermined.
4. Green and blue corridors will be safeguarded. Development proposals should identify and take opportunities to create and connect green and blue corridors.
5. The restoration of landscapes where features have been lost or degraded will be supported where it contributes positively to landscape character.

- 5.6** The purpose of Policy SD4 is to set out how development proposals will be expected to conserve and enhance landscape character in the National Park.
- 5.7** Landscape character is what make an area unique, resulting from the action and interaction of natural and/or human factors. Landscape character is the combination of distinct, recognisable and consistent pattern of elements and features as set out in Figure 5.1 including, for example, the landform, historic landscape or 'time depth', and a variety of perceptual and aesthetic qualities.

### Understanding of landscape context and character

- 5.8** The ability of proposals to meet the requirements to enhance landscape character in Policy SD4 will be considered in proportion to the size, scale and likely impacts of the proposals.
- 5.9** It is important that proposals are based on a meaningful understanding of the context and character of an area and those positive characteristics which define local distinctiveness. The use of standard design solutions and features can erode local distinctiveness in urban and rural areas. Therefore, this policy is closely linked to Policy SD5: Design, and they need to be read together.



- 5.10** Proposals should be informed by the *SDILCA*, community-led/local landscape character assessments and appropriate site-based investigations. Local landscape character assessments may include Community, Parish or Village Design Statements and other community planning documents. However, references to these will not be a substitute for appropriate professional site based assessment and research.
- 5.11** Proposals should be accompanied by a Landscape Appraisal, which should be proportionate to the size and likely impacts of the scheme. Landscape Appraisals should be carried out in accordance with the *Guidelines for Landscape and Visual Impact Assessment*<sup>29</sup> and successor documents. If the proposals require a full Environmental Impact Assessment (EIA) then a Landscape and Visual Impact Assessment (LVIA) undertaken by a Chartered Landscape Architect will be required. Most applications will be likely to require a bespoke Landscape Appraisal. Applicants are advised to consult the Authority on the proposed scope for such a study at the earliest opportunity. Householder applications should be informed by the *Landscape and Biodiversity Baseline Checklist* which is available on the Authority's website in the first instance. Further study may be required following on from completion of the checklist which the Authority would advise on.
- 5.12** The cumulative impact of development or land-use change can detrimentally affect landscape character. There are many heritage features in the landscape and these contribute to local distinctiveness reflecting the time depth which is present in the landscape.

### Design and layout

- 5.13** The design and layout of proposals should be consistent with local landscape character. Good design should avoid the need for screening which could appear incongruous in the landscape. Proposals should be designed to be complementary to their context and setting. Policy SD5: Design, includes further requirements and guidance on design and landscape matters. The introduction of undesirable exotic plant species into the wider countryside and at the settlement edge as part of scheme planting proposals will be strongly resisted. The use of non-native plant species may be justifiable in some cases where there are clear reasons for this, for example, based on biodiversity or other ecosystem services functions.

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<sup>29</sup> Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (Landscape Institute & IEMA, 2013)

## Designed landscapes

- 5.14** There are many locations where designed landscapes, gardens and parkscapes exist within the towns, settlements and wider countryside, often associated with land holdings. There are 30 parks and gardens on the *Historic England Register of Historic Parks and Gardens*<sup>30</sup>, for example, Petworth Park, designed by Capability Brown. In addition, there are many other sites which are identified as being designed landscapes, but not included on the Historic England list. These are identified in the *Historic Landscape Character Assessments*<sup>31</sup> for the National Park and are important cultural heritage assets.
- 5.15** Policy SD12: Historic Environment, sets relevant requirements for heritage assets. Detailed records of historic parks, gardens and designed landscapes are available from the County Garden Trusts, which are independent charities engaged in caring for gardens and designed landscapes.
- 5.16** Proposals which may affect designed landscapes, gardens and parkscapes should be informed by a design process which understands and identifies the key features within the designed landscape. This process should ensure that development will enhance the designed character of the landscape.

## The individual identity of settlements

- 5.17** The gaps between settlements protect the individual character and identity of towns and villages. They retain the open nature and the physical and, either real or perceived, visual separation between settlements. The land at the edge of settlements often forms part of the historic setting of the settlement and can include areas which have cultural importance. Public RoVW can often provide access to these areas and connections to the open landscape of the National Park beyond.

