

Public Document Pack

Cabinet

NON-CONFIDENTIAL APPENDICES

Monday, 26th September, 2011
at 5.00 pm

APPENDICES ATTACHED TO THE LISTED REPORTS

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NON-CONFIDENTIAL APPENDICES

- 8 SECONDARY SCHOOL ESTATE PROGRAMME 2011/12**
- 9 PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT (SPD)**
- 12 DISPOSAL OF THE FORMER EASTPOINT CENTRE FOR TRAINING AND EMPLOYMENT USES**

Friday, 16 September 2011

HEAD OF LEGAL AND DEMOCRATIC SERVICES

Agenda Item 8

Appendix 1 – Summary of Secondary Estate Investment Proposals

School	Item	Cost
Bitterne Park	Refurbish Maths Block	£650,000
	Total	£650,000
Chamberlayne	Windows	£255,000
	Roofs	£145,000
	Pipework & Heating	£200,000
	Lighting	£70,000
	Total	£670,000
Regents Park	Windows	£180,000
	Fire Alarms	£160,000
	External Staircases	£100,000
	Additional Toilets	£160,000
	Pitch Drainage	£50,000
	Total	£650,000
Sholing Tech.	Windows	£245,000
	Roofs	£170,000
	Additional Toilets	£160,000
	Total	£575,000
St. Anne's	Pipework & Heating	£300,000
	Chapel Refurbishment	£300,000
	Total	£600,000
St. George	Roof (Science Block)	£120,000
	All Weather Pitch	£400,000
	Total	£520,000
Upper Shirley	Roofs	£150,000
	Additional Toilets	£160,000
	Pipework & Heating	£150,000
	Windows	£25,000
	Total	£485,000
	Grand Total	£4,150,000
	Contingency	£350,000 (50k p/s)

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Parking Standards Supplementary Planning Document (SPD)

September 2011

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1. Introduction

This document is a Supplementary Planning Document (SPD) partner to Southampton LDF Core Strategy. This SPD provides more detail on specific policies and guidance in the LDF Core Strategy. It sets out approved Parking Standards for Southampton outside the City Centre area as defined by the LDF. The parking standards in this document apply to the whole of the City of Southampton with the exception of the City Centre area, as shown in *Figure 1*.

This Parking Standards SPD is consistent with LDF Core Strategy policy as well as national policy, and gives more up to date guidance than the Local Plan Review¹ in light of revised national policy (PPS3/PPS4, which now give more local flexibility for setting parking standards) for the area outside of the defined City Centre.

This document was published in draft for public consultation between 11 July and 19 August 2011 and has been amended based on the results of this consultation. A summary of consultation is available at the [following web link²](#).

A Sustainability Appraisal and Strategic Environmental Assessment (SEA) relevant to this SPD has been undertaken and can be found at [following weblink³](#). An Equalities Impact Assessment (EqIA) appraisal also carried out and is available at the [following weblink⁴](#).

This document was adopted as Southampton City Council guidance on [date to be inserted](#).

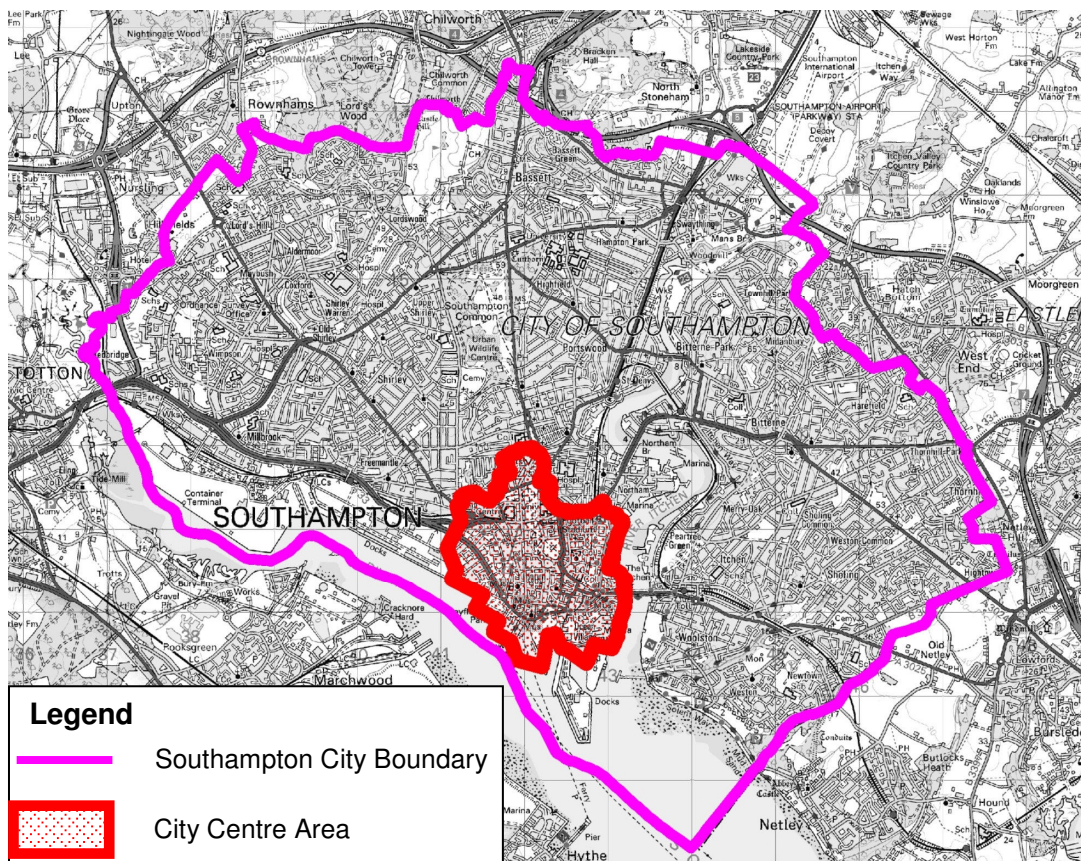


Figure 1: Extents of the area that this Parking Standards SPD applies to

¹ Local Plan Review- Policy SDP5/ Appendices 1-3 inc. Paragraphs 2.30 to 2.42

² Consultation summary doc weblink text to be inserted

³ SEA/Sustainability Appraisal doc weblink text to be inserted

⁴ EqIA doc weblink text in this footnote

1.1 What are the aims of this document?

The basic aim of this document is to ensure that at all new developments, a suitable level of vehicle and cycle parking is provided in order to avoid the various problems that inadequate parking- for vehicles and cycles- can cause.

It also acts to support various other aims of local and national policy. 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).

This SPD encourages provision of good quality developments for new and existing residents by setting out clear requirements and guidance to developers regarding what they must and what they should do with regards to parking when designing and seeking approval for residential developments

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

1.2 Who is this document for?

For developers and their consultants: This document sets out the maximum parking provision for motor vehicles and the minimum parking provision for cycles which must be provided at new developments, in order to gain planning consent. It also sets out SCC's requirements and expectations on the dimensions and general design of aspects of the parking provision at new developments.

For Southampton City Council Members and Officers- This is guidance regarding parking for motor vehicles and cycles which Members and Officers of Southampton City Council will require developers to follow when new developments are proposed.

For members of the public and other stakeholders- Members of the public and other interested parties are encouraged to take a role in the planning process. This document is of use to these groups to see our expectations regarding parking provision at new developments outside the city centre area, and to assist in informing and engaging these groups in the planning process.

1.3 Where does it apply?

The parking standards set out in this document apply to the area within the City of Southampton boundary (shown in *Figure 1*), with the exception of the City Centre area (shown in *Figure 1* as a red shaded area). Parking standards in the City Centre area will be set out in the City Centre Action Plan (CCAP).

1.4 What has been changed?

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 considerably simplified compared to the previous standards

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.

1.5 Who to contact regarding this document

For more information and further copies of this document please contact the Planning Policy team.

Tel: 023 8083 2549/3828

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Website: <http://www.southampton.gov.uk/s-environment/policy>

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2. Policy Background

2.1 Local Policies

2.1.1 Local Development Framework (LDF)

2.1.1.1 Core Strategy

Southampton's adopted [Local Development Framework \(LDF\) Core Strategy](#)⁵ contains policies relevant to parking. Suitable car and cycle parking provision is recognised by the LDF Core Strategy as one of the key requirements for successful development.

The key policy in the LDF Core Strategy which this Parking Standards SPD supports is Policy CS19- Car and Cycle Parking.

This Parking Standards SPD applies to the area outside of the City Centre zone (as shown in *Figure 1* on page 2). Parking Standards in the City Centre area will be covered in the City Centre Action Plan SPD.

The content of this document also supports and adds detail to content in a number of other policies in the Southampton LDF Core Strategy, namely:

- Policy CS5 – Housing Density;
- Policy CS13- Fundamentals of Design;
- Policy CS16- Housing Mix and Type; and
- Policy CS18- Travel and Transport.

2.1.1.2. LDF Supplementary Planning Documents (SPDs) and Guidance (SPGs)

This Parking Standards SPD document also links to the Southampton City Council [Residential Design Guide SPG](#)⁶ document, and the [Streetscape Manual SPG](#)⁷. Designers and developers should refer to these documents in conjunction with this Parking Standards SPD when considering site access and parking.

2.1.2 Local Transport Plan 3

Southampton's [Local Transport Plan 3](#)⁸ sets out the city's strategy and policies for transport. The LTP3 aims to create a better connected Southampton, in support of the objectives of the City of Southampton Plan. The city's transport strategy is shared with Hampshire County Council and Portsmouth City Council, our partners in Transport for South Hampshire. This Parking Standards SPD is in line with the aims of the long term LTP3 strategy.

2.1.2.1 South Hampshire Joint Strategy

This Parking Standards SPD is in line with and helps deliver the aims and objectives of a number of Policies within the South Hampshire Joint Strategy, including the following:

- Policy C- To optimise the capacity of the highway network and improve journey time reliability for all modes;
- Policy F- To develop strategic sub-regional approaches to management of parking to

⁵ <http://www.southampton.gov.uk/s-environment/policy/developmentframework/core-strategy/stage5.aspx>

⁶ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/residentialdesignguide.aspx>

⁷ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/street-scape.aspx>

⁸ <http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/>

support sustainable travel and promote economic development;

- Policy G- To improve road safety across the sub-region;
- Policy H- To promote active travel modes and develop supporting infrastructure;
- Policy L- To work with Local Planning Authorities to integrate planning and transport; and
- Policy M- To develop and deliver high-quality public realm improvements.

2.1.2.2 Southampton LTP3 Implementation Plan

The contents of this Parking Standards SPD supports many of the objectives of the Southampton LTP3 Implementation Plan. In particular, our strategies for areas such as Network Management, Safety, Smarter Choices/Active Travel, and Public Realm are supported.

2.1.3 City of Southampton Strategy

The [City of Southampton Strategy](#)⁹ is the overarching strategy document for the future direction of the city of Southampton. The Strategy provides the framework for tackling the key priorities to realise our 2026 vision of a Southampton which is recognised as the region's economic, social and cultural driving force.

The LDF and its various documents are a key element in delivering our 2026 vision. As detailed in Section 2.1, this Parking Standards SPD supports and builds upon the LDF Core Strategy and partner documents, and hence is a supporting element in working towards achievement of the City of Southampton Strategy's aims.

2.2 National Policies

2.2.1 Planning Policy Guidance 13 (PPG13)

[PPG13](#)¹⁰ sets out the government's policies regarding transport and development planning. The guidance on parking in PPG13 is aimed more at non-residential developments. PPG13 notes that, in the case of trip generators (destinations such as shops, workplaces, leisure facilities) the level of parking provision can strongly influence the mode choice of users accessing these destinations.

The content of this Parking Standards SPD is compliant with all the key points in PPG13. PPG13 has no requirement for Local Authorities to set maximum parking standards for new residential development. It is for local authorities to assess what the most appropriate parking standards should be for any given area, as part of their development and transport strategies. Southampton City Council has decided to continue to use Maximum Parking Standards for residential developments, and have adopted an evidence-led approach to determining appropriate parking standards, as is demonstrated in *Section 3*.

Maximum parking standards are specified in PPG13 for a number of non-residential, non-employment uses above a certain development size threshold. PPG13 allows Local Authorities to adopt more rigorous standards where appropriate but for standard accessibility areas, this

⁹ <http://www.southampton.gov.uk/council-partners/decisionmaking/plans/CoSS.aspx>

¹⁰ <http://www.communities.gov.uk/publications/planningandbuilding/ppg13>

Parking Standards SPD allows provision up to the PPG13-specified maximum parking provision.

2.2.2 Planning Policy Statement 3

[PPS3](#)¹¹ sets out the government's overarching policies on housing. A key instruction in PPS3 is that which requires Local Authorities to, 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"*.

These and other instructions in PPS3 have been taken into account when developing this Parking Standards SPD.

2.2.3 Planning Policy Statement 4 (PPS4)

The guidance in [PPS4](#)¹² (which was published at the end of 2009) sets out the Government's policies for planning for sustainable economic development in urban and rural areas. This guidance has been taken into account when preparing this Parking Standards SPD. Two policies concern car parking provision:

- **Policy EC8-** Car parking for Non Residential Development
- **Policy EC18-** Application of Car parking Standards for Non-Residential Development

These policies essentially instruct local authorities, via their LDFs, to set their own parking standards, appropriate to their area. These parking standards should complement other transport policies (eg the LTP3). Minimum parking standards should not be set other than for parking for disabled people.

¹¹ <http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>

¹² <http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement4>

3. Background & Evidence Base

The Parking Standards set out in this document are evidence based. This section provides a summary of the evidence that was considered when setting the parking standards and design guidance contained in *Sections 4 to 9*.

The requirements of National and Local policy outlined in *Section 2* are key influences in the content of this document. We have undertaken research above and beyond the requirements of National and Local Policy, in an attempt to ensure these standards are appropriate for Southampton.

3.1 Car Ownership Trends

There were on average 1.00 cars per household in Southampton in 2010¹³. This value is projected to continue to increase. **Figure 2** shows projected changes in car ownership levels and population against a 2010 index. The total number of cars owned within the city is projected to increase by 26% by 2026, whereas the number of households is projected to increase by only 16%- hence car ownership levels of around 1.15 to 1.20 vehicles per household are predicted. High levels of growth in numbers of households with more than one car is projected (25 to 35% growth by 2026), whilst the number of households with no car is projected to remain fairly steady.

Historical data from 1981, 1991 and 2001 censuses show that these predictions are a continuation of historical patterns, although factors including increased car ownership and fuel costs, planning and economic policies and trends, and the fact that most households already own sufficient cars to meet their needs, are expected to act as controls on levels of car ownership compared to historical data.

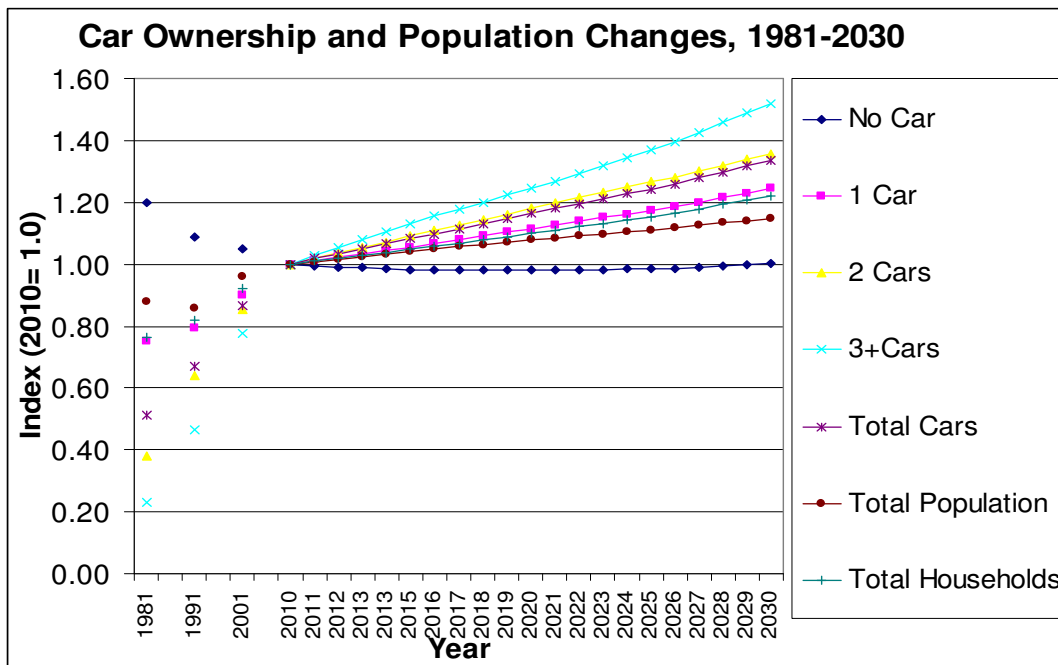


Figure 2: Historical and Future trends in car ownership, population and households in Southampton, 1981 to 2030. Sources 1981,1991,2001 Censuses and TEMPRO 5.4.

Southampton City Council is not prejudiced against car ownership. We recognise that other than for reasons relating to efficient use of land and good housing design, there is no reason to

¹³ TEMPRO v 5.4 (<http://www.dft.gov.uk/tempro/>) and National office for Statistics Census Data for 1981, 1991 and 2001 (<http://www.ons.gov.uk/census/index.html>)

significantly constrain residential parking provision, although it is important to avoid significant over-provision.

However it is imperative that we reduce levels of car use relative to present for economic, health and environmental reasons.

Our primary mechanism of doing so will be by destination-based management of parking (ie parking particularly at workplaces and within the city centre area) coupled with Travel Plans, Smarter Choices and active travel initiatives, and improvements to public transport.

3.2 Future Residential Development

Southampton, through its LDF Core Strategy, is seeking to deliver some 16,300 new residential units between 2006 and 2026. Around 3,000 units of this total have been delivered between 2006 and 2011.

The City Centre Action Plan SPD will address parking standards for future city centre residential development planning applications. This Parking Standards SPD will apply to all development planning applications coming forward outside the city centre area, excluding those planning applications already received.

