DECISION-MAKER:	PLANNING AND RIGHTS OF WAY PANEL
SUBJECT:	PARKING STANDARDS SUPPLEMENTARY PLANNING GUIDANCE (SPD)
DATE OF DECISION:	16 AUGUST 2011
REPORT OF:	PLANNING AND DEVELOPMENT MANAGER
STATEMENT OF CONFIDENTIALITY	
N/A	

BRIEF SUMMARY

The Supplementary Planning Document (SPD), attached as Appendix 1 will set out the new requirements and recommendations regarding the amount and design of vehicle and cycle parking outside the defined City Centre area. This SPD will generally allow more parking to be provided compared to the existing parking standards in force, and will include more detailed requirements and guidance regarding parking design than the existing standards. It will also set out new requirements and recommendations for travel plans.

RECOMMENDATIONS:

(i) It is recommended that the Planning and Rights of Way Panel note the contents of the attached consultation draft SPD and endorse its conclusions. Any comments received will be reported to Cabinet as part of the formal consultation phase.

REASONS FOR REPORT RECOMMENDATIONS

1. To inform the Planning and Rights of Way Panel of the proposed changes to the Council's current parking standards as they relate to planning applications for new development.

DETAIL (Including consultation carried out)

2. The attached SPD sets out new parking standards for the area outside of the City centre zone. These new parking standards will apply to the new development predicted by the Council's adopted Core Strategy to 2026. The separate City Centre Action Plan (CCAP) will set out new parking standards for the area within the defined City centre zone.

3. This SPD aims to ensure a suitable level of vehicle and cycle parking provision at new developments, to avoid various problems that inadequate parking can cause for new and existing residents and for network management.

4. 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 Local Development Framework (LDF) and Local Transport Plan 3 (LTP3).

5. Finally, in the longer term, this document will help work toward better use and management of the highway network – a SCC statutory duty under the Traffic Management Act (2004).

6. This SPD improves upon the existing parking standards as set out in the Local Plan Review (2006) 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 compared to the previous standards. 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. 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 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.

7. The comments of the Planning and Rights of Way Panel are sought as part of the formal 6 week public consultation exercise. This follows an informal consultation exercise with stakeholders. Feedback from initial consultation has been minimal, and generally comments have only been raised about minor or detail issues. The few comments received regarding the document as a whole have been positive. No issues have been raised with the core content of the document, i.e. the actual parking provision maxima.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

8. A review of parking standards is necessary. As the attached SPD is a draft document there is an opportunity to consider a range of issues and options as part of this process.

RESOURCE IMPLICATIONS

Capital/Revenue

9. Resource: No anticipated impacts

10. Financial: None anticipated

Property/Other

11. N/A

LEGAL IMPLICATIONS

Statutory Power to undertake the proposals in the report:

12. Policy/ Legal: A new SCC policy document will be created. This document will set out parking standards and associated requirements with which developers must comply. Non-compliance with requirements of the SPD may result in the refusal of planning applications. The content of this SPD is in line with national guidance and regulations on the relevant topics.

Other Legal Implications:

13.   The project plan envisages the SPD being put to Cabinet on 26th September for adoption.

POLICY FRAMEWORK IMPLICATIONS

14.   The proposals contained in the report are in accordance with the Council's Policy Framework Plans.

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SUPPORTING DOCUMENTATION

Appendices

1.	Draft Parking Standards SPD (July 2011)

Documents In Members' Rooms

1.	N/A

Integrated Impact Assessment

Do the implications/subject/recommendations in the report require an Integrated Impact Assessment to be carried out.	No

Other Background Documents

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

Integrated Impact Assessment and Other Background documents available for inspection at:

WARDS/COMMUNITIES AFFECTED:	All