## Green and blue corridors

- 5.18** Green and blue corridors are areas or linear features which connect habitat and wildlife populations and can provide opportunities for walking and cycling, and also facilitate the movement of wildlife. Green and blue corridors are an essential component of the National Park's GI, and can provide benefits for people and wildlife at both the landscape scale and more local scale. More information is provided under Policy SD45: Green Infrastructure.

## Landscape features

- 5.19** Natural and historic features such as trees, woodlands, hedgerows, field boundaries, historical water systems, chalk pits and sandpits, should be conserved and enhanced through design. The restoration of degraded characteristic landscape features is supported.

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<sup>30</sup> Link to the Historic England website to view/search the Historic Parks and Gardens Register:  
<https://historicengland.org.uk/listing/the-list/>

<sup>31</sup> Link to the Sussex Historic Landscape Characterisation study: <https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/sussex-historic-landscape-characterisation/>; the Historic Landscape Assessment of Hampshire is underway

## Strategic Policy SD5: Design

- I. Development proposals will only be permitted where they adopt a landscape-led approach and respect the local character, through sensitive and high quality design that makes a positive contribution to the overall character and appearance of the area. The following design principles should be adopted as appropriate:
  - a) Integrate with, respect and sympathetically complement the landscape character by ensuring development proposals are demonstrably informed by an assessment of the landscape context;
  - b) Achieve effective and high quality routes for people and wildlife, taking opportunities to connect GI;
  - c) Contribute to local distinctiveness and sense of place through its relationship to adjoining buildings, spaces and landscape features, including historic settlement pattern;
  - d) Create high-quality, clearly defined public and private spaces within the public realm;
  - e) Incorporate hard and soft landscape treatment which takes opportunities to connect to the wider landscape, enhances GI, and is consistent with local character;
  - f) Utilise architectural design which is appropriate and sympathetic to its setting in terms of height, massing, density, roof form, materials, night and day visibility, elevational and, where relevant, vernacular detailing;
  - g) Provide high quality, secure, accessible, and where possible, integrated storage for general and recycling waste, heating fuel, and transport related equipment;
  - h) Provide high quality outdoor amenity space appropriate to the needs of its occupiers or users;
  - i) Ensure development proposals are durable, sustainable and adaptable over time, and provide sufficient internal space to meet the needs of a range of users;
  - j) Give regard to improving safety and perceptions of safety, and be inclusive and accessible for all; and
  - k) Have regard to avoiding harmful impact upon, or from, any surrounding uses and amenities.

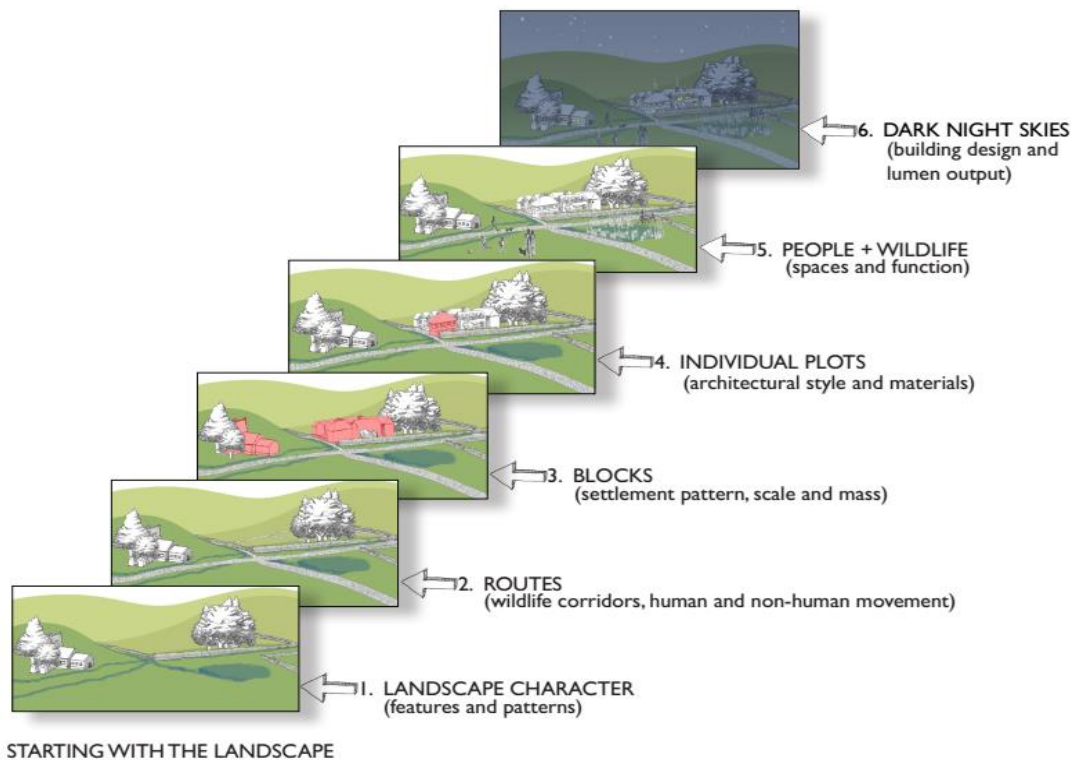
**5.20** Landscape features have a time depth and contribute to ecological richness and shared cultural heritage. Reference should be made to the *Pan Sussex Historic Landscape Characterisation*, the *Hampshire Historic Landscape Characterisation* and other appropriate research material to identify the relevant natural and historic key features that should be used to inform development proposals.