Southampton City Council estimate that this Parking Standards SPD will apply to planning applications for around 5,500 residential units in the years to 2026, of which 4,200 are anticipated at designated residential development sites, and 1,300 are expected to be at “windfall” applications at sites which have not yet been identified.

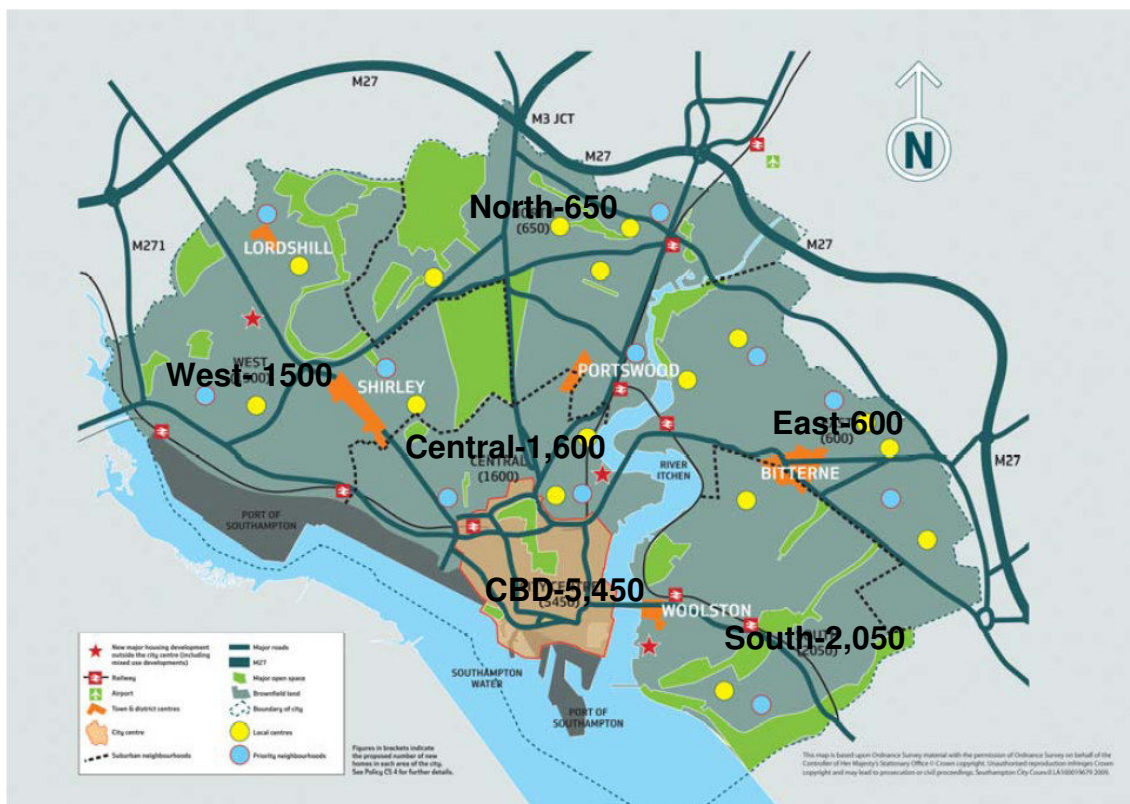


Figure 3 – Southampton residential development distribution¹⁴

This residential development is likely to be provided through estate regeneration, a number of medium-sized new developments (typically 50 to 500 residential units) on brownfield sites, and

¹⁴ Source: Southampton LDF Core Strategy

through more numerous infills and redevelopments of existing smaller sites. Infills and small-scale development will be particularly important in delivering the 1,300 units on unallocated sites.

Consequently, if much of this development is provided through multiple small sites, the risk of cumulative parking impacts is increased if Parking Standards do not address small sites.

It is not currently clear how many of these residential units will be houses and how many will be flats, although housing development in Southampton over the last decade has been heavily focused on flats. In the south Hampshire sub-region, the proportion of residential completions that were flats rose from 29% in 2000 to 75% in 2006¹⁵. Current trends and market conditions, together with the drive for higher residential densities, suggest that a majority of residential completions in future will continue to be flats.

3.4. Future Non-residential development

Around 579,000m² of non-residential development is proposed in the LDF Core Strategy¹⁶, of which around 85% (mostly offices and retail) will be provided in the city centre area, where this document's parking standards do not apply. The remaining 89,000m² of employment land is proposed to be split across the following zones (see **Figure 3** for zone boundaries):

- North - 4,000m²
- South - 29,000m²
- East - 1,000m²
- West - 55,000m²

Economic development (eg industrial and warehousing uses) in the area this SPD applies to is likely to be primarily focused on sites adjacent to the docks and key transport links and at sites on the banks of the River Itchen. There are a few other economic development sites scattered around the city. Limited retail development may be provided at other locations, including within various mixed use developments which are proposed.

Please refer to the [Proposals Map](#)¹⁷ for full details on the location of designated economic development sites.

There may also be occasional small-scale applications for other non-residential, non-employment developments. The Parking Standards and guidance in this SPD will apply to any new proposals for provision of the described non-residential development.

¹⁵http://www.seeda.co.uk/_publications/Housing_type_and_size_in_the_South_East___Full_Report___2007_1.pdf

¹⁶ Southampton LDF Core Strategy

¹⁷ Southampton Local Plan Review Adopted Proposals Map.

http://www.southampton.gov.uk/Images/Southampton%20Proposals%20Map%20150dpi%20with%20watermarks_tcm46-160933.pdf

3.3 Controlled Parking Zones (CPZs)

Controlled residential parking zones currently exist in the following areas:

- In the vicinity of Southampton University;
- In the Vicinity of Southampton General Hospital; and
- Areas around the periphery of the city centre, and in areas affected by matchday parking problems near St Marys Stadium.

Most of these CPZs exist to address parking overspill caused by major travel generators. The Parking Standards in *Section 4* do not permit reliance upon on-street parking within CPZs for any new developments. *Figure 4* shows the extents of CPZs based on the plan of Southampton's Traffic Regulation Orders.

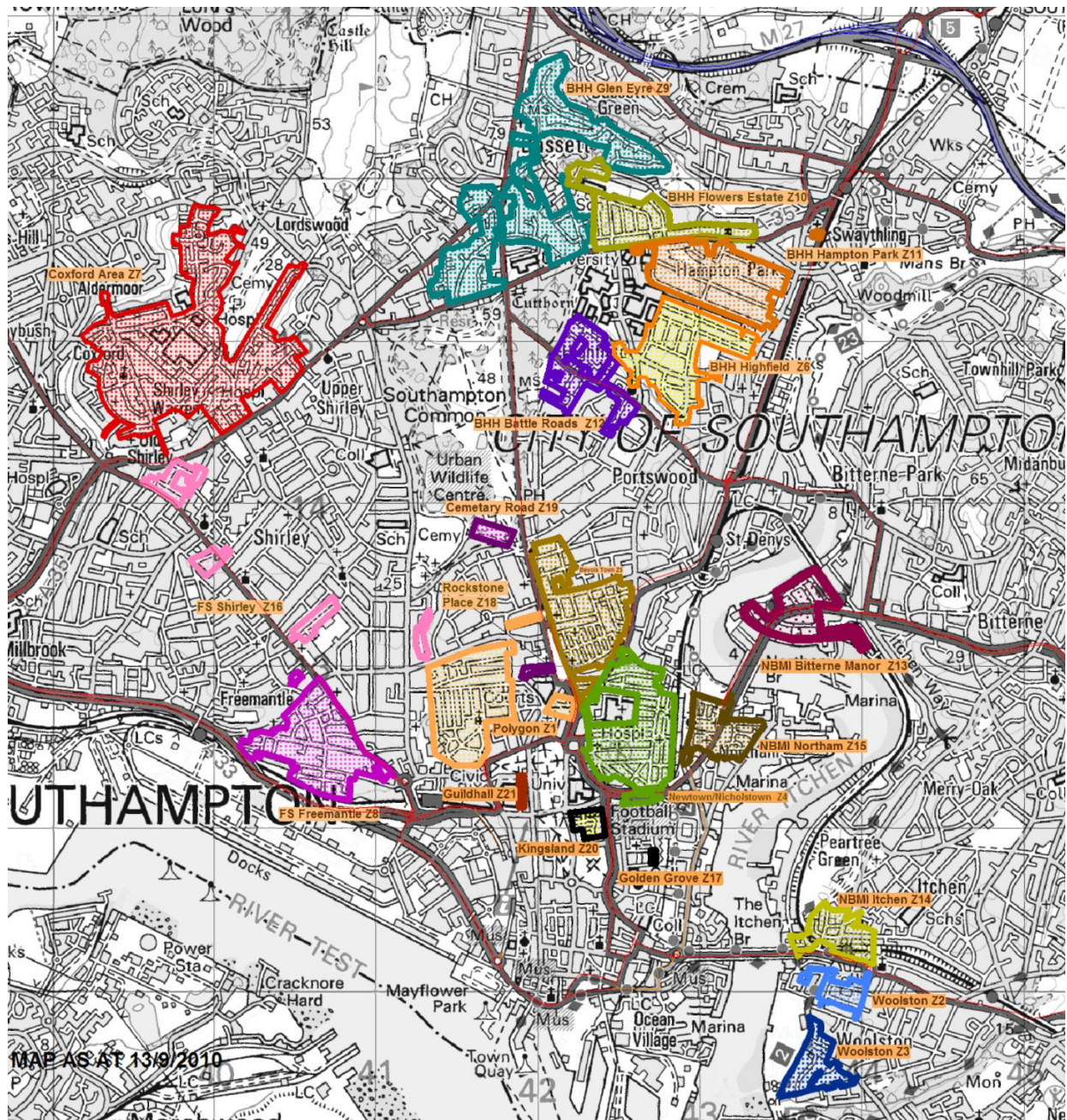


Figure 4- Controlled Parking Zones (CPZs) in Southampton, 2011

3.5 Research and experience in Southampton

Extensive research has been undertaken in support of the development of these parking standards. This has included reference to a considerable number of publications on the following topics:

- Future trends for transport;
- Parking policies and guidance;
- The relationship between parking and mode choice;
- Technical standards and design for parking;
- Environmental considerations for parking;
- Public realm for residential areas; and
- Other local authorities Parking Standards documents.

A full list of all the documents which have been considered in the development of this document is included in the Bibliography (*Section 10*).

Halcrow Consultancy was commissioned to undertake a review of Southampton's parking standards and make recommendations for future parking standards. Some of these recommendations have been carried forward in this document.

General feedback on the Local Plan Review (March 2006) parking standards from developers, the public, Southampton City Council Members and Officers, and other stakeholders stated that these Parking Standards for residential developments were too restrictive and had led to problems with parking due to developments in some instances.

Southampton City Council Staff carried out testing of the Parking Standards contained within this SPD through a study of whether these Parking Standards, if the maximum provision has been taken up by developers, would have solved parking difficulties at ten known "problem sites" in Southampton. This study suggests that at most of these sites, the Parking Standards contained in this SPD would have been adequate to reduce parking overspill and would also have led to improved design of parking at these sites, compared to the actual situation at these locations.

3.6 Justification for the standards set out

Following the research described above, we have decided to relax our Parking Standards relative to those set out in the Local Plan Review (March 2006).

The parking standards set out enable developers to provide more parking at sites in less accessible areas than they previously were able to, but still restricts the amount of parking that can be provided in more accessible areas to encourage more efficient use of land and higher development densities which will encourage sustainable travel patterns.

The differential between "high" accessibility and "standard" accessibility area parking provision has been reduced compared to the previous parking standards. The following bullet points help explain the rationale behind these parking standards.

- Parking restrictions at trip destinations (eg shops, offices) are likely to be more effective at encouraging use of non-car modes than restrictions at trip origins¹⁸
- High car ownership levels (average of over 1 car per dwelling in the city) and multiple occupancy of some residential properties increases pressure on on-street parking, and these trends are unlikely to be reversed in the short to medium term. Limited parking provision for development adjacent to residential areas may exacerbate these problems.
- Excessively restrictive parking standards may make the city less attractive to developers, making delivery of LDF core strategy development (and associated economic development and planning condition income) more difficult to achieve. These standards are similar to those of surrounding authorities such as Eastleigh.
- There is some evidence that edge-of centre residential areas are increasingly being used by commuters who park and walk to the city centre, increasing pressure on parking supply in this area.
- Reduced levels of on-street parking (through more relaxed parking standards) would make delivery of cycle and bus priority infrastructure more easily achievable.

¹⁸ Marsden, GR (2006) The evidence base for parking policies: a review. Transport Policy 13(6), pp.447-457. Available online: http://eprints.whiterose.ac.uk/2023/2/ITS15_The_evidence_base_for_parking_policies_UPLOADABLE.pdf

4. Car Parking Standards

4.1 Accessibility areas map

Figure 5 overleaf identifies which areas are deemed to be “standard accessibility” and which areas are deemed to be “high accessibility”.

The areas deemed as having “high accessibility” will be:

- Within 4 minutes walk (300 metres straight-line distance¹⁹) of a bus route served by a bus on average every 3 minutes or less in each direction (20 or more buses per hour per direction) in the weekday daytime ;

And/ or

- Within 500m straight-line distance of Southampton Central Railway Station.

For a high resolution version of this plan or to download the zone boundaries in Mapinfo TAB format, please go [to this weblink²⁰](#).

Please note that the accessibility areas plan in *Figure 5* is not related to the PTAL maps used in the LDF Core Strategy. The two maps are unrelated.

¹⁹ Assumes an average walking speed of 4.5km/hr. This is broadly in line with average pedestrian walking speeds established by academic research, eg Aspelin, 2009 (accessible online http://www.westernite.org/datacollectionfund/2005/psu_ped_summary.pdf)

²⁰ [Weblink for hi-res accessibility zones plan](#) to be added here

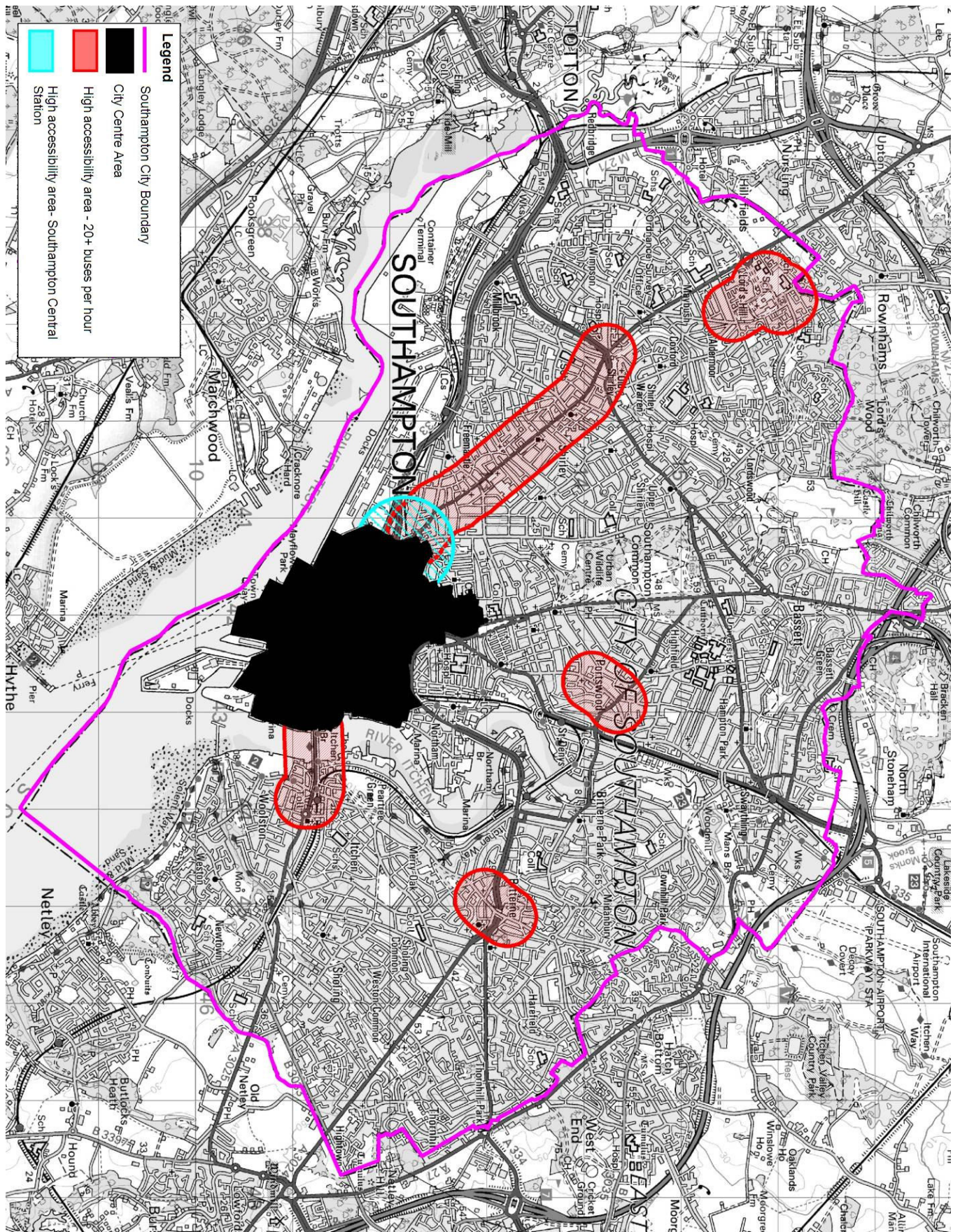


Figure 5: Plan of standard and high accessibility zones, June 2011

4.2 Residential development parking

4.2.1 Maximum parking standards

Table 1 sets out the maximum parking that may be provided at new residential developments.

Table 1: Residential parking standards

C3 Residential type	Maximum permitted parking provision	
	Maximum provision	Maximum provision (high accessibility area)
Bedsit/ 1 bed	1 space	1 space
2 beds	2 spaces	1 space
3 beds	2 spaces	2 spaces
4+ beds	3 spaces	2 spaces
Sheltered accommodation	1 space	1 space

4.2.2. Notes on Table 1

1. These parking standards DO NOT apply to class C4 Homes of Multiple Occupancy (HMOs). Parking standards for new and conversion HMOs will be set out in the HMOs SPD to be adopted in March 2012.
2. Provision of less than the maximum parking standard is permissible. Developers must demonstrate that the amount of parking provided will be sufficient, whether they provide the maximum permissible amount, or a lower quantity.
3. This parking may be provided via on- and off-street parking subject to the conditions and recommendations below. A combination of provision is recommended for many developments, as per guidance set out in Manual for Streets.
4. Research shows that residents prefer off-street parking, and reduced levels of on-street parking may remove a contributory factor in many Personal Injury Accidents in residential areas. Therefore off-street parking should make up the majority of parking provision for most larger developments.
5. However on-street parking will count towards parking provision at a site, if the criteria in Table 2 are satisfied.

