

DECISION-MAKER:	CABINET
SUBJECT:	PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT (SPD)
DATE OF DECISION:	26 SEPTEMBER 2011
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
STATEMENT OF CONFIDENTIALITY	
Not applicable.	

BRIEF SUMMARY

This report seeks the approval of Cabinet to adopt new Parking Standards for Southampton.

This is a Supplementary Planning Document (SPD) which will set out new requirements and recommendations regarding the amount and design of vehicle and cycle parking outside the defined City Centre area. This SPD will, in many cases, increase the maximum parking that developers may provide compared to the existing parking standards in force. It also includes more detailed requirements and guidance regarding parking design than the existing standards and sets out new requirements and recommendations for travel plans.

RECOMMENDATIONS:

- (i) To approve and adopt the Parking Standards Supplementary Planning Document

REASONS FOR REPORT RECOMMENDATIONS

1. These Parking Standards provide the City and developers with updated and more flexible/ appropriate parking standards.
2. These parking standards will help SCC to ensure that new developments do not create unsustainable demand for on-street parking and the attendant problems this brings.
3. We have stated in our LDF Core Strategy that we will develop updated parking standards as part of that policy framework.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

Continue to use existing parking standards

4. This option has been rejected as it would:
 - (i) mean SCC would persist with Parking Standards that do not reflect recent changes to national policy which afford more flexibility to Local Authorities to set their own maximum parking standards. The Local Plan (Review) Parking Standards date back to 2006;
 - (ii) mean SCC would persist with Parking Standards that may not allow developers to provide an adequate amount of parking for some developments, meaning that future development could place an unacceptable strain on parking supply in some areas, with the attendant issues this would bring; and

- (iii) mean SCC would persist with Parking Standards that do not incorporate recommendations on many basic items (eg minimum garage and bay sizes) as well as not featuring guidance on more recent developments such as permeable surfacing, Sustainable Urban Drainage Systems (SUDS), electric vehicle charging provision, and accessible design (e.g. home zones and shared surfaces).

DETAIL (Including consultation carried out)

5. The SPD sets out new maximum parking standards for the area outside of the City centre zone. The separate City Centre Action Plan (CCAP) will set out new parking standards for the area within the City centre zone.
6. This SPD aims to ensure that developers can provide a suitable level of vehicle and cycle parking at new developments, to avoid various problems that inadequate parking can cause for new and existing residents and for network management.
7. It also supports various aims of local and national policies. At a national level, this includes working to achieve the requirements of PPG13 and PPS3/4, which advocate taking account of expected car ownership levels, the importance of good design, and the need to use land efficiently. At a local level, it supports the aims of Southampton City Council's LDF and Local Transport Plan 3 (LTP3).
8. Finally, in the longer term, this document will help work toward better use and management of the highway network – a statutory duty under the Traffic Management Act (2004) which SCC must undertake.
9. This SPD improves upon the existing parking standards in the following key areas:
 - Completely new residential parking standards have been set out. These are still maximum standards, but maximum values have been considerably increased (typically around 50 to 100%) compared to the previous standards. This gives developers the ability to provide more parking at their developments if it is needed, although developers are not expected to provide more parking than is necessary.
 - The structure of the standards has also been simplified compared to the previous standards and should be more easily explained and acceptable to the public and to developers alike.
 - New accessibility area definitions are set out. The criteria used to describe an area as “high” accessibility are now stricter than before and the “medium” accessibility zone has been removed, meaning there are only two accessibility level areas defined. The high accessibility zone is defined as areas close to bus corridors with 20+ buses per hour. This is a level of bus frequency which it is felt would enable genuinely car free living (and thus reduced requirements for parking) for typical residents and their travel patterns. This is a simplification compared to the previous standards and is intended to better reflect the reality of non-car accessibility than in the previous Parking Standards.