- 5.21** The purpose of Policy SD5 is to ensure that all development is of the highest possible design quality which reflects and respects the exceptional quality of the natural, agricultural and built environment of the National Park. Proposals should adopt a landscape-led design approach and seek to enhance local character and distinctiveness of the area as a place where people want to live and work now and in the future. The definition of landscape encompasses all types and forms, including the historic landscape character and also townscape. Townscape refers to areas of buildings and related infrastructure, and the relationships between buildings and different types of urban greenspace.

#### **A landscape-led approach**

- 5.22** Development should enhance, respect and reinforce the landscape through a landscape-led design approach, informed by contextual analysis of the local landscape character and built character, as set out in Figure 5.3. This contextual analysis should include considerations, as relevant, of topography, landscape features, historic landscape features, the water environment, biodiversity and other ecosystem services, key routes and street patterns, landmarks, views and vistas, the scale, proportions, pattern, and vernacular architecture and materials. The surrounding mix of uses should also inform proposals. Appropriate study areas and methodology would be determined in discussion with the Authority and will be dependent on the size, height and location of proposals.
- 5.23** Individual design elements, such as use of materials and detailing of elements such as windows, are critical to the success of the overall design and should be considered once the character of the area has been assessed.
- 5.24** Supporting information accompanying planning applications should be proportionate to sensitivity of the location and the scale of what is being proposed. The Authority will engage with applicants and agents to offer advice on what is required. It will need to demonstrate how the design has been informed through an analysis of the opportunities and constraints of the site, its context, and how it responds positively to these. Some schemes may be asked to go through the *National Park Authority's Design Review Panel Process*. Depending on the scale of development, a comprehensive masterplan outlining the principles for a site should address all of these elements and any other site-specific issues, to achieve an exemplary design.

**FIGURE 5.3: A LANDSCAPE-LED APPROACH TO DESIGN**

### Connections for people and wildlife

**5.25** Good design provides effective and high quality connections for people and wildlife, ensuring sustainable ease of movement. Opportunities should be identified and taken to connect GI assets and make a positive contribution to local character. The purpose of an open space, for example a playground or orchard, should be clear, otherwise it will most likely become a forgotten space which serves no purpose or benefit. Open spaces should be connected to the existing environment, for example by footpaths or cycleways. Where public open spaces are provided, there should be no restrictions, such as locked/keypad entry gates, to accessing these areas, and they should be accessible to all. Policies SD45 and SD46 set out criteria related to the provision of GI and open space, respectively.

### High quality landscape and architectural design

**5.26** The Authority will seek the highest quality design for development proposals in line with the first purpose of the National Park. This includes truly outstanding or innovative design and contemporary design which reinforce local distinctiveness, taking reference and visual cues from the landscape and local settlement identity and character. The Authority will encourage the use of locally sourced materials to support local character and distinctiveness, and to reduce the cost both financially and environmentally of transporting materials long distances. Reference should be made to the respective strategic stone studies for each of the three counties.