Table 2: Criteria where on-street parking may count towards parking provision for development

Peak hour two way traffic flow on road/ street			
Conditions	<100 veh/hr	100 to 500 veh/hr	>500 veh/hr
	A. The street/road is not within an existing Controlled Parking Zone (CPZ);	A. The street/road is not within an existing Controlled Parking Zone (CPZ);	For roads and streets with peak traffic flows in excess of 500 vehicle movements per hour, the decision on whether on street parking can contribute to parking provision will be assessed by Southampton City Council on a case-by-case basis.
	B. The street/road is not on an existing bus route	B. The street/road is not on an existing bus route;	
	C. The street/road is not on a designated strategic cycle network link or planned link	C. The street/road is not on a designated strategic cycle network link or planned link	
	D. There are no objections to provision through on-street parking from statutory consultees including the emergency services	D. There are no objections to provision through on-street parking from statutory consultees including the emergency services	
	E. The developer has demonstrated through parking surveys, accumulation estimation, etc, that use of on-street parking will not lead to demand exceeding supply of on-street parking	E. The developer has demonstrated through parking surveys, accumulation estimation, etc, that use of on-street parking will not lead to demand exceeding supply of on-street parking	
	F. Effective carriageway width of the street/road is 5.5 metres or greater, in order that one-way traffic may pass with parked vehicles on one side of the road	Effective carriageway width of the street/road is 7 metres or greater, in order that two-way traffic may pass with parked vehicles on one side of the road	

6. If the carriageway widths cannot be met, alterations to existing carriageways to provide sufficient width are permitted subject to agreement of Southampton City Council and continued provision of adequate footway widths and re-provision of any lost green space.
7. For residential developments providing up to a total of five bedrooms across all dwellings, the entire parking provision may be met through on-street provision subject to the above criteria being met. For developments providing more than five bedrooms, some off-street parking is expected.
8. Square and angled parking bay sizes must not be less than 5m x 2.4m. Parallel parking bay sizes must not be less than 6m x 2.5m. These bay sizes are sufficient to allow use by typical vehicles up to large family estate car size²¹.
9. Research has shown that in many developments, less than half of all garages are used for car parking, instead being used for storage. Whether garages will count toward parking provision at a development will be decided upon on a case-by-case basis, as per Manual for Streets Guidance. In instances when garages do count towards parking provision, they must be sized at least 6m x 3m, sufficient to contain a typical car and provide some storage space for bicycles. Double garages must be sized at least 6m x 5.5m in order to count towards on-site parking provision.
10. Car ports, undercroft parking, etc, of dimension 5.5x 2.9m per bay or greater will count towards parking provision.
11. Allocated parking spaces can only legally be provided on off-highway car parking. Provision of allocated parking spaces may reduce the efficiency of parking space use in many circumstances- but can help reduce difficulties due to competition for parking spaces. Whether parking is allocated or not is left to the discretion of developers, but to meet demand for visitor parking and overspill, a maximum of 80% of the parking provision may be allocated, allowing 20% unallocated to cater for visitors, servicing, etc.

²¹ eg Ford Mondeo 4.8m; VW Passat 4.7m

12. All parking provision should be in line with recommendations in the Residential Design Guide SPG, to ensure that parking designed in a manner that encourages its correct use.
13. In order to future-proof parking design for future vehicle types, developers are encouraged to provide Electric Vehicle (EV) charging facilities for at least some bays at time of build. If these facilities are not provided at the time of build, developers are required to design parking arrangements and electrical connections in such a way that EV charging points can be retrofitted to parking bays without unreasonable levels of disruption.
14. A way of achieving this would involve routing an empty cable conduit under one end of parking bays in a row, and ensuring this conduit also connects to the electrical mains, such that at a later date, a power supply cable could be fitted inside the conduit and above-ground charge points then installed with a minimum of excavation of parking bays. In residential developments, developers should ensure that power supplies are available inside a building wall near to any parking bay so that the relevant charging equipment can be fitted without requiring large amounts of additional wiring. Please refer to the Transport for London Guidance for implementation of electric vehicle charging infrastructure for more guidance²².
15. All parking should be part of a Sustainable Urban Drainage System (SUDS) unless there are overriding technical reasons why this cannot be done.
16. Permeable surface materials should be used wherever possible to reduce surface water runoff²³.
17. The design of all parking areas should include appropriate landscaping. All parking areas should include tree and shrub planting unless their absence can be justified by the small size of the parking area, or the character of the surrounding area.
18. For sheltered housing, developers should consider inclusion of parking space for mobility scooters if this is likely to be required.

²² <http://www.newride.org.uk/downloads/EVCP-Guidance-Apr10.pdf>

²³ For more details on permeable surfacing of paved areas, please refer to the following link:
<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

4.3 Non-residential development parking

Tables 3 to 9 below sets out the maximum parking that may be provided at non-residential developments of the types specified.

Table 3: Maximum parking standards for industrial & warehousing land uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
B1 Business-offices	1 per 30m ² ■	1 per 200m ²
B1 Business-light industrial use	1 per 45m ²	1 per 300m ²
B2 General Industry	1 per 45m ²	1 per 300m ²
B8 Storage & Distribution/ Warehouses	1 per 90m ²	1 per 600m ²
B8 Wholesale Cash & Carry*	1 per 30m ²	1 per 30m ²

Table 4: Maximum parking standards for office land uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
B1 Business-offices	1 per 30m ² ■	1 per 200m ²
B1 Business-light industrial use	1 per 45m ²	1 per 300m ²
B2 General Industry	1 per 45m ²	1 per 300m ²
B8 Storage & Distribution/ Warehouses	1 per 90m ²	1 per 600m ²
B8 Wholesale Cash & Carry*	1 per 30m ²	1 per 30m ²

Table 5: Maximum parking standards for retail land uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
A1 Shops- Covered Retail area	1 per 20m ²	1 per 66m ²
A1 Shops- Uncovered retail area	1 per 30m ²	1 per 100m ²
Convenience stores up to 500M ² GFA*	1 per 30m ²	1 per 50m ²
Convenience supermarkets up to 2500M ² GFA*	1 per 18m ²	1 per 30m ²
Food Retail over 2500M ² GFA	1 per 14m ² ■	1 per 25m ²
A2 Financial/ professional services (eg banks)	1 per 20m ²	1 per 130m ²
Non-food comparison warehouse*	1 per 30m ²	1 per 50m ²
Garden Centre*	1 per 25m ²	1 per 45m ²

Marinas	1.5 spaces per berth	0.5 spaces per berth
Theatres	1 space per 5 seats	1 space per 15 seats

Table 6: Maximum parking standards for health & education uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
D1 Primary & Secondary Schools	1.5 per classroom	0.75 per classroom
Higher & Further Education *	1 per 2 staff + 1 per 15 students (see note 1) ■	1 per 4 staff + 1 per 30 students (see note 1)
Day nurseries/ Creches/ Day centres	3 per 4 staff	3 per 8 staff
C2 Residential Schools	Level to be determined via transport assessment	
Hospitals	Level to be determined via transport assessment	
D1 Health Centres/ Doctors Surgeries/ Veterinary Surgeries etc	3 per consulting room	1.5 per consulting room
Nursing Homes	1 per 4 beds	1 per 10 beds

Table 7: Maximum parking standards for cafe, restaurant & takeaway land uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
A3 Cafés / restaurants- covered area	1 per 20m ²	1 per 200m ²
A3 Cafés / restaurants- uncovered area	1 per 30m ²	1 per 300m ²
A4 Public Houses- covered area	1 per 20m ²	1 per 200m ²
A4 Public Houses- uncovered area	1 per 30m ²	1 per 300m ²
A5 Takeaways- covered area	1 per 20m ²	1 per 200m ²
A5 Takeaways-uncovered area	1 per 30m ²	1 per 300m ²

Table 8: Maximum parking standards for hotels, sports & leisure uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
C1 Hotels, Boarding & Guesthouse	1 per bedroom	1 per 3 bedrooms
D2 Cinemas and conference facilities*	1 space per 5 seats [■]	1 space per 15 seats
Bowling Alleys	3 per lane	1 per lane
Sports Halls	1 per 10m ²	1 per 30m ²
Health Clubs	1 per 5 seats plus 1 per 10m ² of playing area	1 per 15 seats plus 1 per 30m ² of playing area
Swimming Pools	1 per 5 seats plus 1 per 1m ² of pool area	1 per 15 seats plus 1 per 3m ² of pool area
Tennis Courts	3 per court	1 per court
Squash Courts	2 per court	0.6 per courts
Playing Pitches	12 per hectare of pitch	4 per hectare of pitch
Sports Stadia*	1 per 15 seats (see note 2) [■]	1 per 45 seats (see note 2)
D2 Other than cinemas, conference facilities and stadia*	1 per 22m ² [■]	1 per 66m ² [■]

Table 9: Maximum parking standards for all other uses

Use Class	Maximum permitted no of parking spaces	
	Maximum provision	Maximum provision (high accessibility area)
D1 Places of Worship	1 per 5 fixed seats and 1 per 10m ² of open hall	1 per 10 fixed seats and 1 per 20m ² of open hall
Railway stations; Park & Ride Sites*	Level to be determined via transport assessment	
Car workshops-staff parking	1 space per 45m ²	1 space per 130m ²
Car workshops-customer parking	3 per service bay	3 per service bay
Car Sales- Staff Parking	1 per 2 full time staff	1 per 6 full time staff
Car sales- Customer Parking	1 per 10 cars	1 per 10 cars
All other uses	Level to be determined via transport assessment	

Key to symbols and notes within Tables 3 to 9

■ This value is at the stated National maximum provision in PPG13¹
 GFA: Gross Floor Area

Note 1: The standard for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures.

Note 2: For stadia, sufficient coach parking should be provided to the satisfaction of Southampton City Council, and be treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.

4.3.1 Additional Notes on *Tables 3 to 9* - non-residential parking standards

1. Provision of less than the maximum parking standard is permissible. Developers should demonstrate that the amount of parking provided will be sufficient, whether they provide the maximum permissible amount, or a lower quantity.
2. Maximum standards are considerably reduced in high accessibility areas, in line with policy, to encourage more efficient land use. Also, as these non-residential uses are likely to be the destination of a trip (rather than an origin), availability of parking at these destinations is likely to have a strong influence on the mode used to access these destinations, hence these standards are designed to encourage modal shift.
3. Whether on street parking can contribute to total parking provision for non-residential developments will be assessed by Southampton City Council on a case-by-case basis.
4. Square and angled parking bay sizes must not be less than 5m x 2.4m. Parallel parking bay sizes must not be less than 6m x 2.5m. These bay sizes are sufficient to allow use by typical vehicles up to large family estate car size²⁴. It is recommended that for non-residential developments, up to 10% of bays be sized for larger vehicles (suggested bay size 5.5x2.9m) however these larger bays must be located furthest from the main entrance to the development.
5. Underground and undercroft parking, etc, of dimension 5.5x 2.9m per bay or greater will count towards parking provision.
6. For some of the use types described in *Tables 3 to 9*, allocated parking spaces may be appropriate or desirable. Allocated parking spaces can only legally be provided on off-highway car parking. Provision of allocated parking spaces may reduce the efficiency of parking space use in many circumstances- but can help reduce difficulties due to competition for parking spaces. Whether parking is allocated or not is left to the discretion of developers, but it is expected that a sufficient quantity of unallocated parking will be made available to cater for visitors, servicing, etc.
7. All parking and access provision should be in line with recommendations in the design guidance appropriate to the street/road type that the development is located on:
8. For primarily residential streets, designs should follow principles set out in Manual for Streets and the Southampton City Council Residential Design Guide SPG chapter on access and parking;
9. For mixed use streets (residential and other uses) and main corridors in urban areas, designs should follow principles set out in Manual for Streets and/ or Manual for Streets 2 and the Southampton City Council Development Design Guide SPG and Streetscape Manual SPG; and
10. For roads outside of urban areas and in locations where the sole function of the highway is as a transport corridor, Design Manual for Roads and Bridges is the appropriate design guidance. In an urban area such as Southampton, there are very few locations to which this design standard would apply.
11. In order to future-proof parking design for future vehicle types, developers are encouraged to provide Electric Vehicle (EV) charging facilities for at least some bays at time of build. If these facilities are not provided at the time of build, developers are required to design parking arrangements and electrical connections in such a way that EV charging points can be retrofitted to parking bays without unreasonable levels of disruption.

²⁴ eg Ford Mondeo 4.8m; VW Passat 4.7m

12. A way of achieving this would involve routing an empty cable conduit under one end of parking bays in a row, and ensuring this conduit also connects to the electrical mains, such that at a later date, a power supply cable could be fitted inside the conduit and above-ground charge points then installed with a minimum of excavation of parking bays. In residential developments, developers should ensure that power supplies are available inside a building wall near to any parking bay so that the relevant charging equipment can be fitted without requiring large amounts of additional wiring. Please refer to the Transport for London Guidance for implementation of electric vehicle charging infrastructure for more guidance²⁵.
13. All parking should be part of a Sustainable Urban Drainage System (SUDS) unless there are overriding technical reasons why this cannot be done.
14. Permeable surface materials should be used wherever possible to reduce surface water runoff²⁶.
15. All parking should be part of a Sustainable Urban Drainage System (SUDS) unless there are overriding technical reasons why this cannot be done. Also, all parking areas should be constructed using rainwater-permeable surface materials to minimise runoff generation²⁷.
16. The design of all parking areas should include appropriate landscaping. All parking areas should include tree and shrub planting unless their absence can be justified by the small size of the parking area, or the character of the surrounding area.
17. For some developments, shared use of parking areas for users of more than one development/destination may be possible. For example, many evening leisure destinations rely on public parking that is used by retail and employment development visitors and employees during the day, without conflict.
18. This is a very efficient use of land for parking, and such shared use will be encouraged by Southampton City Council in instances where developers can demonstrate that shared use will not result in conflict or demand beyond parking supply. In instances where the viability of shared use can be demonstrated, Southampton City Council will permit development with appropriate reductions in dedicated parking provision.
19. Where retail stores are grouped together on the same site, account will be taken of the common parking provision and accessibility to other stores, subject to consideration of ownership.

²⁵ <http://www.newride.org.uk/downloads/EVCP-Guidance-Apr10.pdf>

²⁶ For more details on permeable surfacing of paved areas, please refer to the following link: <http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

4.4 Car Parking for disabled/ less mobile people

The requirements set out in *Table 10* regarding parking for disabled and less mobile people must be observed. These requirements are unchanged from the Local Plan values.

Table 10- parking standards for disabled/ less mobile people

Location	Threshold	Minimum number of spaces	Percentage of spaces to be provided as disabled persons parking
Places of employment	Under 20 spaces	No requirement	No requirement
	Over 20 spaces	2	5%
Developments where public parking is provided	Between 20 and 200 spaces	3	5%
	Over 200 spaces	4	5%
Residential developments	Under 10 spaces	No requirement	No requirement
	Over 10 spaces	1	5%

4.4.1 Notes on *Table 9* parking standards for disabled/ less mobile people

1. These are minimum numbers/ proportions of the total parking provision (in line with maxima set out elsewhere in this document) that must be suitable for use by disabled and less mobile people. Developers are free to provide a higher proportion of parking suitable for disabled and less mobile people should they wish, and at some types of developments, eg care homes, etc, this would be prudent.
2. Bays suitable for use by disabled and less mobile people should be longer and wider than the minimum bay sizes set out. They should enable easy and safe access from the side and rear for wheelchairs. It is recommended that at least an additional 1.0m is added to the length and width of the minimum parking bay.
3. These bays should be clearly marked as being for disabled / less mobile users with the International Symbol for Access. The safety zone/ aisle between bays should also be marked with hatching, coloured surfacing or similar.
4. Dropped kerbs should be provided to enable access from disabled parking bays to/from the footway

Please refer to *Section 10* for recommended design guidance references for parking for disabled and less mobile people.

4.5 Commercial and Passenger Carrying Vehicle Parking Maximum Standards

Maximum parking provision for commercial vehicles and PCVs at developments is set out in this section.

1. For industrial/warehouse (B1/B2/B8) uses:
 - For the first 2000m², one lorry space per 500m² rounded up.
 - For development floorspace above the first 2000m², one lorry space per 1,000m²
2. For retail uses:
 - Applicant must prove that deliveries can be made without causing undue disruption or safety problems on the highway network.
3. For other uses generating operational lorry and van movements:
 - Applicant to demonstrate that the proposed provision of parking will be adequate for the planned level of lorry/van activity at the development.
4. For uses likely to generate coach traffic:
 - Applicant to demonstrate that the proposed provision of coach/ PCV parking will be adequate for the planned level of coach/PCV activity.
5. Parking bay sizes should be at least:
 - 7.5m x 3.5m for vans & minibuses²⁸
 - 12.0m x 3.5m for rigid trucks and buses/ coaches
 - 17.0m x 3.5m for articulated trucks

²⁸ To cater for the trend of increasingly long vans, eg Mercedes Sprinter up to 7.3m; Ford Transit up to 6.4m

5. Cycle Parking Standards

Tables 11 and 12 set out the minimum cycle parking that must be provided at new developments. Developers may provide additional cycle parking above this level should they wish or should the need be demonstrated.

