

## Lewes District Local Plan Part 2 Examination

Additional comments and proposed revised policy on **Station Parking** submitted at the request of Inspector Fox by the Lewes District Branch of CPRE Sussex

John Kay

CPRE Sussex address:

**Matter 7.6                      Station Parking**

Paragraph 4.117 and the current draft policy DM36 read

### **Station Parking**

4.117. Rail travel has an important role in travel demand management by helping to reduce the need for longer distance car journeys. The availability of car parking at railway stations is important to encourage people to travel by train and to reduce the demand for on-street parking in residential streets close to stations. The Council will therefore resist the loss of public car parking spaces to alternative uses and will encourage the provision of increased parking where there is a demonstrable shortage.

### **Policy DM36: Station Parking**

**Development that would result in the permanent loss of public car parking spaces on sites adjacent to railway stations will not be permitted.**

### **Commentary**

- 1.01 This section of LLP2 correctly identifies an important issue, the potential role of car parking provision close to railway stations in influencing choice of transport mode. It affects particularly the choices made by those living in the outer suburban areas of towns like Seaford or the rural areas of the District, who are very likely to start their journeys by private car. However, policy DM36 is too restrictive and could be criticised as not positively prepared. As written it would be very unlikely to be effective.
- 1.02 The District has relevant railway stations at Cooksbridge and Plumpton (on the railway line from Lewes to Haywards Heath, Gatwick & London), at Seaford and at Newhaven (which both have services via Lewes to Brighton or, changing at Lewes, to Haywards Heath, Gatwick & London or to Eastbourne). None of these four railway stations could be described as having significant car parking adjacent to the station. It is unlikely that any other land *adjacent* to any of these stations will become available in the LLP2 plan period, and if it did it would be much more likely to be used for higher-value uses, such as residential development. This has just happened at Cooksbridge. There is however a better chance that land suitable for car parking might become available within easy walking distance of a station.
- 1.03 There is also Glynde railway station (in Beddingham parish) that is just within the SDNP boundary. This used to have a small station car park adjacent to the station, but that parking is now used by homes and businesses converted from the former station buildings or other businesses in Glynde Mill, next to the station. There is a small public car park, also within the SDNP, a hundred yards away, but this would quickly be overwhelmed by significant additional

use. However, very close to this station and just within the District covered by LLP2 is a large and under-used rural brownfield area, Balcombe Pit (in Beddingham parish). Glynde station is on the railway line from Eastbourne via Lewes, Haywards Heath and Gatwick to London, and two trains per hour pass through the station, but currently only one train per day stops there. However, there is an hourly daytime service to Brighton and Eastbourne.

- 1.04 Balcombe Pit was proposed, but sadly rejected, as a potential new LLP2 employment site. If additional car parking were provided at Balcombe Pit this would encourage residents in the nearby area, including residents in the larger village of Ringmer, to catch the train at Glynde. Ringmer has no railway access, and there is no useful bus service between Ringmer and Glynde, so travel from Ringmer to Glynde would have to be by car. Balcombe Pit could also provide a potential park-and-ride car park, intercepting road traffic from the east heading for Brighton along the heavily congested A27.

**CPRE Sussex recommends that paragraph 4.117 and policy DM36 should read:**

- 4.117 Rail travel has an important role in travel demand management by helping to reduce the need for longer distance car journeys. The availability of car parking at railway stations is important to encourage people to travel by train and to reduce the demand for on-street parking in residential streets close to stations. **The Council will therefore encourage the provision of new car parking close to railway stations and will resist the loss of existing parking to alternative uses.**

**Policy DM36 Station Parking**

**The provision of new public car parking spaces at sites within easy walking distance of railway stations will be encouraged and the loss of such parking at existing sites will not be permitted.**