- 5.27** The design of streets has a significant influence on the layout and setting of development, and should respect local character, and respond to the historic form and layout of existing streets. Further criteria relating to the public realm and street design is set out in Policy SD21: Public Realm, Highway Design and Public Art.
- 5.28** The spaces around new buildings are integral to the success of new development and should be well designed to create a high quality built environment. This includes the gaps between houses, gardens, driveways, parking areas, waste and recycling storage, street composition and open space/amenity space. Careful consideration should be given to the siting, use/function and materials used. Spaces should be defined through use of suitable landscaping, such as boundary treatments, planting and varied use of materials, which differentiate between private and public areas. The use of hard and soft landscaping should be consistent with local character and enhance GI. Existing landscape features such as trees, hedges and walls which are characteristic of the streetscape and local area should be retained. The long term maintenance of landscape features should be addressed, for example through a legal agreement.
- 5.29** Development should comply with design policies set out in NDPs, and take into account village and town design statements.

#### **Adaptable, durable, and sustainable design**

- 5.30** New housing needs to be appropriate for the widest range of households and should therefore be adaptable, accessible and durable over time to accommodate people of all ages and abilities, without diminishing overall appearance and function.
- 5.31** Development should maximise sustainable technologies. The sourcing and performance of materials, and construction methods, should maximise energy and resource efficiency. The wood fuel economy is one example of this. Dwellings which utilise local sustainable wood fuel schemes support the local economy, repurpose what would otherwise be a waste product and can support reductions in fuel poverty. This should be undertaken in accordance with Policy SD48: Climate Change and Sustainable Use of Resources.
- 5.32** Development should be durable and adaptable to change. The ongoing management and long term maintenance of the scheme, including all design elements, should be addressed.

#### **Amenity and functional needs**

- 5.33** It is important that all types of development meet the day-to-day functional needs of its users, and of those responsible for its servicing. Internal space should have internal proportions that allow quality of experience for its occupiers and users. High quality, accessible, secure and where possible integrated on site storage should be available for the storage of transport equipment which includes bicycles, mobility scooters, push chairs and wheelchairs. Refuse and recycling storage should take account of the operational requirements of refuse collection services.
- 5.34** High quality garden, terrace or balcony space should be provided for residential occupiers, of a size and nature that befits future occupiers' needs, for example families with children. Other uses may need to provide outdoor space for staff and/or visitors depending on the use and context.

- 5.35** In addition, the privacy and amenity of existing neighbours and future occupiers should be respected. Proposals should ensure good natural light for new and, where relevant, existing buildings and their occupiers. Proposals affecting residential properties in particular should not be unduly overbearing, or compromise others' reasonable privacy, unless outweighed by innovative design solutions that mitigate these impacts.
- 5.36** Reference should also be made to Policies SD30 and SD31 on Replacement Dwellings and Extensions to Existing Dwellings and Provision of Annexes and Outbuildings.

## Development Management Policy SD21: Public Realm, Highway Design and Public Art

1. Development proposals will be permitted provided that they protect and enhance highway safety and follow the principles set out in the document, *Roads in the South Downs*, or any future replacement.
2. Development will not be permitted where it would reduce the biodiversity, landscape and amenity value and character of historic rural roads. Particular attention will be given to new access points and other physical alterations to roads, and to the impacts of additional traffic.
3. Site layout must be designed to protect the safety and amenity of all road users. The design and layout of new development must give priority to the needs of pedestrians, users of mobility aids, cyclists and equestrians. Movement through the site must be a safe, legible and attractive experience for all users, with roads and surfaces that contribute to the experience rather than dominate it.
4. Street design and management proposals must be context-sensitive, responding to the specific character, activities, heritage, built form and layout, materials and street furniture of the location. Highway design must pay particular attention to the role and location of buildings, doors and entry points.
5. Appropriately designed and located new public art will be supported, in particular within settlements. New public art should be site specific, reflecting and respecting the site and its context.

- 6.26** The purpose of Policy SD21 is to protect and enhance the public realm and street scene in the National Park, for the benefit of all users and in support of Purpose 2 of the National Park in particular.

### Roads in the South Downs

- 6.27** The guidance document *Roads in the South Downs* developed by the local highways authorities and the National Park Authority, sets out broad principles and procedures which should be followed by all developments involving changes to the public realm and the creation of new public spaces and highways. Development proposals will not be permitted where they do not protect highway safety whilst following the principles of context-specific design set out in *Roads in the South Downs*. Development will be expected to contribute to the adaptation of existing highways so that standardised road infrastructure can be minimised in a way consistent with highway safety.