Table 11: Non-residential parking standards

Use Class	Parking Type	Minimum Cycle Parking Provision
Shops (A1)	Long Stay	Greater of 1 space per 10 employees (part and full-time) or 1 space per 200 m ² GFA
	Short Stay	1 space per 100 m ² GFA
Financial & Professional Services (A2)	Long Stay	Greater of 1 space per 10 employees (part and full-time) or 1 space per 200 m ² GFA
	Short Stay	1 space per 100 m ² GFA
Food & Drink (A3, A4, A5)	Long Stay	Greater of 1 space per 10 employees (part and full-time) or 1 space per 200 m ² GFA
	Short Stay	1 space per 100 m ² GFA
Business (B1)	Long Stay	Greater of 1 space per 10 employees (part and full-time) or 1 space per 100 m ² GFA. Spaces must be under cover, secure, and located where overlooked
	Short Stay	1 space per 250 m ² GFA
General Industry (B2)	Long Stay	Greater of 1 space per 10 employees (part and full-time) or 1 space per 250 m ² GFA
	Short Stay	1 space per 500 m ² GFA
Storage & Distribution (B8)	Long Stay	1 space per 500 m ² GFA
	Short Stay	1 space per 1000 m ² GFA
Hotels, Boarding & Guest Houses (C1)	Long Stay	1 space per 10 employees
	Short Stay	1 space per 10 beds
Residential care and other care establishment (C2)	Long Stay	1 space per 10 employees (minimum 1 space provided)
Hospitals (C2)	Long Stay	1 space per 10 employees, under cover, secure, and located where overlooked
	Short Stay	1 space per 10 beds
Convalescent/Nursing Homes (C2)	Long Stay	1 space per 10 employees (minimum 1 space provided)
Sheltered Homes (C3)	Long Stay	1 space per 10 employees (minimum 1 space provided)
Primary Schools	Long Stay	1 space per 15 students and 1 space per 10 employees under cover, secure, and located where overlooked
Secondary Schools	Long Stay	1 space per 4 students and 1 space per 10 employees under cover, secure, and located where overlooked.
Further Education Colleges, Universities	Long Stay	1 space per 4 students and 1 space per 10 employees under cover, secure, and located where overlooked.
Day nurseries/Playgroups/Infant Schools	Long Stay	1 space per 10 employees (minimum 1 space provided)
Other Leisure Facilities and Places of Public Assembly, eg sports grounds, playing pitches, etc	Short Stay	The required level of parking provision will be decided on a case-by-case basis

Table 12: Residential parking standards

Use Class	Parking Type	Minimum Cycle Parking Provision
Houses (C3)	Long Stay	1 secure space per unit ²⁹
Flats (C3)	Long Stay	1 secure space per unit ²¹
	Short Stay	1 space per 10 units

Notes on *Tables 11 and 12*:

1. Long Stay cycle parking is defined as covered and enclosed cycle parking, suitable for leaving bikes in all day and/or overnight, protecting bikes from rain, and providing a degree of security against theft or vandalism. Long stay parking is generally intended for residents and employees at employment sites.
2. Short Stay cycle parking is defined as open racks such as Sheffield Stands located in a well-observed location and near the entrance of the building they serve. Short stay parking is generally intended for visitors to shops, offices and residential sites.
3. Long and short stay parking must be located at ground level. Any cycle parking provided in underground car parks or above ground level will not count towards the required cycle parking provision.
4. Covered parking is taken to mean that cycles will not be exposed to rain or wind-blown rain when parked under cover
5. Secure parking is taken to mean that cycle parking is protected by a lockable door, security door (eg swipe card), is stored within an individual bike locker, or is stored in an arrangement which restricts access to cycle parking to authorised persons only.

²⁹ A garage will count as a secure cycle parking space so long as its dimensions are equal to or exceed those specified in Sections 4.1.2 / 4.2.1. Garages smaller than this minimum dimension will not be counted as either a car parking space or a secure cycle parking space.

5.1 Cycle parking design guidance

Providing well-located, safe, and secure cycle parking helps to encourage increased numbers of people to cycle. Inadequate cycle parking and storage facilities, conversely, can act as a barrier to uptake of cycling.

Consequently it is expected that in addition to provision of at least the minimum cycle parking provision specified in *Tables 11 and 12*, developers will ensure that cycle parking is designed and located in accordance with best practice set out in the documents below:

- Manual for Streets;
- Manual for Streets 2;
- Southampton City Council Development Design Guide SPG;
- Southampton City Council Residential design guide SPG;
- Southampton City Council Streetscape Manual SPG; and
- Sustrans/CTC Information Sheet FF37³⁰

All cycle parking should be:

- Conveniently located, adjacent to building entrances (preferably less than 50m between building entrance and cycle parking);
- Enjoy good natural observation;
- Be easily accessible from roads and/or cycle routes;
- Be well lit; and
- Be located such that it does not obstruct pedestrian and/or cycle routes.

All cycle parking (short and long stay) should be provided at ground level, rather than underground or at a level above normal ground level. Underground or upper level cycle parking will only be acceptable in exceptional conditions where it can be demonstrated that ground level provision is not practicable and safe/ accessible, and that alternative facilities can be provided within the building which meet all the other criteria for long stay cycle parking. Also, there should be direct access between cycle parking and a public right of way- it should not be provided in locations where it is necessary to carry a bicycle through a building in order to access the cycle parking.

Any cycle parking provision that is compliant with Code for Sustainable Homes³¹ guidance on cycle parking, and/or with BREEAM³² compliance requirements for office cyclist facilities, will be compliant with Southampton City Council cycle parking design guidance and provision standards.

³⁰ <http://www.sustrans.org.uk/assets/files/Info%20sheets/cycle%20parking%20info%20sheet.pdf>

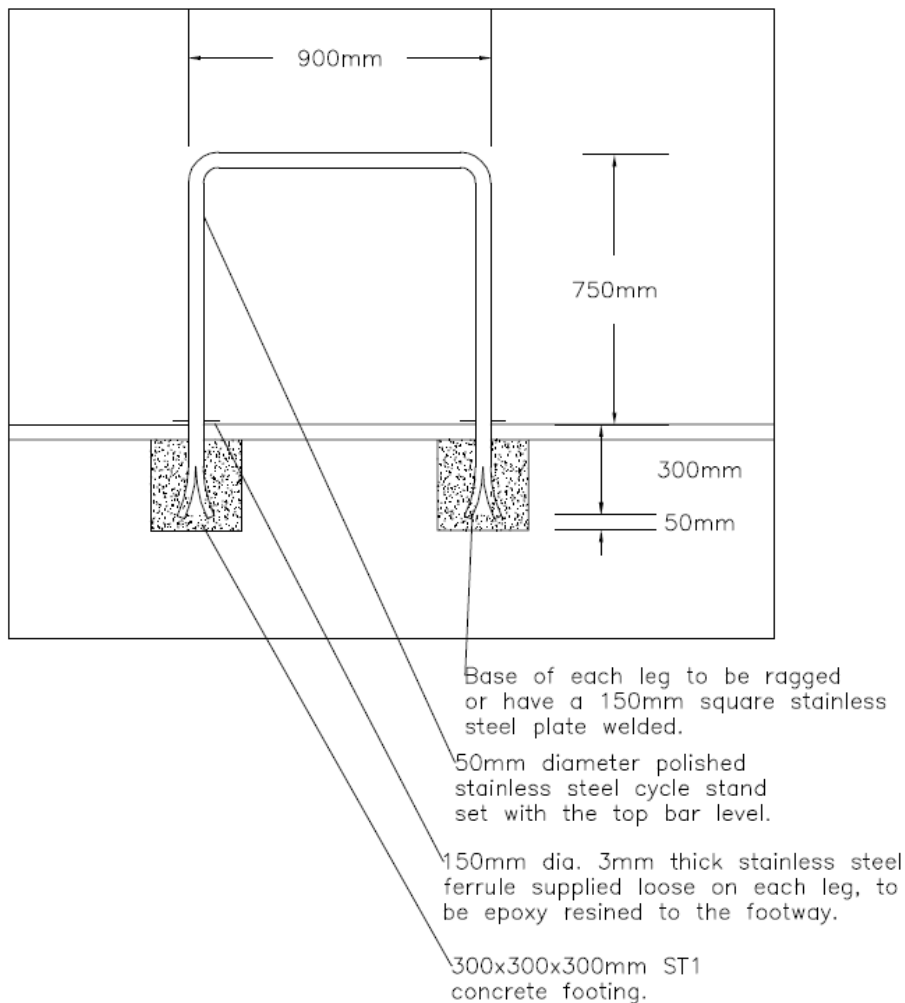
³¹ http://www.planningportal.gov.uk/uploads/code_for_sustainable_homes_techguide.pdf

³² <http://www.breeam.org/index.jsp>

5.2 Basic recommendations for Short Stay Cycle Parking

Short stay parking should be located nearer to the building entrance than the nearest car parking, and in a location highly visible to people, to reduce threat of theft or vandalism.

Short stay parking should be provided using Sheffield type stands and variants of these, with recommended minimum dimensions set out in *Figure 6*. These stands need to be placed a minimum of one metre apart in order to enable easy use of the parking. Recommended layouts and dimensions for use in Southampton are set out in *Figure 7*. Obsolete “butterfly” design (wheel only) stands are not appropriate.

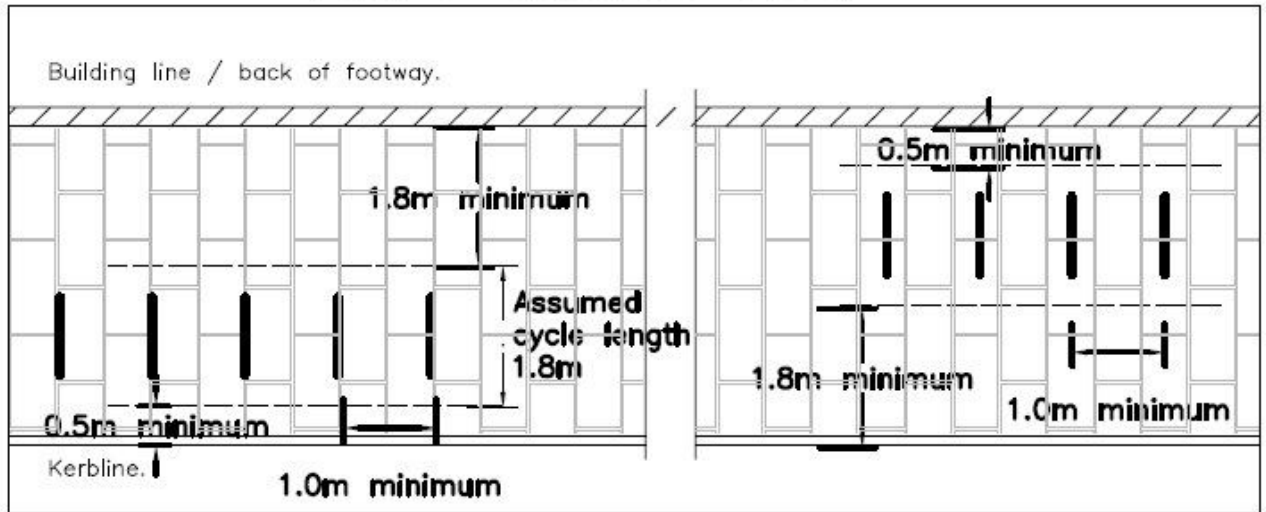


Notes

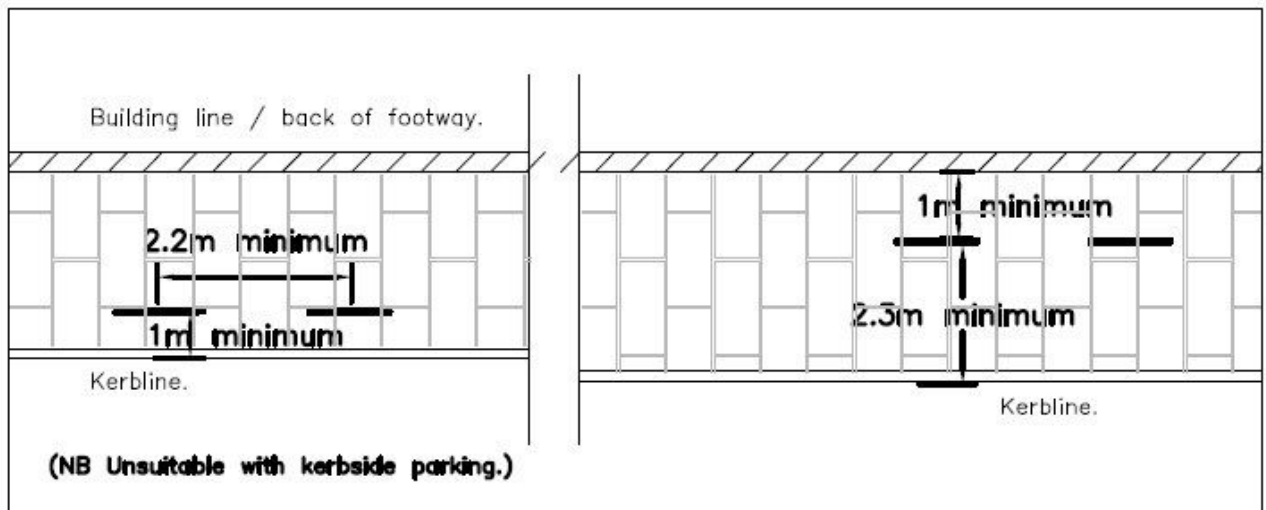
- 1) Stainless steel to be marine grade 316 with polished finish to all surfaces.
- 2) Tube thickness to be 3mm minimum. Tube bends shall be to 150mm radius with no tube crushing.
- 3) Erection of stands in PCC flags shall be carried out such that the reinstatement is hidden beneath the stainless steel disc which shall be epoxy resined to the underlying surface.
- 4) It certain cases it may be appropriate to specify a cycle stand with flanged feet bolted at ground level. In this case consideration should be given to the security of the stand, the design of the fixings with respect to aesthetics, and the level of the ground surface. Design drawings should be presented for approval.

Figure 6: Southampton City Council Standard detail drawing for Sheffield Stand cycle parking

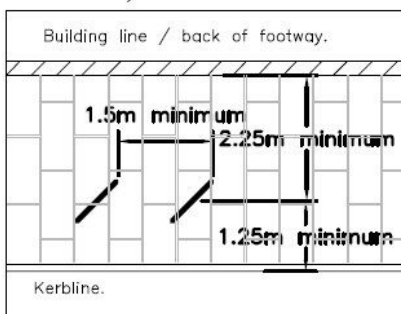
Layout 1 – Perpendicular To Kerb



Layout 2 – Parallel To Kerb



Layout 3 – Echelon



Notes

- When positioning cycle stands, consider the following points:–
- i) The effect on pedestrian movement – particularly blind and partially sighted.
 - ii) The location in relation to adjacent street furniture.
 - iii) The demand for cycle parking at the location at different times.
 - iv) The apparent security of the location – an overlooked location is best.
 - v) The need for direction signing to the cycle stands.
 - vi) The proximity of heavy traffic and dropped kerbs for access.
 - vii) Legitimate access requirements including the emergency services.
 - viii) The potential 'second function' to prevent footway parking.
 - ix) The location of buried services.

Figure 7: Southampton City Council Standard detail drawings for short stay cycle parking layouts

5.3 Basic recommendations for Long Stay Cycle Parking

As per note 1 for *Tables 11 and 12*, all long stay parking must be covered and enclosed. This can mean storage within a dedicated part of a building with access to the outside, or provision of a covered shelter etc adjacent to a building.

Figures 8 and 9 provide sample dimensions of cycle stores using Sheffield stands that might be provided at smaller residential and/or non-residential developments.

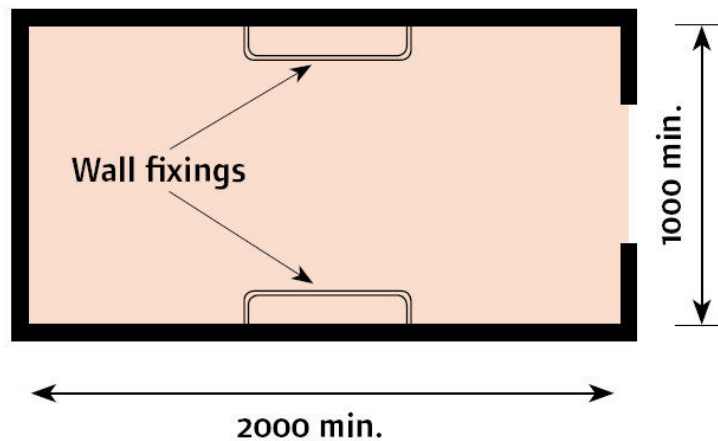


Figure 8: Plan of communal store for four cycles using Sheffield stands³³

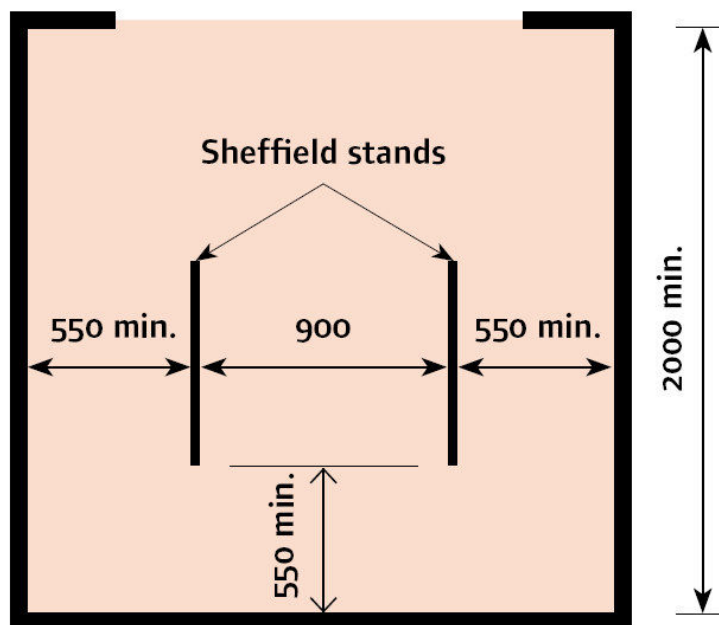


Figure 9: Plan of store for two cycles using wall fittings²³

Other types of stand such as secure cycle lockers and two-tier racks are also acceptable for certain long stay cycle parking situations.

For residential developments where a garage is provided, any garage that counts as a car parking space (ie exceeds 6m x 3m size) will also count as providing secure long stay cycle parking.