- Inclusion of design guidance. Unlike before, this document sets out minimum dimensions for bay sizes, garages, cycle parking design etc to ensure that parking provided at sites is usable for typical vehicles. It also sets out expectations regarding placement of parking bays (for vehicles and cycles) in relation to developments, and provides “good practice” examples from existing sites in Southampton setting out the parking design features we wish to see provided in new developments.

Consultation

10. Consultation has been undertaken in line with the statement of community involvement. An initial stakeholder consultation occurred over 2 weeks in June 2011, contacting key stakeholders (developers and their consultants, and some key businesses and community representatives) to seek their review of an initial draft.
11. This was followed by a 6 week formal stakeholder consultation period between 11 July and 22 August 2011, where draft versions of the document were sent to residents and community groups listed on the Planning Policy contacts list, in addition to a wide range of other stakeholders. Some 187 organisations have been contacted as part of this consultation; 15 responses were received.
12. The document has also been discussed at Planning and Rights of Way Panel and will be on the agenda of the OSMC committee on 22nd September 2011.
13. Feedback from consultation has been fairly minimal, with a good level of support. Whilst a consultation summary is provided at appendix 4 for Members full consideration, key consultation comments were as follows:
 - There were some questions over whether the high accessibility zone criteria were too strict, but it is felt these are justified and have not been relaxed.
 - There was some concern that HMO parking is not addressed in this SPD- HMO parking will be addressed separately in the forthcoming HMOs SPD.
 - There were some comments that the maximum allowed parking for some developments is still too low- despite these standards allowing at least one parking space, even for a single bed unit- a significant increase on the previous standards.
 - There was some debate about more significant requirements for electric vehicle charge points at Planning and Rights of Way panel but it is felt it would be best to review this element of the SPD over time as the electric vehicle market develops.

RESOURCE IMPLICATIONS

Capital/Revenue

14. No financial implications for SCC. This policy does not require additional financial resource as enforcement of parking policies is part of the existing development control process.

Property/Other

15. No foreseeable property implications for Southampton City Council.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

16. Local Authorities are required to set out maximum parking standards for new developments in the Government’s Planning Policy Guidance 13 (PPG13). Whilst PPG13 allows local setting of parking provision maxima for many development types, PPG13 does specify national maxima for parking provision for some classes of development.

17. The contents of Planning Policy Statement (PPS) 3 and PPS4 also set out the Government’s expectation that Local Authorities set out parking standards. Of note is the following statement in PPS3:

[Local Authorities must, in consultation with stakeholders and communities]
“develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently”.

Other Legal Implications:

18. Developers must comply with these parking standards. Developers submitting planning applications which are not compliant with the contents of this guidance may have their applications refused.

19. The content and correctness of this SPD may be affected by future changes to PPG13, PPS3 or 4, and potentially by any new planning legislation and/or guidance introduced by the government.

POLICY FRAMEWORK IMPLICATIONS

20. This SPD is a supporting document to the LDF Core Strategy. In the LDF Core Strategy we have stated that we will develop these new Parking Standards. It supports the LDF Core Strategy and other associated policies and guidance forming this framework.

21. This SPD is in line with national policies and guidance set out in PPG13 and PPS3/4.

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KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	With the exception of the City Centre Action Plan area, these parking standards will apply to all wards and all communities where new developments are proposed.
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SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Final Parking Standards SPD for adoption
2.	Summary of Formal Public Consult
3.	Consultation Statement
4.	SEA Screening Statement
5.	Integrated Impact Assessment- Stage 1 & 2 forms
	Additional copies of all documents available upon request from Richard Pemberton (contact for this SPD)

Documents In Members' Rooms

	None.
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes
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Other Background Documents Transport Policy, 4th Floor, One Guildhall Square, Southampton SO14 7FP

Integrated Impact Assessment and Other Background documents available for inspection at: Transport Policy, 4th Floor, One Guildhall Square, Southampton SO14 7FP

Title of Background Paper(s) Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)