### Historic rural roads

- 6.28** Historic rural roads are defined as those roads outside towns shown on the *second edition of the Ordnance Survey*<sup>58</sup>, which have not undergone significant widening or straightening in the intervening period. 'Roads' in this context refer to the highway itself as well as any associated pavements or cycle paths, verges, banks, ditches and boundary features.

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<sup>58</sup> Ordnance Survey 2nd edition, Six-inch to the mile, England and Wales, 1891 – 1914: accessible online through various providers including National Library of Scotland, <http://maps.nls.uk/os>

- 6.29** Both development proposals themselves, and their off-site traffic impacts, may impact on historic rural roads. Physical impacts may include the removal of portions of hedgerows and banks for new access points, or the construction of new kerbs and signage. Development proposals involving physical alterations to roads and their immediate setting should identify whether the roads in question are historic rural roads and if so, demonstrate that the historical significance, ecological, landscape and recreational value and character of those roads are conserved and enhanced. The integrity of banks, hedges, walls and roadside trees must be maintained.
- 6.30** A Design and Access Statement should demonstrate that Policy SD21 is complied with, covering both physical changes arising from the development and impacts on traffic levels. The level of detail required in the statement should be proportionate to the expected impact. As a guideline, any development proposal outside Lewes, Petersfield, Midhurst, Petworth and Liss which comprises at least one net additional dwelling, or the addition or change of use of 100m<sup>2</sup> or more of floorspace, will generally be required to specifically address the matters set out in Policy SD21.
- 6.31** Firstly, the statement must detail the expected traffic flows arising from the development and whether any routes leading to or from the site are likely to experience a traffic increase of approximately 10% or more on existing hourly vehicular traffic as a result. Where this applies, the assessment should check whether these routes meet the definition of historic rural roads given above. If that is the case it must be demonstrated that the changes to traffic levels and patterns arising from the development would conserve and enhance the ecological, landscape and recreational value of those roads. Cumulative impact must be taken into account.
- 6.32** Current levels of agriculture and forestry related traffic are part of the rural character of the National Park. Whilst this policy applies equally to agricultural and forestry developments where planning permission is required, there may be circumstances where benefits to the purposes of the National Park from specific agricultural or forestry operations outweigh a negative impact of traffic increases arising from those operations that would otherwise be unacceptable.

### Street layout

- 6.33** This policy, specifically covering areas within the public realm, must be read in close conjunction with Policy SD5: Design, which discusses the design of new development more broadly.
- 6.34** *Roads in the South Downs* and the national guidance documents *Manual for Streets*<sup>59</sup>, *Manual for Streets 2*<sup>60</sup> and the *Design Manual for Roads and Bridges*<sup>61</sup> provide useful guidance in relation to site layout, design and the safety of all users. Street clutter should be minimised and removed where safe to do so. Formal traffic calming measures can be inappropriate; good design at the outset should limit the need for further physical measures. New and amended road layout and design in rural areas should take account of the movement of large vehicles and machinery associated with agriculture and forestry.

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<sup>59</sup> Manual for Streets (Department for Transport, 2007)

<sup>60</sup> Manual for Streets 2: Wider Application of the Principles, (Chartered Institution of Highways and Transportation, 2010)

<sup>61</sup> Design Manual for Roads and Bridges (Highways England, last updated 2017)

- 6.35** Given the ageing population of the local area and the importance of visitors from this demographic group to the National Park's economy, it is especially important that the needs of disabled users of the public realm be factored into the design of new development at an early stage. A locally distinctive and easily legible and navigable environment is particularly important for people with visual impairments and those with dementia.

### **Sensitivity to context**

- 6.36** Context-specific design of the public realm is important for maintaining and enhancing the attractiveness and distinctiveness of towns and villages. *Roads in the South Downs* and the Historic England document, *Streets for All: South East*<sup>62</sup> provide guidance on this.
- 6.37** New street lighting may be considered inappropriate in areas of the National Park due to the need to protect dark night skies. Detail on street lighting is contained in Policy SD8 (Dark Night Skies).