³³ Source: Manual for Streets

6. Powered Two Wheeler Parking

A minimum of one space designed for Powered Two Wheeler (PTW) parking must be provided per 25 car parking spaces.

Provision above this level is permitted and for some types of development where there are higher levels of PTW travel (eg Higher Education Colleges and Further Education establishments) provision above this level may be recommended.

Developers should also demonstrate that they have considered additional needs of PTW users, such as lockers and changing facilities.

7. Transport Assessments

Full Transport Assessments will be required for larger developments as follows:

- Residential (C3): Over 50 units
- Commercial (B1 & B2): Over 2,500m²
- Commercial (B8): Over 5000m²
- Retail (A1): Over 1000m²
- Education: Over 2500m²
- Health establishments: Over 2500m²
- Care establishments: Over 1000m² or 10 bedrooms
- Leisure & sports developments (general): Over 1000m²
- Leisure stadia, ice rinks, etc: Over 1,500 seats
- Miscellaneous commercial: Over 500m²
- All other types of larger development: Southampton City Council will decide if a Transport Assessment will be required on a case-by-case basis.

All developments falling below the Transport Assessments thresholds set out above will be required submit a less detailed Transport Statement document.

8. Travel Plans

Travel Plans, setting out measures and techniques which will be employed at developments to encourage more sustainable transport mode choice and travel behaviour (thus reducing demand for parking, as well as general demand on the highway network) will be required for developments as follows:

- A residential travel plan will be required for all residential developments of more than 100 units
- A residential travel plan may be required for residential developments of between 50 and 100 residential units. Whether or not a travel plan is required will be decided upon on a case-by-case basis
- All types of non-residential developments where there will be more than 50 employees (total of full time and part time employees) will be required to submit a Travel Plan
- All new health establishments or major expansions will require a Travel Plan to be produced
- All major leisure facilities will be required to produce a Travel Plan
- All primary and secondary schools will be required to produce a Travel Plan

For residential developments below 50 units and non-residential developments below the thresholds set out above, whilst submission of a Travel Plan is not required, it is encouraged. In some cases, Southampton City Council may be able to provide technical, practical and/or financial support to set up and monitor travel plans. Additionally, developers and businesses needing to implement a Travel Plan are invited to join the Southampton Travel Planners Forum, set up by SCC to promote Travel Planning and encourage dialogue between those implementing Travel Plans.

Developers submitting and implementing a suitable Travel Plan may use this to support reduced parking provision on a site compared to the site parking requirements without a Travel Plan.

Southampton City Council will assess suitability of Travel Plans for this purpose on a case-by-case basis. It is recommended that all Travel Plans should follow guidance set out in the following documents:

- "Making residential travel plans work: good practice guidelines for new development"- DfT, 2005³⁴
- "The essential guide to Travel Planning"- DfT, 2008³⁵

³⁴ "Making residential travel plans work: good practice guidelines for new development"- DfT, 2005- ONLINE <http://webarchive.nationalarchives.gov.uk/http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/mrtpw.pdf>

³⁵ "The essential guide to Travel Planning"- DfT, 2008 <http://www.dft.gov.uk/pgr/sustainable/travelplans/work/essentialguide.pdf>

9. Car parking design guidance

The design of car parking provision is of considerable importance to ensure that car parking is attractive to use and also plays a constructive part in the design of developments. Poorly designed car parking may result in wasted land and inappropriate or unintended parking behaviour if, due to flaws in its design, it is not used. Similarly, parking provision which is not designed with care can inconvenience pedestrians and may be unsightly.

The quantity and basic dimensions of parking provided at developments should be in line with the requirements and recommendations in Sections 4, 5 and 6 of this document.

The design of parking should take into account recommendations in the following design guidance documents:

- For primarily residential streets, designs should follow principles set out in Manual for Streets and the Southampton City Council Residential Design Guide SPG chapter on access and parking;
- For mixed use streets (residential and other uses) and main corridors in urban areas, designs should follow principles set out in Manual for Streets and/ or Manual for Streets 2 and the Southampton City Council Development Design Guide SPG and Streetscape Manual SPG; and
- For roads outside of urban areas and in locations where the sole function of the highway is as a transport corridor, Design Manual for Roads and Bridges is the appropriate design guidance. In an urban area such as Southampton, there are very few locations to which this design standard would apply.

All developments must design their parking provision in line with the guidance in Chapter 5 (Parking and Access) of the [SCC Residential Design Guide SPG](#)³⁶.

Other relevant SCC guidance includes:

- [Streetscape Manual SPG](#)³⁷; and
- [Development Design Guide SPG](#)³⁸.

³⁶ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/residentialdesignguide.aspx>

³⁷ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/street-scape.aspx>

³⁸ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/dev-design.aspx>

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[Planning Policy Statement 3 \(PPS3\): Housing. Department for Communities and Local Government, 2010](#)⁴³

[Planning Policy Statement 4 \(PPS4\): Planning for Sustainable Economic Growth. Department for Communities and Local Government, 2009](#)⁴⁴

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[SCC Streetscape Manual SPG. Southampton City Council, 2005](#)⁴⁷

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³⁹ <http://www.southampton.gov.uk/council-partners/decisionmaking/plans/CoSS.aspx>

⁴⁰ <http://www.southampton.gov.uk/s-environment/policy/developmentframework/core-strategy/stage5.aspx>

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⁴³ <http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>

⁴⁴ <http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement4>

⁴⁵ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/dev-design.aspx>

⁴⁶ http://www.southampton.gov.uk/Images/0D%2005%20Access%20and%20Parking_tcm46-178890.pdf

⁴⁷ <http://www.southampton.gov.uk/s-environment/policy/planningdocuments/street-scape.aspx>

⁴⁸ <http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

⁴⁹ <http://www.ciht.org.uk/en/publications/technical-guidelines.cfm/manual-for-streets-2--wider-application-of-the-principles-2010>

⁵⁰ <http://www.dft.gov.uk/ha/standards/dmrb/index.htm>

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[The Manual for Streets: Evidence and Research. *TRL, 2007*⁵¹](#)

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[New Homes 2010- Chapter 16: Parking. *Secured by Design, 2010*⁵⁶](#)

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⁵³ <http://www.communities.gov.uk/publications/planningandbuilding/residentialcarparking>

⁵⁴ <http://www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/parking>

⁵⁵ <http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

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⁵⁷ <http://www.tfw.org.uk/documents/SustransCycleparkingsheetFF37.pdf>

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⁵⁹ http://www.cambridge.gov.uk/public/docs/CycleParkingGuide_std.pdf

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⁶¹ <http://www.communities.gov.uk/publications/planningandbuilding/codeguide>

⁶² <http://www.breeam.org/page.jsp?id=301>

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[Making Residential Travel Plans Work. *Department for Transport, 2005*](#)⁶⁵

Electric Vehicle Charge Point Design

[Guidance for Implementation of electric vehicle charging infrastructure. *Transport for London, 2010*](#)⁶⁶

⁶⁴ www.dft.gov.uk/pgr/sustainable/travelplans/work/essentialguide.pdf

⁶⁵ <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/makingresidentialtravelplans5775>

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Southampton City Council- Parking Standards Supplementary Planning Document (SPD)

Summary of Consultation

Timescales

This document provides a summary of the responses received during the public consultation period for the Parking Standards SPD. The consultation was conducted in line with Southampton City Council's [Statement of Community Involvement \(SCI\)](#)¹.

A six-week public consultation on a draft version of the SPD occurred between Monday 11th July and Monday 22nd August 2011. This followed an earlier two week initial stakeholder engagement period held between the 13th and 24th of June 2011 where selected key stakeholders were invited to comment on an initial draft. A summary of responses to this earlier consultation can be found in a separate document (attached).

Consultation activities

During the formal public consultation period, the following activities were undertaken:

- A large number of printed copies were distributed by post to contacts (mostly developers, local businesses and organisations, major transport stakeholders, and residents groups and community representatives) who were previously involved in the Local Development Framework (LDF) consultation;
- A small number of consultees from this group were also contacted via email;
- Statutory consultees (English Heritage, Natural England, the Environment Agency and the Highways Agency) were contacted via email - in the case of the statutory environment and heritage consultees, a formal Strategic Environmental Assessment (SEA) scoping/ screening opinion was sought;
- The document and associated SEA screening statement were made available for download and comment on the Southampton City Council website;
- Copies of the document were made available from all SCC-run libraries and housing offices in the city;
- The document was presented to the SCC Planning and Rights of Way Panel on Tuesday August 16th- a question and answer session was held as part of this panel meeting; and
- There was personal contact between officers developing the SPD and a number of elected members and other consultees throughout the process, to answer more specific questions.

All consultees were asked to review and return comments via post and/or email on the draft of the Parking Standards SPD provided.

A list of all organisations and individuals contacted during this public consultation is provided in *Table 2*. A total of 187 organisations and individuals were included in this consultation.

¹ <http://www.southampton.gov.uk/s-environment/policy/developmentframework/communityinvolvement/>

Consultation responses- general summary and response

A total of 15 individual representations were received at this stage of consultation. Details on individual points raised by each response are provided in *Table 1*.

We received a response from Natural England who agreed that SEA would not be required on this SPD. We did not receive any response from any of the other statutory environmental consultees regarding an SEA scoping opinion within the specified timescale. It has thus been taken that this policy does not need any further SEA work beyond the basic level of assessment required and set out in accompanying documents.

Most responses raised few issues with the content of the document beyond a small number of common complaints. Many respondents were supportive of the content of the draft SPD.

There were a few comments that the document was not easily accessible to lay person. This is a technical document and has been written as clearly as possible, but ultimately the primary audience for this document is developers and their consultants- and none of the responses from these groups raised any issues with document design or presentation.

Some alterations are required, namely making it clearer that:

- These are maximum parking standards and that developers may provide less parking than this maximum if they can justify it;
- Parking Standards for the defined city centre area will be set out in the City Centre Action Plan; and
- Parking Standards for Houses in Multiple Occupation (HMOs) will be addressed in the forthcoming HMO SPD.

There were also several responses which questioned the redefined "high accessibility" area criteria and zones, suggesting the definition of a "high accessibility" area was too strict and that areas with as few as 4 buses per hour daytime frequency should qualify as being of "high accessibility". Our response is that in order to reduce parking provision, there needs to be a good enough level of public transport provision to make living without a car (or second car for larger units/ family homes) a genuinely feasible option for a large proportion of the population. This requires a much greater level of accessibility than 4 or 6 buses per hour (potentially along a single route only) during the daytime for the following reasons:

- A location with only 4 or 6 buses per hour may only have a bus service useful for access to city centre and to a limited range of destinations along one axis- whereas a location with 20+ buses per hour will have multiple routes and a much wider coverage of destinations that can be accessed directly without a car;
- The areas with 20+ buses per hour are on high accessibility corridors with high quality waiting and information provision, bus priority etc- this cannot be guaranteed on some stretches of lower frequency route; and
- Many 4-6 bus per hour mon-fri daytime services operate at a frequency of 1 bus per hour or less in the evening and on Sundays. This is an insufficient bus frequency to make car-free living attractive or reasonably feasible for many residents, whereas a corridor with 20+ buses per hour will still enjoy a good service frequency until late at night, and will also have a service on Sundays which still allows a good level of mobility.

It is important to note that car ownership is generally distinct from modal choice. A key determinant of modal choice is the cost and availability of parking at the end of a journey, as well as the attractiveness of competing modes. In this regard, there are many parts of Southampton where use of a car for a typical journey (eg a daytime trip from the suburbs to the city centre) is more expensive and less convenient than catching the bus, walking, or cycling, and even if a car is

available, it is expected that a high proportion of travellers will choose alternative options. However this situation still generates a demand for parking spaces in the residential areas.

Our projections indicate a slight increase in total car ownership in the years to 2026 but a reduction in the mileage each car is used over as more trips switch to alternative modes as a result of improvements in these modes and also as a result of rising fuel prices. This situation still requires us to ensure developers can provide an adequate number of parking spaces- and these increased parking standard maxima give developers the flexibility to do this.

There were also some comments that the maximum allowed parking for developments is still too low. This is despite a typically 50% increase in the maximum parking we would allow for a development. We have increased the permissible parking to enable developers greater leeway and ensure that- if they need to- developers can provide one parking space per residential unit anywhere in the area this SPD applies to, as well as increased numbers of parking spaces for larger units.

There is however careful balance which must be struck between effective use of land for development and provision of parking. It should be noted that even with permeable surfaces and sustainable drainage systems, parking areas contribute to increased runoff and flooding problems (a key concern for a coastal city) as well as being often unsightly and an inefficient use of land- a resource that is valuable and in high demand. Allowing extra parking above these levels could result in damage to the aesthetic of areas as well as increased flooding problems etc.

Therefore for the reasons stated above, we have not made any alterations to the parking provision maxima or accessibility areas plan for the final Parking Standards SPD. We have however made some detailed alterations as outlined in *Table 1*.

One area that was flagged up by several members on the Planning and Rights of Way panel was that more should be done in this SPD with regards to provision of charging points for electric vehicles. The draft SPD required developers to ensure that their parking design would enable easy retrofit of electrical charge points to all bays. This was recommended as taking the form of empty cable conduits running under each parking bay and linking to nearby electrical mains, into which at a later date electrical mains cables for car chargers could be installed without needing to dig up large areas of parking bay. Car charge points could then be installed on the surface of each bay and linked to the electrical cable now running beneath the bay.

Whilst SCC is committed to encouraging greener forms of travel, the current level of market adoption of electric vehicles is low (around 20-30,000 electric cars nationwide) and this makes it difficult to justify any requirement to provide EV charge points at time of build. However SCC are aware that the EV market is developing and growing rapidly and will keep this aspect of the policy under periodic review with an eye to making later amendments which do require provision of some EV charge points at time of build. We have also changed the text of the SPD to make it clear that we encourage and support any efforts to provide EV charge points at the time of build.

Table 1- Summary of individual consultation responses

Consultee	Topic raised	SCC Response
Southampton	Concerns raised include:	

Consultee	Topic raised	SCC Response
Pensioners Forum	<ul style="list-style-type: none"> • Whether provision has been made for road safety 	Safety aspects of parking provision are generally a topic for the Transport Statement/ Assessment and review of planning applications; however the car parking design guidance is intended to promote safety through good design.
	<ul style="list-style-type: none"> • Whether developers work to minimum or maximum standards 	These are maximum parking standards for cars and minima for cycles- and this is clearly stated in the tables setting out the standards.
	<ul style="list-style-type: none"> • Whether there is provision for disabled parking spaces 	Section 4.3 specifically addresses the topic of parking provision and design for less mobile people
	<ul style="list-style-type: none"> • How situations of parking demand exceeding supply will be dealt with 	The parking standards set out provide an increase in permitted parking at residential developments of typically 50% compared to the previous parking standards and set strict criteria about use of on street parking specifically to avoid situations of supply being inadequate for parking demand.
	<ul style="list-style-type: none"> • That car ownership projections are an underestimate 	The information set out in Section 3 includes projections of car ownership levels which, given the increased cost of car ownership and motoring, coupled with falling incomes and higher levels of unemployment, are deemed highly optimistic by SCC. It is felt that the increased permitted parking for residential developments should be more than sufficient to accommodate these projections, let alone a more likely stagnation in demand for parking.
Keith Reed	<ul style="list-style-type: none"> • Raised concerns that no parking standards for HMOs are provided 	Parking Standards for HMOs are to be set out separately in the HMO SPD. The Parking Standards SPD will not set out parking standards for HMOs and this will be made clearer in the final version of the Parking Standards SPD.

Consultee	Topic raised	SCC Response
R.F. George	<ul style="list-style-type: none"> Suggested that the criteria used to identify a “high accessibility” area are too strict and that a ten minute interval between buses (6 buses per hour) would be acceptable 	Please see the section above titled "Consultation Responses: general summary and response" for SCC's response to comments on the definition of accessibility areas.
	<ul style="list-style-type: none"> Highfield campus is not identified as a high accessibility area despite 10 buses per hour to the city centre from this location 	Please see the section above titled "Consultation Responses: general summary and response" for SCC's response to comments on the definition of accessibility areas.
	<ul style="list-style-type: none"> Accessibility area zones should be set to encourage reduction in car use and encourage improvement in bus services 	Please see the section above titled "Consultation Responses: general summary and response" for SCC's response to comments on the definition of accessibility areas.
Highfield Residents Association	<ul style="list-style-type: none"> Unhappy about lack of inclusion of parking standards for HMOs 	The Parking Standards SPD will only deal with parking provision for non-HMO residential development. The forthcoming HMOs SPD will address the topic of parking provision for HMOs. Text has been added to the final Parking Standards SPD to reflect this.

Consultee	Topic raised	SCC Response
	<ul style="list-style-type: none"> Unhappy with maximum parking provision allowed- feels this value is still too low 	<p>The maximum parking standards set out in this SPD represent a considerable increase (typically in the 50% region) in the maximum parking that a developer may provide compared to the previous parking standards. Some examples: for a one-bed unit in a high accessibility area, they allow up to a 250% increase in the maximum parking that a developer may provide.</p> <p>For a two or three bed unit in a standard accessibility area, they allow up to a 33% increase in the maximum parking that a developer may provide.</p> <p>Also, the accessibility areas definition has been tightened up so that “high accessibility” areas are identified in a more realistic manner than the previous accessibility areas plan- meaning reductions in parking maxima will apply to fewer areas- and only areas with a genuinely good public transport provision- compared to the previous standards.</p>
Warren Close Residents Association	<ul style="list-style-type: none"> Not enough consideration given to motorcycles/ scooters Concern about parking pressure around Southampton General Hospital 	<p>Section 6 sets out basic requirements for Powered Two Wheeler (PTW) parking. However because PTWs require minimal space for parking, spaces for cars can be used by PTWs, and because PTWs have rarely been the focus of conflicts or difficulties due to lack of space, the PTW parking standards are similar to that set out in the previous parking standards.</p> <p>Day to day management of parking in this area is achieved through the Controlled Parking Zone (CPZ) around the hospital. CPZs are not a direct topic for this SPD; however the content of this SPD should ensure that future developments do not exacerbate existing parking problems.</p>
Mark Miller	Generally welcomed the content of the document but made the following points:	

Consultee	Topic raised	SCC Response
	<ul style="list-style-type: none"> Suggested that the criteria used to identify a “high accessibility” area are too strict and that a 10-15 minute interval between buses (4-6 buses per hour) would be an acceptable level of service to define an area as having high accessibility 	<p>Please see the section above titled "Consultation Responses: general summary and response" for SCC's response to comments on the definition of accessibility areas.</p>
	<ul style="list-style-type: none"> Suggests that parking standards should be tightened up if significant Travel Plan measures/ alternative transport measures are set out by developers. 	<p>These parking standards are maximum parking standards. Developers may set out a lower provision than the maximum allowed. Implementation of effective Travel Plan and other measures which reduce the need of residents/ users of a development to own or use cars may be used by developers to help justify the amount of parking they provide for a development.</p>
	<ul style="list-style-type: none"> Cycle spaces standards should be written such that infrastructure provision (eg covered cycle parking, secure storage, showers, cycle lanes etc) is provided in addition to the parking spaces 	<p>It is hoped that cycle infrastructure provision beyond the basic parking spaces will be enhanced by developer-sponsored Travel Plans and sustainable travel measures. We do not feel that this Parking Standards SPD should be used to specify measures which should be set out by developers as part of their Travel Plans.</p>
<p>Cllr Terry Matthews</p>	<ul style="list-style-type: none"> Parking Standards should force developers (particularly when adding new buildings to existing sites, eg Southampton General Hospital) to provide sufficient spaces on site to prevent overspill onto local on-street parking 	<p>Day to day management of parking in this area is achieved through the Controlled Parking Zone (CPZ) around the hospital. CPZs are not a direct topic for this SPD; however the content of this SPD should ensure that future developments do not exacerbate existing parking problems. This includes a new set of rules which specify when on-street parking may count towards a new development's parking provision, and when developers will be required to provide sufficient off-street parking and will not be allowed to rely on overspill onto on-street parking. Specifically no development within an existing CPZ would be allowed to use on-street parking</p>

Consultee	Topic raised	SCC Response
Southampton Federation of Residents Associations	<ul style="list-style-type: none"> Unhappy about lack of inclusion of parking standards for HMOs 	The Parking Standards SPD will only deal with parking provision for non-HMO residential development. The forthcoming HMOs SPD will address the topic of parking provision for HMOs. Text has been added to the final Parking Standards SPD to reflect this.
Highways Agency	Noted receipt of consultation document; requested that the Highways Agency be involved in discussions over any applications for developments which may have effects on their network in future	Southampton City Council will continue to work with the Highways Agency on identifying and minimising any risks posed to operation of the strategic road network by future development proposals.
Cllr Les Harris	<ul style="list-style-type: none"> Concern over lack of inclusion of parking standards for HMOs 	The Parking Standards SPD will only deal with parking provision for non-HMO residential development. The forthcoming HMOs SPD will address the topic of parking provision for HMOs. Text has been added to the final Parking Standards SPD to reflect this.
	<ul style="list-style-type: none"> If on-street parking is to count towards a development's parking provision, only the on-street parking possible along the frontage of the development should count 	<p>The rules set out where on-street parking will be allowed to contribute towards parking provision as part of a development are a considerable step forwards from the situation before and should ensure that on-street parking is not allowed to contribute towards the parking provision for a development in circumstances where there is already high pressure upon on-street parking. However at the same time there is a need to avoid excessive use of valuable land for parking in situations where on-street parking would provide adequate capacity.</p> <p>Restricting on-street parking to the frontage of the development could in some instances lead to developers being forced to provide off-street parking, wasting land and increasing runoff etc, despite on-street parking proving perfectly adequate for the level of demand.</p>

Consultee	Topic raised	SCC Response
	<ul style="list-style-type: none"> Believes in some instances the parking maxima are too low, and that there should be a requirement of one parking space per bedroom in many instances 	<p>The maximum parking standards set out in this SPD represent a considerable increase on the maximum parking that a developer may provide compared to the previous parking standards. Some examples: for a one-bed unit in a high accessibility area, they allow up to a 250% increase in the maximum parking that a developer may provide.</p> <p>For a two or three bed unit in a standard accessibility area, they allow up to a 33% increase in the maximum parking parking that a developer may provide.</p> <p>Also, the accessibility areas definition has been tightened up so that “high accessibility” areas are identified in a more realistic manner than the previous accessibility areas plan- meaning reductions in parking maxima will apply to fewer areas- and only areas with a genuinely good public transport provision- compared to the previous standards.</p>
Thornbury Avenue Residents Association	<ul style="list-style-type: none"> Supports requirement for Sustainable Urban Drainage System provision for all parking areas but would like to know why there is not a requirement to provide permeable paving materials to reduce runoff, as is required for non-residential development parking 	<p>Comment noted- final SPD will include an additional point stating that designers should provide permeable paving materials wherever possible to reduce runoff, as per the Residential Design Guide. This statement is also made in the excerpt of the residential design guidance included as part of this Parking Standards SPD.</p>

Consultee	Topic raised	SCC Response
	<ul style="list-style-type: none"> Concern that landscaping/ “greening” of parking areas will be insufficient based on experience of current designs- Parking Standards should encourage better provision of greenery in parking areas 	<p>The Residential Design Guide chapter on Parking and Access (included as an excerpt in this Parking Standards SPD) does include some guidance on landscaping, including the statement in section 5.1.11: Large areas of hard surface unrelieved by trees and other soft landscape features will not be acceptable.” Designers are expected to take this requirement into account when designing parking into their development.</p>
	<ul style="list-style-type: none"> Statement in residential design guide that black tarmac should be used for parking spaces and block paving for circulation areas contradicts a later statement that states permeable paving materials should be used to reduce runoff 	<p>This statement is not contradictory: various types of permeable tarmac are available, including permeable black tarmac (see link below for an example from one manufacturer²). Block paving is also available in permeable varieties (see link below³). It is perfectly feasible to provide a porous/ permeable surface composed of black tarmac parking surfaces and block paved circulation routes. In any case, the statement in section 5.1.11 of the Residential Design Guide is a recommendation that areas which see exposure to tyres, oil leakage, etc be designed using a darker colour surface material, and also that a distinction between circulation and parking areas is made using surface materials. In this regard, there is a wide palette of permeable materials (not restricted to tarmac and block paving) available to designers.</p>

² http://www.tarmac.co.uk/products_and_services/asphalt/tarmacdry_porous_asphalt.aspx

³ <http://www.marshalls.co.uk/transform/Permeable-paving>

Consultee	Topic raised	SCC Response
Test Valley Borough Council	No comments	N/A

Consultee	Topic raised	SCC Response
Neil Holmes, Quayside Architects	Unhappy that requirement for developers to demonstrate that parking provision is adequate (eg through parking surveys, trip rate & parking accumulation estimates, etc) places onus and cost on developers	<p>Through the Transport Statement/ Assessment element of the highway development control process, there has always been an onus on developers to provide evidence of the transport impacts of their development (and how they intend to accommodate/ mitigate these impacts) and this has not changed with these parking standards. Developers must make it clear that they have properly considered the parking demand their developments will generate and this should be considered from the outset of the design process. Therefore we do not accept that this is an unreasonable requirement or will incur extra effort or cost over what should be occurring at present.</p> <p>Regarding use of on-street parking, if developers wish to make the case for use of highway space for parking for their development, again they need to demonstrate to Southampton City Council that this can be done without causing disruption or creating problems. The onus and cost of doing this logically should be on the part of the developer rather than on the part of Southampton City Council as it is the developer who is making a proposal.</p> <p>The cost of carrying out parking/ traffic surveys and some basic measurement of road widths etc is minimal compared to the extra income from a site that a developer could unlock, should they be able to demonstrate that on-street parking is suitable for their proposal, enabling them develop more of their site as housing, office, etc rather than as low value parking land.</p>
	High accessibility zone criteria are unreasonable	Please see the section above titled "Consultation Responses: general summary and response" for SCC's response to comments on the definition of accessibility areas.

Consultee	Topic raised	SCC Response
	<p>Specifying parking bay sizes is unreasonable and the bay sizes specified are too large; example vehicle sizes are smaller than the bay size specified; standard bay size should be 5m x 2.4m.</p>	<p>This proposal was motivated by the fact that the size of cars is growing due to safety legislation. Some common vehicles (eg Ford Mondeo Estate, 2010 model, 4.8m long by 2.0m wide) are the same size as a standard bay and thus may struggle to park in such a bay, particularly if an equally large vehicle is parked in the bay alongside.</p> <p>In such instances drivers may decide to park elsewhere, thus defeating the purpose of providing the bay in the first place. It is a common complaint that inadequately sized parking bays in some locations have resulted in many drivers not using parking bays provided.</p> <p>However we do agree that the proposed bay size could end up being wasteful in terms of land use and appearance and as a result, we have altered bay sizes to a more standard dimension, but for non-residential developments, have introduced a requirement that 10% of bays be sized for larger vehicles- but that these bays be located furthest from the entrance to the building.</p>
	<p>Requirement that parking areas should be constructed using permeable materials is unreasonable</p>	<p>This is not an unreasonable requirement given that provision of parking using impermeable materials increases the already significant flood risk in some areas of the city, and given that permeable materials are widely available and widely recommended for use elsewhere. There has however been a wording alteration to bring the Parking Standards SPD content fully into line with the Residential Design Guide SPG.</p>

Consultee	Topic raised	SCC Response
	<p>Maximum parking standards will disadvantage Southampton as a business centre by preventing commercial applicants from providing the levels of parking they require.</p>	<p>This consultee's response also acknowledged that developers are not keen to (and are not expected to) provide more parking than they need to.</p> <p>The maximum standards for non-residential developments are generally similar to those set out in the previous Parking Standards. Many of these maxima are the maximum we can legally allow based on the content of PPG13. We would be unable to legally increase these parking maxima even if we as a council desired it. Additionally, the setting of maximum standards is the normal method of setting parking standards- it is important that we balance the need for parking with the need for efficient use of land.</p> <p>Also, non-residential developments generally attract trips and are also generally located where there are a variety of options for access. As a trip end-point, the availability and cost of parking at these locations will have a strong influence on the choice of mode used on that trip. Providing additional (or excessive) parking would be likely to result in unnecessary encouragement of single occupancy car use, with negative effects for congestion, air quality, carbon emissions, etc.</p>

Consultee	Topic raised	SCC Response
Jean Wawman, East Bassett Residents Association	The consultee questioned whether or not the car ownership trends include students, and suggested that student car ownership needs to be added to the car ownership trends.	<p>The car ownership trends provided are based on data in the DfT's TEMPRO⁴ database, an industry standard traffic trends resource. The TEMPRO data is derived from the National Transport Model which in turn takes its population data from the Census and other Office for National Statistics data sources which make up the mid-year population statistics. These population data statistics DO take into account student numbers in their term time location (please see link below⁵).</p> <p>Therefore the population and car ownership trends do account for term-time students. Additionally, we expect that-given the rapidly-falling numbers of young drivers⁶ and increasing cost of university education, we believe that numbers of students owning a car is likely to decrease (possibly considerably) in the short to medium term.</p>
	Controlled parking zones plan does not include all CPZs in area and appears to be out of date	An updated version of the plan will be provided in the final version of the document.
	Doubts that reduced parking provision at trip destinations will result in more sustainable mode choice	<p>There is a considerable body of evidence that parking availability and cost at the destination of a trip has a strong influence on the choice of mode for that trip. This includes transfer from car to cycle and walking as well as public transport.</p> <p>There is a considerable body of transport economics research which backs this up, eg that published by the Commission for Integrated Transport⁷, and the contents of the DfT's own WebTAG transport guidance⁸.</p>

⁴ <http://www.dft.gov.uk/tempro/importantinfo.php>

⁵ <http://www.statistics.gov.uk/STATBASE/Product.asp?vlnk=601>

⁶ <http://www.parkers.co.uk/News/Motoring-Costs/Young-drivers-priced-off-the-road/>

⁷ http://www.plan4sustainabletravel.org/downloads/cfit_background_report.pdf

⁸ WebTAG Unit 3.10.3- Variable Demand Modelling:
<http://www.dft.gov.uk/webtag/documents/expert/unit3.10.3a.php#7>

Consultee	Topic raised	SCC Response
Natural England	Generally supportive of SPD, particularly the improved detail and requirements on SUDS, permeable surfacing, cycle parking, travel plans and EV charge points. It is agreed that this policy does not need to undergo further SEA.	

Table 2: List of consultees

Please note: In a number of cases where a major property developer has been listed, we have contacted the planning consultant representing that developer to seek an opinion on the SPD, rather than directly contacting the developer themselves.

Consultee Name (if addressed to a specific individual)	Organisation	Method of Contact
Peter Court	Bovis Homes Limited	Paper letter
	Banner Homes	Paper letter
Mr Wilks	Barratt Southampton	Paper letter
	Crayfern Homes	Paper letter
Ms Parker	Hallam Land Management Limited	Paper letter
Mr Hull	Persimmon Homes	Paper letter
	WSP Consultancy	Paper letter
Mr Holmes	Quayside Architects	Paper letter
Ms Caines	Fairview New Home Limited	Paper letter
Mrs Fountain	W M Morrison Supermarkets Plc	Paper letter
Ms Cross	CGNU Life Assurance Limited	Paper letter
Mr Naylor	Kier Property	Paper letter
Ms Blunstone	Sainsburys Supermarkets Ltd	Paper letter
Ms Ager	La Salle Investment Management	Paper letter
Mr Bannell	Ordnance Survey	Paper letter

Ms Morton	Rokeyby (Southern) Ltd	Paper letter
Mr O'Donovan	Pressmile Limited	Paper letter
Ms Cusa	GVA Grimley LLP	Paper letter
Ms Jackson	Trustees Of The Barker Mill Estate	Paper letter
Ms Taylor	Swaythling Housing Society Limited	Paper letter
Ms Page	Morley Fund Management Limited	Paper letter
Mr Templeton	Ever Marketing Limited	Paper letter
Mr Hall	Dorepark Limited	Paper letter
Mr Hall	Wilky Property Holdings Plc	Paper letter
Mr Court	Bovis Homes Limited	Paper letter
	John Lewis Partnership	Paper letter
Mr Staddon	Lafarge Aggregates	Paper letter
Mr Zanre	David Wilson Estates	Paper letter
	White Young Green	Paper letter
Ms Cusa	John Lewis Partnership	Paper letter
Mr Hull	Clerical Medical Investment Group Limited (CMIG)	Paper letter
Mr Avery	Arlington Property Investors	Paper letter
Mr Hall	Kilmina Properties Limited	Paper letter
Mr Hall	Marina Developments Limited	Paper letter
Mr Kemsley	WM Morrison Supermarkets Plc	Paper letter
Mr Hansen	European Property Systems Limited	Paper letter
Ms Churchill	Atisreal	Paper letter
Mr Milner	Architectural Design Services	Paper letter
	AWD Design	Paper letter
	Banner Homes	Paper letter
Mr Wilks	Barratt Southampton	Paper letter
	BCA Architects	Paper letter
	Crayfern Homes	Paper letter

Ms Webber	Hyde Housing Association	Paper letter
Ms Bennion	Hyde Housing Association	Paper letter
Ms Donovan	Indigo Planning Limited	Paper letter
	Kings Oak Homes Limited	Paper letter
Mr Robin	King Sturge	Paper letter
Mr Culwick	La Salle	Paper letter
Mr Nash	Lennon Planning Limited	Paper letter
Ms Gibbs	Linden Homes Southern Limited	Paper letter
Ms Weaver	Level	Paper letter
Mr Waldron	Mursell Limited	Paper letter
Mr Sennitt	Orchard Homes And Development Limited	Paper letter
	Roxan Construction Limited	Paper letter
Ms Haddaway	Stoneham Housing Association	Paper letter
Ms Waddington	Swaythling Housing Association	Paper letter
Mr Smith	Terence O'Rourke	Paper letter
Mr Beck	The Luken Beck Partnership Limited	Paper letter
Mr Oldfield	Tony Oldfield Architects	Paper letter
Mr Dudman	Trant Construction Limited	Paper letter
Mr Slade	Wildern Homes	Paper letter
Mr Harris	Wilson Bowden Developments	Paper letter
	Atlantic Housing Group	Paper letter
	Go-Ahead Group Plc	Paper letter
Mr McIntyre	GVA Grimley	Paper letter
Mr Blaxland	Adams Hendry Consulting Ltd	Paper letter
Mr Atfield	Amsprop Estates And Harding Holdings	Paper letter
Mr Neate / Mr Quigley	Commercial Estates Group (CEG)	Paper letter
Ms Jardine	Kilmartin	Paper letter
Mr McFarland	Aldi Stores Limited	Paper letter

Mr Serra / Mr Martin	Crest Nicholson Regeneration	Paper letter
Mr Tear/Ms Hayward	RTA Limited	Paper letter
A J Nairn	Chilworth Parish Council	Paper letter
Mr C Bowden	Eastleigh Borough Council	Paper letter
Mr T Davison	Hampshire County Council	Paper letter
	Hampshire & Isle of Wight Strategic Health Authority	Paper letter
Mr P Robinson	Highways Agency	Paper letter
Ms M Bernard	Marchwood Parish Council	Paper letter
	Network Rail Southern Region	Paper letter
Ms Ives	New Forest District Council	Paper letter
	New Forest National Park Authority	Paper letter
Mr M Gordon	Nursling & Rownhams Parish Council	Paper letter
Mr P Crew	Southern Electric	Paper letter
Mr C Kneale	Southern Water Services Ltd	Paper letter
	Strategic Rail Authority	Paper letter
Ms S Crocombe	Test Valley Borough Council	Paper letter
	Totton & Eling Town Council	Paper letter
Mrs Connell	Underwood And Redhill Residents Association	Paper letter
Ms Amrit	Portswood Residents' Gardens	Paper letter
Ms Marcia Stacey	Banister Park, Freemantle And Polygon CAF	Paper letter
Mr David Brown	Peartree Community Action Forum	Paper letter
Rosalind Rutt	Trustee Of Portswood Residents Gardens	Paper letter
Mr Jerry Gillen	Bassett, Highfield And Swaythling Community Action Forum	Paper letter
Jean Wawman	East Bassett Residents Association (ebra)	Paper letter
Mr Jerry Gillen	Highfield Residents Association	Paper letter