### **Public art**

- 6.38** Public art is generally more characteristic of towns, villages and designed landscapes than of the broader countryside. The principle of new public art will be supported within settlement boundaries, especially when incorporated into the fabric of developments by the engagement of artists at an early stage in the design process. Proposals for new public art outside settlement boundaries, where it is subject to the planning process, will be assessed on a case by case basis according to the policies contained in this Local Plan.

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<sup>62</sup> Streets for All: South East (Historic England, last updated April 2018)



## Development Management Policy SD22: Parking Provision

1. Development proposals for new, extended or re-located public parking will be permitted provided that they are located in or adjacent to the settlements listed in Policy SD25: Development Strategy, or have a strong functional link to an established cultural heritage, wildlife or landscape visitor attraction, provided that:
  - a) There is evidence that overriding traffic management or recreation management benefits can be achieved;
  - b) It is a component of a strategic traffic management scheme which gives precedence to sustainable transport; and
  - c) The site is close to and easily accessible from main roads by appropriate routes, and well connected to the PRow network.
2. Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.
3. All new private and public parking provision will:
  - a) Be of a location, scale and design that reflects its context; and
  - b) Incorporate appropriate sustainable drainage systems.
4. All new public parking provision will comply with the following:
  - a) Wherever feasible, electric vehicle charging facilities must be provided. Where located with potential for onward travel by mobility scooter, this should include charging facilities for such scooters; and
  - b) Where located with good accessibility to the bridleway network, include provision for horse box parking.

**6.39** New parking areas will be expected to contribute to a range of ecosystem services while protecting the landscape, and their distribution will contribute to the spatial strategy for the National Park.

### New public car parks

**6.40** Roadside car parking is a problem at various locations, causing damage to verges and reducing road capacity. However, the ability of the National Park's road network and car parks to accommodate an increasing number of visitors' cars is limited. It is not practicable, nor would it be desirable in landscape terms, to cater for peak demand. The Authority will direct new public car parking provision to locations in or adjacent to the settlements listed in Policy SD25 (Development Strategy), where it will maximise benefits to the local economy and minimise harm to the landscape.



- 6.41** The construction of new public car parks should always be justified as part of an overall traffic management scheme whose primary focus is increasing access to the site by public and non-motorised transport. Large scale car parks with supporting infrastructure such as lighting can be particularly obtrusive in the landscape. Development proposals for significant new car parks may be classed as major development within the meaning set out in Policy SD3.
- 6.42** Traffic Regulation Orders (TROs) can be a means of improving access and preventing inconsiderate parking in towns and villages, and may be necessary in some cases to mitigate the impact of development. Associated street clutter should be avoided and additional signage kept to a minimum.
- 6.43** There are many existing visitor attractions in the countryside away from settlements related to the National Park purposes, which may wish to expand or relocate their parking facilities. Policy SD22: Criterion 1 only applies to parking areas whose primary purpose is to serve the visitor attraction in question.

#### **Parking standards for residential and non-residential developments**

- 6.44** The provision of vehicle and cycle parking for new development should be in accordance with the local parking guidance applicable to that area.

#### **Design, location and layout of new vehicle parking**

- 6.45** New vehicle parking areas, whether public or private, can negatively impact on landscape, the local environment, biodiversity and drainage when inappropriately sited and designed. The cumulative impact of changes on biodiversity and surface water run-off will be given particular consideration when deciding applications for the loss of existing garden space to car parking.
- 6.46** Permeable parking surfaces should be used in preference to impermeable surfaces unless there are overriding reasons that render their use unsuitable. Materials should be selected which are appropriate to the site context and predicted levels of use. Usage should be made of existing and proposed buildings, landscape features and planting to successfully integrate the parking area within its surrounding landscape context and avoid negative impacts on local character. Changes to existing parking areas to bring them into line with the principles of *Roads in the South Downs* will be supported.
- 6.47** The type of parking provided must be accessible to all and resilient to future changes. All new public car parks should therefore deliver a proportion of parking spaces for disabled people/blue badge holders, cyclists and motorcyclists which are compliant with the relevant national and local guidelines for the area. Public parking should address the needs of mobility scooter users, and accommodate horse boxes, in line with the National Park's Purpose 2 and duty. Electric vehicle charging facilities must be provided for in all new parking areas, including residential developments and public car and cycle parks, unless it can be demonstrated that this is not viable or that adequate connections to the electricity grid are not available.