Mr Jerry Gillen	Flower Road Residents And Tenants Association	Paper letter
Mr Jerry Gillen	North West Bassett Residents Association	Paper letter
Mr Jerry Gillen	Old Bassett Residents Association	Paper letter
Mr Withens	St Mary's Residents Association	Paper letter
Ms Jill Starks	Bitterne Grove Residents Association	Paper letter
Mr Grafton	Freemantle Community Association	Paper letter
Mr Brown	Peartree Community Action Forum	Paper letter
Ms Baker	Peartree Community Action Forum	Paper letter
Mrs Warbrick	South Front Tenants Association	Paper letter
Mr Staples	Spitfire Court Residents Association	Paper letter
Ms Costin	St Denys Community Association	Paper letter
Lorraine Barter	Residents Action	Paper letter
Mrs Barker	Flower Roads Residents And Tenants Association	Paper letter
Ms Baker	Freemantle And Polygon CAF	Paper letter
Mr Wittington	Maytree Residents Link	Paper letter
Mrs Donald	Millbrook Towers Tenants Association	Paper letter
Ms Baker	Polygon Community Action Forum	Paper letter
Mr Etheridge	Holly Hill Residents Association	Paper letter
Mr Tizzard	Harefield Tenants And Residents Association	Paper letter
	Harefield Sheltered Accommodation Tenants Association	Paper letter
Mr George	Herbert Collins Estates Residents Association	Paper letter
The Secretary	Lordswood Community Association	Paper letter
Miss Vaudin	Maybush And District Community Association	Paper letter
Mr Fuller	Maybush Community Association	Paper letter
Mrs Leng	Swaythling Residents Association	Paper letter

Mr Peter Wirgman	Southampton Federation Of Residents Association	Paper letter
Mrs Woodford	Bitterne Park Residents Association	Paper letter
Mr Brown	Bitterne Manor Community Association	Paper letter
Mr Mundy	Fitzhugh Residents Association	Paper letter
Ms Ash	Sholing Community Action Forum	Paper letter
Mr Curtis	Sholing CAF And Study Centre	Paper letter
Ms Godfrey	Freemantle And Shirley Community Association	Paper letter
Ms Jarvis	Howards Grove And Vaudrey Close Tenants And Residents Ass.	Paper letter
Mr Warwick	Upper Freemantle And District Residents Assn	Paper letter
Ms Gara	Freemantle And Polygon Community Action Forum	Paper letter
Ms Bennett	Lordshill Community Association	Paper letter
Mrs Milton	Mansbridge Residents Association	Paper letter
Mr Humphries	Northam Tenants And Residents Association	Paper letter
Mrs Milne	North West Bassett Residents Association	Paper letter
Ms Hastings	Old Bassett Residents Association	Paper letter
Mr Harris	Federation Of Southampton Tenants Residents Associations	Paper letter
Ms Walker	Graham Road Resident Association	Paper letter
Mr Knight	Highfield Residents Association	Paper letter
Dr Smith	Hill Farm Residents Association	Paper letter
Ms Gale	Newlands Area Tenants And Residents Association	Paper letter
Mrs Saxton	Redbridge Residents Association	Paper letter
Ms Spiers	Redbridge Wharf And Park Association	Paper letter
Mrs Defty	Sholing Residents Association	Paper letter

Mr Davis	Waterside Park Residents	Paper letter
Ms Turley	Woolston And Weston Community Action Forum	Paper letter
Mrs Cleverly	Woolston And Weston Community Action Forum	Paper letter
Mr Patching	Townhill Park Community Association	Paper letter
Mr Robinson	Townhill Park, Bitterne Park And Midanbury CAF	Paper letter
	Weston Shore Tenants And Residents Association	Paper letter
Mrs Gates	Thornbury Avenue And District Residents Association	Paper letter
Mr Johnson	Warren Close Residents Association	Paper letter
Ms Latham	Bisley And Bowman Court Tand RA	Paper letter
Mr Spake	Bishops Crescent Tenants And Residents Association	Paper letter
Ms Walker	Gray Beech Tenants Association	Paper letter
Ms Webber	Gray Beech Tenants Association	Paper letter
Mr Sillence	Kinloss, Cardington And Cramwell Court Tenants Association	Paper letter
Mrs Gill	Millbrook And District Community Association	Paper letter
Mrs Vickers	Milner Court Tennants Association	Paper letter
Mr and Mrs Wake	Woolston Community Centre	Paper letter
Ms Key	Westwood Park Community Association	Paper letter
Ms Store	Wynter Road Community Group	Paper letter
Mr Hennessey	CIDTRA	Paper letter
Mr Gallacher	Chapel Community Association	Paper letter
Ms Conlon	Cliff Residents Association	Paper letter
Mr Melrose	Eastchurch Close and Odiham Tenants Association	Paper letter
Ms Baker	Freemantle & Polygon Community Action Forum	Paper letter

Mrs Presland	Friends of Peartree Green	Paper letter
Mrs Gillam	Harefield Community Association	Paper letter
Ms Lawrie	Merryoak Community Association	Paper letter
Ms Kapma-Saunders	Peartree Forum	Paper letter
Mr Harper	Pensioners Forum	Paper letter
Ms Carnegie	Sholing Community Action Forum	Paper letter
Ms Harryman	Waterside Park Residents Association	Paper letter
Ms Berry	Weston Court Community Group	Paper letter
Mr Hitchcox	Woolston & Weston Community Action Forum	Paper letter
Mr G Hall	MDL Developments Limited	Email
Mr A McIntyre	GVA Grimley	Email
	Development Securities Plc	Email
	Linden Homes Southern Limited	Email
	Hammersons UK Properties Plc	Email
	McCarthy And Stone	Email
	Armill Properties	Email
Mr M Holmes	Madison Property Developments Limited	Email
Mr R Hull	RMG Properties Limited	Email
Mr K Roberts	Broadleaf Homes Limited	Email
Mr R Singh	Rathor Singh Property Developers	Email
Ms A Clifford	Chrama Homes Limited	Email
Mr R Smythe	Bayview Developments	Email
Mr A Patel	Heywood Homes UK Limited	Email
Mr G MacLean	Mott MacDonald	Email
Mr T Cuthbert	MVA Consultancy	Email
Mr G Brown	Upton McGougan	Email
	Concept Design and Planning	Email
Mr N Farthing	Hampshire Chamber of Commerce	Email

Ms Hannah Blunstone	WYG	Email
	Paris Smith LLP	Email
Mr P Basham	Paul Basham Associates	Email
Mr D Mason	Transportation Planning Partnership	Email
Mr A Burns	Allan Burns Consultancy	Email
Ms S Smart	Meyer Brown	Email
Mr I Dix	Savell Bird and Axon	Email
	ADL Highways	Email
Mr C Mullett	Ramboll	Email
Mr S Garner	Scott White and Hookings	Email
Mr A Tewkesbury	Southampton University	Email
Mr G Ellis	Ellis Transport Services	Email
Mr D Brown	Peartree Community Action Forum	Email
Mr G Gittins	Natural England	Email
Ms C Stride	Environment Agency	Email
Mr S Williams	English Heritage	Email
Dr P Holmes	Hampshire & Isle Of Wight Wildlife Trust	Email
Ms Taylor	Swaythling Housing Society	Email

Southampton Parking Standards Supplementary Planning Document (SPD)

Consultation Statement

This statement is produced in accordance with requirements of Part 5 of the Town and Country Planning (Local Development) England Regulations, 2004.

This statement sets out the consultation carried out by Southampton City Council on the Parking Standards Supplementary Planning Document (SPD) prior to its adoption.

Consultation under Regulation 17

The consultation conducted fulfils the requirements of our [Statement of Community Involvement](#)¹ and of Part 5 of the Town and Country Planning (Local Development) England Regulations, 2004

Two periods of consultation were conducted:

- An informal engagement period with key stakeholders, between the 13th and 24th June 2011; and
- A formal public consultation period, between July 11th and August 22nd 2011.

Informal Stakeholder Engagement

In this first stage of consultation, an initial draft copy of the document was provided by email (and where required, post) to selected key stakeholders.

Additionally, a request for a scoping opinion was requested from the following statutory environmental consultees:

- Natural England
- English Heritage
- Environment Agency

We did not receive any response from any of the statutory environmental consultees regarding an SEA scoping opinion within the specified timescale.

We received 5 individual representations from 3 separate bodies at this stage of consultation.

Details of the general content of these responses, and the alterations we made to the document in light of these responses, are detailed in the Statement of Consultation that was issued prior to undertaking formal public consultation (attached).

¹ <http://www.southampton.gov.uk/s-environment/policy/developmentframework/communityinvolvement/>

Formal Public Consultation

In this second stage of consultation, a draft copy of the document was provided by post and in some instances email to all contacts on the SCC Planning Policy team mailing list requesting to receive consultation materials, in addition to a variety of other stakeholders including those who had already been consulted in the informal stakeholder engagement phase. A total of 187 organisations received a copy of the document.

The document was also presented to council members in front of the public at a Planning and Rights of Way Panel meeting, together with further presentation to members at Overview and Scrutiny Monitoring committee.

Additionally, a request for a scoping opinion was requested from the following statutory environmental consultees:

- Natural England
- English Heritage
- Environment Agency

We received a response from Natural England, but not from English Heritage of the Environment Agency.

We received 15 responses to this stage of consultation.

Details of the general content of these responses, and the alterations we made to the document in light of these responses, are detailed in the document titled "Summary of Formal Consultation" (attached)

Screening Statement on the determination of the need for Strategic Environmental Assessment (SEA) for the Southampton City Council (SCC) Parking Standards Supplementary Planning Document (SPD)

1.0 Introduction: Strategic Environmental Assessment screening and the 2004 Regulations

1.1 Under the Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations), Councils must carry out a Strategic Environmental Assessment (SEA) of land-use and spatial plans.

1.2 Where the Council can demonstrate that any land-use or spatial plan is unlikely to have significant environmental effects (Regulation 9(3)), or where the proposed development is less than 0.5 hectares in area, a SEA will not be required.

1.3 The first stage in the SEA process is for the Council to determine whether or not a plan is likely to have a significant effect on the environment. The regulations advise that this is determined by a screening process, which should use a specified set of criteria (set out in Schedule 1 of the Regulations). The results of this process must be summarised in an SEA screening statement, which must be publicly available.

1.4 The Council has a duty to consult with specified environmental organisations (Natural England, English Heritage and the Environment Agency) when determining the need for SEA. We did not receive any response from any of the statutory environmental consultees regarding an SEA scoping opinion within the specified timescale. Therefore SEA scoping has not been deemed to be required for this Parking Standards SPD.

1.5 In situations where SEA is not deemed to be required, the Council has a duty to prepare a statement of its reasons for determining that SEA is not required. The SEA Screening Statement should provide sufficient information to demonstrate whether the SPD is likely to have significant environmental effects. In the situation whereby it is concluded that there are not to be significant environmental effects and therefore no need for SEA this statement will clearly indicate the reasons for such a decision.

2.0 Southampton Parking Standards SPD

2.1 The Parking Standards SPD sets out requirements and guidance for developers regarding parking provision at new development sites outside the City Centre area. It provides additional detail and advice in support of LDF Core Strategy policy CS19 (Car & Cycle Parking). The SPD covers the following specific areas:

- Maximum parking standards for motor vehicles
- Minimum parking standards for cycles
- Design requirements and guidance for motor vehicle and cycle parking
- Transport assessment and Travel Plan thresholds

2.2 The preparation of the SPD has involved consultation with statutory consultee groups, the local community of developers and their advisers, local business representatives, and the general public. Consultation was carried out in line with SCC's adopted Statement of Community Involvement (SCI), and with the requirements set out in the Town and Country Planning (Local Development) (England) Regulations 2004.

3.0 Assessment of requirement for SEA

The Environmental Assessment of Plans and Programmes Regulations 2004

In principle, supplementary planning documents should not be subject to the SEA Directive or require sustainability appraisal because they do not normally introduce new policies or proposals or modify planning documents which have already been subject to sustainability appraisal. However, a supplementary planning document may occasionally be found likely to give rise to significant effects which have not been formally assessed in the context of a higher-level planning document.

<http://www.pas.gov.uk/pas/core/page.do?pageId=469626#contents-3> – PAS, 18 March 2010

Determinations of the responsible authority:

This section has no associated Explanatory Memorandum

9.—(1) The responsible authority shall determine whether or not a plan, programme or modification of a description referred to in—

(a) paragraph (4)(a) and (b) of regulation 5;
(b) paragraph (6)(a) of that regulation; or
(c) paragraph (6)(b) of that regulation,
is likely to have significant environmental effects.

(2) Before making a determination under paragraph (1) the responsible authority shall—

(a) take into account the criteria specified in Schedule 1 to these Regulations; and
(b) consult the consultation bodies.

(3) Where the responsible authority determines that the plan, programme or modification is unlikely to have significant environmental effects (and, accordingly, does not require an environmental assessment), it shall prepare a statement of its reasons for the determination.

SCHEDULE 1- CRITERIA FOR DETERMINING THE LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT

This schedule has no associated Explanatory Memorandum

1. The characteristics of plans and programmes, having regard, in particular, to:

Criterion	Is there effect?	Is there a significant environmental impact?	Justification
(a)the degree to which the SCC Parking Standards SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	Yes	No	The SCC Parking Standards SPD sits at the lowest tier of the development plan system. In this respect it does not set a framework for other plans and strategies. Instead it offers site specific guidance to implement policies within the Core Strategy.
(b)the degree to which the SCC Parking Standards SPD influences other plans and programmes including those in a hierarchy;	No	No	The SCC Parking Standards SPD sits at the lowest tier of the development plan system. In this respect it does not set a framework for other plans and strategies.
(c)the relevance of the SCC Parking Standards SPD for the integration of environmental considerations in particular with a view to promoting sustainable development;	Yes	No	<p>The SCC Parking Standards SPD sets out the maximum amounts of motor vehicle parking and minimum amounts of cycle parking that may be provided at new developments outside the city centre area. It also provides guidance on the types of design of vehicle and cycle parking that SCC wish to see.</p> <p>To this end the contents of the SPD will directly influence the amount of parking provided at new developments, with implications for land use, drainage and runoff, and aims to reduce the impact that parking has with regards drainage and runoff. Through implementation of the design recommendations, there may be indirect (positive) effects on associated topics aspects such as road safety, aesthetics and landscaping. The Parking Standards SPD design recommendations encourage and promote sustainable development.</p> <p>Also, as the parking standards</p>

			<p>are designed to restrict parking provision at the destination of trips, there is a likelihood that they will indirectly influence the mode choice and hence environmental impact of trips to/from new developments. Again, this impact is likely to be positive, and act as one of a suite of measures and policies that encourage sustainable travel behaviour.</p> <p>The SPD will not however provide an environmental policy in its own right, and so does not have a significant environmental impact on environmental considerations.</p>
(d)environmental problems relevant to the SCC Parking Standards SPD; and	Yes	No	<p>Standards regarding provision of parking at new developments are set out by this SPD. To this end, in some circumstances, the contents of this SPD may influence the decision on whether or not to develop a site, or use a site for a certain purpose. However as this is a general policy and guidance document, it does not directly address environmental problems at specific locations.</p> <p>As noted in section 1c, provision of parking spaces is a change of land use and can lead to increases in rainwater runoff. Whilst most development where this SPD will apply is anticipated to take place on brownfield sites or be regenerations of existing active sites, and consequently provision of parking on land is unlikely to significantly affect runoff levels, the SPD's aims of minimising parking provision in the most accessible areas, coupled with expectations regarding use of Sustainable Urban Drainage Systems and permeable surfacing should minimise additional runoff impacts at the few Greenfield sites that may come forward. In some cases, these requirements may lead to reductions in runoff from brownfield/ regeneration</p>

			<p>sites compared to previous use, depending on what this use was.</p> <p>As also noted in section 1c, parking availability at a journey destination has a substantial effect on mode choice. By providing stricter requirements on parking provision at key destinations, and also in the city centre (via the separate City Centre Action Plan Parking Standards), over time, this SPD may help to encourage more sustainable mode choice for some journeys. This aim is supported by the reduced parking that may be provided in highly accessible areas, increasing the viability of public transport links. Modal shift has positive effects on many environmental indicators such as carbon and other greenhouse gas emissions, noise, air quality, etc.</p>
(e)the relevance of the SCC Parking Standards SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No	No	The SCC Parking Standards SPD is not relevant to implementation of EC legislation.

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

Criterion	Is there a significant environmental impact?	Justification
(a)the probability, duration, frequency and reversibility of the effects of SCC Parking Standards SPD;	No	The SCC Parking Standards SPD will not set policy. It will however provide supplementary guidance to LDF Core Strategy policies, and influence the nature of parking at developments to which they are applied. Therefore the effects of this SPD may be apparent for the life of the developments to which it applies, which may range from under 50 years to potentially hundreds of years. These effects will occur at locations where compliant development occurs, and may not be reversible

		<p>without alteration to the development.</p> <p>It should be noted that any effects of the requirements of this SPD (ie parking quantity and design) would be broadly similar to the effects of the existing policy, and some design guidance and requirements of the new Parking Standards SPD should provide positive effects compared to existing requirements.</p>
(b)the cumulative nature of the effects of the SCC Parking Standards SPD;	No	The SCC Parking Standards SPD is not anticipated to have any significant cumulative effects.
(c)the transboundary nature of the effects of SCC Parking Standards SPD;	No	There are no anticipated trans-boundary issues across member states.
(d)the risks to human health or the environment (for example, due to accidents) of the SCC Parking Standards SPD;	No	There are no significant direct risks to human health or the environment of this SPD. Through design guidance, aspects such as safety (with regards to road traffic and pedestrians/ vulnerable highway users) may be improved.
(e)the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	No	Any anticipated effects would be small-scale, and confined to the site and immediate area.
(f)the value and vulnerability of the area likely to be affected due to: (i)special natural characteristics or cultural heritage; (ii)exceeded environmental quality standards or limit values; or (iii)intensive land-use; and	No	<p>This SPD is a supplement to policy (Southampton LDF Core Strategy) which is likely to have significant effects.</p> <p>However the Parking Standards SPD is not itself likely to have negative effects on any of the listed considerations. In fact, through improved design guidance and updated design requirements, new developments compliant with these parking standards should complement the listed considerations.</p> <p>There is no anticipated significant effect on cultural heritage in the city.</p>
(g)the effects on areas or landscapes which have a recognised national, Community or international protection status.	No	Not relevant- no such areas within the area this SPD will apply.

Integrated Impact Assessment Stage 1 - Quick Assessment

Name of initiative:	<u>Parking Standards Supplementary Planning Document (SPD)</u>
Summary of main aims and expected outcomes:	<p>The Parking Standards SPD sets out requirements and guidance for developers regarding parking provision at new development sites outside the City Centre area. It provides additional detail and advice in support of LDF Core Strategy policy CS19 (Car & Cycle Parking). The SPD covers the following specific areas:</p> <ul style="list-style-type: none"> • Maximum parking standards for motor vehicles • Minimum parking standards for cycles • Design requirements and guidance for motor vehicle and cycle parking • Transport assessment and Travel Plan thresholds <p>The SPD has been written to enable developers to provide a greater amount of parking than the existing parking standards allow, so that new developments do not exacerbate existing parking problems. New and improved design guidance is also set out which aims to improve the design of parking provided with new developments.</p>
Assessment completed by:	<u>Richard Pemberton</u>
Date:	<u>17 August 2011</u>

Approval by Level 1 manager

Name:	
Signature:	
Date:	

Complete this initial assessment sheet using the following symbols:

✓ Where an impact (positive or negative) is likely to occur from implementation of your policy, strategy, project or major service change

? Where further information is required to make the assessment

Where no impact occurs, leave the box blank

Assessment Category	Positive Impact	Negative Impact	Reason for predicted impact
Age	-	-	No impact expected
Disability	✓		Improved design guidance for disabled parking bays and location compared to previous parking standards.
Gender Reassignment	-	-	No impact expected
Pregnancy and Maternity	-	-	No impact expected
Race	-	-	No impact expected
Religion or Belief	-	-	No impact expected
Sex	-	-	No impact expected
Sexual Orientation	-	-	No impact expected
Cohesion	✓		Parking disputes are very common in some areas and are often a major cause of tension between neighbours and also in some instances between different groups living in the same neighbourhood. These parking standards are designed so that new developments will not exacerbate existing parking problems or create new problems. This should provide some positive benefits for community cohesion.
Community Safety (s17)	?	?	The Parking Standards SPD changes the circumstances in which on-road parking may be used by new developments. There are links between pedestrian safety and on-street parking but the exact nature of these links (and whether increased or decreased on-street parking will have a positive or negative impact on pedestrian safety) is currently indeterminate ¹ .
Health and Well Being	- or indirect ✓		No impact or slight positive impact expected. This document only seeks to change requirements for parking at new developments outside the city centre, primarily for residential developments, to cater for

¹ For further information please consult Manual for Streets research (<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/manualforstreetsevidence.pdf>) sections 9.3, 9.4 and 9.5.

			<p>predicted changes in car ownership levels. Whilst it is agreed that high levels of car use is a key contributor towards health issues which are worsened by a sedentary lifestyle (ie obesity and linked conditions), parking is just one of several factors determining mode choice, and parking availability at the start point of a trip (typically a residential location) is a far smaller determinant in choice of mode used for the trip than parking availability at the trip destination. The majority of trip destinations in Southampton will be in the city centre (not covered by this SPD) hence it is unlikely that these parking standards will have a large influence on mode choice for most trips- and therefore little effect on health and wellbeing can be predicted from any changes in parking provision.</p> <p>The SPD also encourages (and for developments above certain thresholds, requires) developers to develop Travel Plans to promote sustainable travel habits amongst residents. An effective Travel Plan can be used to justify reductions in levels of parking provided at a development. These Travel Plans should increase levels of active travel and reduce single occupancy car use- and so indirectly the Parking Standards SPD may have a positive impact in this area. The SPD also includes specific design guidance on cycle parking designed to improve the storage and security of cycles. These and other changes should have some indirect positive impacts.</p>
Poverty & Deprivation	-	-	No impact expected
Contribution to local economy	-	-	No impact expected- whilst there are links between accessibility to developments/ work/retail etc and economic performance, the contents of this SPD are not expected to have a large impact.

Green Purchasing	-	-	No impact expected
Pollution & Air Quality	- or ✓	-	See answer for health and wellbeing- these parking standards are not anticipated to have a large effect on modal choice for most trips as they generally only apply to the origin points of trips, whereas it is parking at the destination that is a major determinant of mode choice. As previously noted, Travel Plan requirements, cycle parking design guidance etc should all have some indirect positive impacts through encouraging greater use of modes other than single occupancy car use.
Natural Environment	✓		The SPD sets out new requirements and expectations on permeable surfacing of parking areas which is intended to reduce the runoff generated by use of land for parking. This is a positive impact.
Energy & Water Efficiency	-	-	No impact expected
Waste Reduction	-	-	No impact expected
Climate Change	- or ✓	-	No direct impact expected- see answers for health and wellbeing/ pollution and air quality regarding expected minimal or indirect positive impacts on mode choice.



Integrated Impact Assessment Stage 2 Detailed Assessment

All new policies, strategies, projects, and major service changes must show how they have considered the differential social, economic and environmental impacts of the initiative, and the difference this has made to its design or delivery. The process should highlight positive impacts and enable identification of potential negative impacts in advance such that mitigating measures can be proposed to address them. Officers completing this template must maintain their own service area evidence to support the Integrated Impact Assessment outcomes, which may be required at any time for audit purposes, or to satisfy legal challenge. The full detail supporting the assessment should not be included in this template, but supporting evidence documents must be referred to.

Name of initiative:	<u>Parking Standards Supplementary Planning Document (SPD)</u>
Summary of main aims and expected outcomes:	<p>The Parking Standards SPD sets out requirements and guidance for developers regarding parking provision at new development sites outside the City Centre area. It provides additional detail and advice in support of LDF Core Strategy policy CS19 (Car & Cycle Parking). The SPD covers the following specific areas:</p> <ul style="list-style-type: none"> • Maximum parking standards for motor vehicles • Minimum parking standards for cycles • Design requirements and guidance for motor vehicle and cycle parking • Transport assessment and Travel Plan thresholds <p>The SPD has been written to enable developers to provide a greater amount of parking than the existing parking standards allow, so that new developments do not exacerbate existing parking problems. New and improved design guidance is also set out which aims to improve the design of parking provided with new</p>

	developments.
Assessment completed by:	Richard Pemberton
Date:	17 August 2011
Approval of Level 1 manager	
Name:	
Signature:	
Date:	

SOCIAL						
	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Age	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any age-related disadvantage	None known	N/A
Disability	Slight positive- improved design guidance for disabled parking bay dimensions and location	N/A	None	Additional requirements and guidance on design of disabled parking bays- should ensure improved parking & access for less mobile people able to use disabled parking bays at new developments.	Ensure all developments given planning permission are compliant with disabled parking requirements and guidance set out in this SPD	Highways Development Control
Gender Reassignment	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any gender reassignment-related disadvantage	None known	N/A

SOCIAL

Pregnancy and Maternity	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any pregnancy/ maternity-related disadvantage	None known	N/A
Race	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any race-related disadvantage	None known	N/A
Religion or Belief	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any religion or belief-related disadvantage	None known	N/A
Sex	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any sex-related disadvantage	None known	N/A
Sexual Orientation	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any sexual orientatuion-related disadvantage	None known	N/A

SOCIAL

<p>Cohesion</p>	<p>Slight positive</p>	<p>None known</p>	<p>None known</p>	<p>Parking disputes are very common in some areas and are often a major cause of tension between neighbours and also in some instances between different groups living in the same neighbourhood, eg between Students/ HMO residents and other residents. In rare cases this may even result in vandalism etc to vehicles as a result of disputes getting out of hand.</p> <p>Parking disputes and concerns over worsening them are also a key reason for objections to (and sometimes rejection of) planning applications. These parking standards are designed so that new developments will not exacerbate existing parking problems or create new problems. This is done through enabling developers to provide more</p>	<p>Ensure all developments given planning permission are compliant with disabled parking requirements and guidance set out in this SPD</p> <p>Consultation with parking services on planning applications and parking provision in CPZs</p>	<p>Highways Development Control, Parking Services</p>
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SOCIAL

				parking if they feel this is required, and also by setting strict new criteria determining the instances when on-street parking will be permissible. This should provide some positive benefits for community cohesion, a reduction in the level of friction between new and existing residents that parking at new developments often causes, and reduce the likelihood of new developments creating or worsening neighbourhood disputes over parking.		
Safety	Indeterminate	Indeterminate	Indeterminate	There are links between on-street parking and pedestrian safety, but it is currently unclear as to whether on-street parking is helps improve pedestrian safety or or may increase risks. To quote the	Continued monitoring of PIA record	Balfour Beatty Workplace; Highways Client; Transport Policy team

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				<p>DfT's Manual for Streets Research²:</p> <p>"Parking was found to reduce speeds on links and at junctions by 2 to 5 mph. That is, drivers react to the perceived danger by reducing their speed. The effect of this on safety is unclear. Reducing speed increases relative safety, but parked vehicles reduce lines of sight and can consequently obscure (crossing) pedestrians. There was no clear indication (in the research) that this resulted in higher numbers of casualties from the accident statistics analysis. However many of the reported accidents from the household survey were related to parked vehicles".</p>		
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² <http://www2.dft.gov.uk/pgr/sustainable/manforstreets/manualforstreetsevidence.pdf>- Sections 9.3 to 9.5

SOCIAL

Based on the above summary and a limited base of other evidence, it is possible that this Parking Standards SPD may over time lead to increased vehicle speeds on some residential streets (through reducing on-street parking demand on some routes and managing demand to current levels elsewhere). This however assumes no other measures to reduce vehicle speeds are introduced (eg shared surfaces, highway design to reduce straight line running, etc). It is also possible however that the improvement in lines of sight brought about by reduced on-street parking would then help to reduce risks to pedestrians and other road users.

SOCIAL

<p>Health and Well Being</p>	<p>Neutral/ indirect positive</p>	<p>None known</p>	<p>None known</p>	<p>No impact or slight positive impact expected. This document only seeks to change requirements for parking at new developments outside the city centre, primarily for residential developments, to cater for predicted changes in car ownership levels. Whilst it is agreed that high levels of car use is a key contributor towards health issues which are worsened by a sedentary lifestyle (ie obesity and linked conditions), parking is just one of several factors determining mode choice, and parking availability at the start point of a trip (typically a residential location) is a much less important determinant in choice of mode used for the trip than parking availability at the trip destination.</p>	<p>Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.</p> <p>Use of SPD to ensure developers provide adequate cycle parking etc. Ensuring (working with developers) to ensure that parking provision at trip attractors is minimised.</p>	<p>Highways Development Control; Transport Policy</p>
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SOCIAL

				<p>The majority of trip destinations in Southampton are in the city centre (not covered by this SPD) hence it is unlikely that these parking standards will have a large influence on mode choice for most trips- and therefore little effect on health and wellbeing can be predicted from any changes in parking provision.</p> <p>The SPD also encourages (and for developments above certain thresholds, requires) developers to produce Travel Plans to promote sustainable travel habits amongst residents. An effective Travel Plan can be used to justify reductions in levels of parking provided at a development. These Travel Plans should increase levels of active travel and reduce single occupancy car use- and so indirectly the Parking Standards SPD may have a positive impact in</p>		
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SOCIAL

				<p>this area. The SPD also includes specific design guidance on cycle parking designed to improve the storage and security of cycles. These and other changes should have some indirect positive impacts.</p>		
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ECONOMIC

	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Green Purchasing	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and green purchasing	None known	N/A
Poverty & Deprivation	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and poverty/ deprivation	None known	N/A
Contribution to local economy	Neutral/none known	Neutral/none known	None known	These parking standards will apply to non-residential developments (including offices, retail and industrial uses) outside the city centre area. The number of sites outside the city centre identified in the LDF Core Strategy for these types of uses is small, so it is not expected that these parking standards will apply to a significant proportion of future development of these types in the city.	None known	N/A

ECONOMIC

				<p>Nevertheless, parking is an element of the access to these developments and access to services, facilities, employment, education etc is a major element in the economy of the city.</p> <p>The maximum standards set out for non-residential developments are generally the same or in some instances slightly lower or higher than the previous standards. However these standards provide added encouragement to developers to improve sustainable access to sites in exchange for lower parking provision.</p> <p>It is not believed that any of the content of this SPD would compromise economic performance of developments, and there is a large body of evidence showing that enhancements to sustainable access can improve economic performance of developments and of cities as a whole.</p>		
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ENVIRONMENTAL

	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Pollution & Air Quality	None or slight indirect positive	None known	None known	As previously stated, contents of this SPD are unlikely to increase single occupancy car usage and the negative effect on air quality this would have. It may indirectly provide slight benefits through its requirements and recommendations for Travel Plans, cycle parking, etc which should lead to some modal shift toward more sustainable modes.	Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.	N/A

ENVIRONMENTAL

Natural Environment	None known	None known	None known	No known changes or additional impacts above those of LDF core strategy site allocations. Developments will generally only be permitted on approved sites (ie mostly those identified in the LDF core strategy and some as yet unidentified windfall sites). These parking standards may slightly change the design of some developments (ie the amount and design of parking) but are very unlikely to change the actual site areas or locations of development.	None known	N/A
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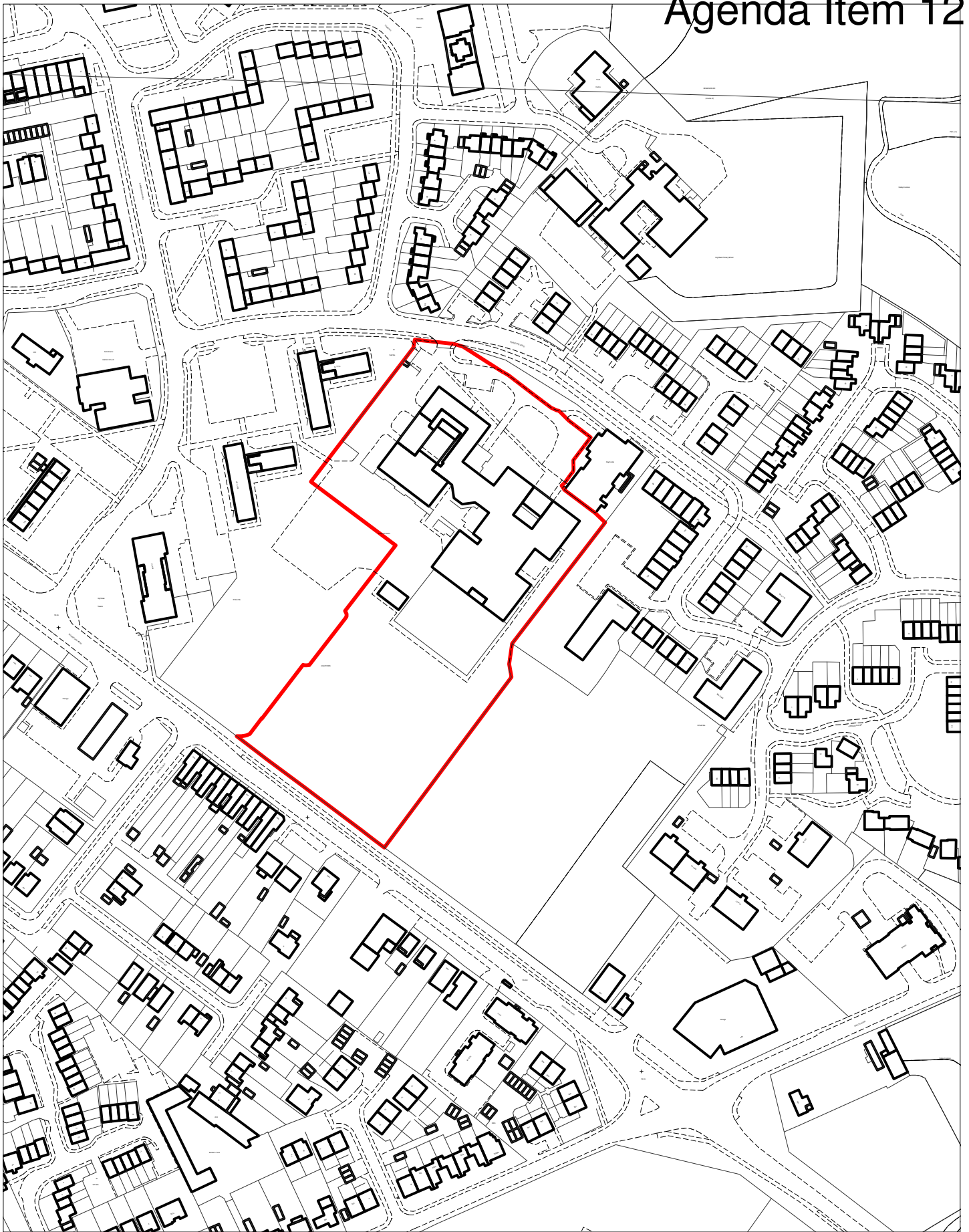
ENVIRONMENTAL

				In this regard it is unlikely that these parking standards will lead to any changes from the anticipated/approved pattern of future development.		
Energy & Water Efficiency	Slight positive	None known	None known	This SPD includes new requirements and recommendations on the topic of permeable surfacing for parking areas. This should help reduce runoff from parking areas at new developments, mitigating the flood risk they pose to some extent. This is an improvement on the parking standards currently in place.	None known	N/A

ENVIRONMENTAL

Waste Reduction	None or slight indirect positive	None known	None known	N/A	None known	N/A
Climate Change	None or slight indirect positive	None known	None known	As previously stated, contents of this SPD are unlikely to increase single occupancy car usage and the effect on carbon emissions this has, and may indirectly provide slight benefits through its requirements and recommendations for Travel Plans, cycle parking, etc which should lead to some modal shift toward more sustainable modes.	Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.	N/A

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PROPERTY SERVICES SOUTHAMPTON CITY COUNCIL OVERLINE HOUSE, BLECHYNDEN TERRACE, SOUTHAMPTON, SO15 1GW.		SCALE (1): 2500	DATE 10/3/10
PLAN NO V2728	TITLE Eastpoint Lease Plan		

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