



## Agenda Item 7

# City Area Committee

20<sup>th</sup> January 2005

# Report

Author: Eric Teagle  
Head of Forward Planning and Transportation  
01722 434366 [eteagle@salisbury.gov.uk](mailto:eteagle@salisbury.gov.uk)

---

## THE RESIDENTS' PARKING SCHEME AND PROPOSALS FOR NEW RESIDENTIAL DEVELOPMENT

### 1. Purpose of report

- 1.1 At the meeting of 18<sup>th</sup> November 2004 the City Area Committee considered planning application S/2004/2175 in respect of the demolition of 20 North Street, Salisbury and other existing buildings and the erection of 7 houses and 2 flats. It was resolved that the application be refused and:

*the Head of Forward Planning and Transportation be requested to prepare a report on the ways residents of new city developments can be excluded from applying for parking permits in line with the Council's sustainable parking policy, for consideration at a future meeting of the City Area Committee.*

- 1.2 This report sets out current residents' parking and planning policy regarding car parking provision for new dwellings in Salisbury city centre and discusses the implications of the Committee's request.

### 2. The current position

#### 2.1 Residents' parking

The residents' parking scheme has been the subject of recent reconsideration by the Salisbury Transportation Plan Joint Committee. A number of revisions have been agreed, so that the scheme now has the following provisions:

- Residents' parking zones are of two types – residents' only zones, where car parking is available to residents' permit holders only and limited waiting zones, where non-residents may park for up to two hours.
- Permits for both types of zone will be charged at the rate of £30 in residents' only zones and £10 in limited waiting zones.
- A maximum of two residents' permits per household will be issued. Where off-street parking is available, the number of permits will be reduced on a pro-rata basis, so that if two off-street spaces are available, no residents' permits will be issued. The maximum number of permits per household is being reduced from the previous three to two, in recognition of the limited availability of on-street parking space.
- Residents in limited waiting zones will be offered the opportunity of converting to residents' only zones.

- At present, no exceptions are made for households living in residents' parking zones. Permits are issued solely on the basis of proof of residence and proof of car ownership.

## 2.2 Planning policy

Government planning policy is predicated on the need to promote sustainable developments, use land efficiently and reduce the use of the car. Planning Policy Guidance Note 13 (PPG13) states at paragraphs 16 and 49:

*16. To promote more sustainable residential environments local planning authorities should “avoid the inefficient use of land” (avoiding developments of less than 30 dwellings per hectare net), encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net) and “seek greater intensity of development at places with good public transport accessibility, such as city, town, district and local centres or around major nodes along good quality public transport corridors”. Local planning authorities should “examine critically the standards they apply to new development, particularly with regard to roads, layouts and car parking, to avoid the profligate use of land”.*

*49. The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.*

- 2.3 The Salisbury District Local Plan contains parking guidelines at Appendix V. For dwellings (including flats) up to and including 4 bedrooms, the standard is given as a maximum of 2.2 spaces per unit. At paragraph 5, Appendix V states that:

*These standards will be applied having regard to the accessibility of individual development sites to alternative modes of transport (walking, cycling and public transport), with the intention of reducing on-site parking provision to a level consistent with the need to minimise car use.*

Paragraph 10.47 of the local plan amplifies this statement:

*...it is intended that a more restricted parking standard will be applied in the central area of Salisbury, and to other areas within the Local Plan area which can be demonstrated to have a high degree of accessibility by alternative modes of transport to the car. This is designed to conform with the overall transportation strategy for Salisbury, the aims of which are to reduce long term parking, congestion within the city centre and promote the use of public transport and encourage walking and cycling.*

- 2.4 PPG3: Housing adds further clarity by stating that:

*Car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments. Policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted.*

### 3. Discussion

- 3.1 The recent changes to the residents' parking scheme reflect the fact that there is generally insufficient on-street parking space available within residential areas. Planning policy seeks to restrict the amount of parking space provided with new residential development as a means of limiting car use and encouraging the use of more sustainable modes of transport. Providing more car parking spaces than necessary is also wasteful of land and contrary to the aim of creating denser, more sustainable communities. With the recent changes, the residents' parking scheme has become more compatible with national and local planning policy and the Committee will regard it as helpful that the number of on-street spaces for which permits will now be issued will be reduced pro rata for each off-street space that is available to each household.
- 3.2 The Committee has requested that a way of excluding new residents from the residents' parking scheme should be recommended. In principle, this could be done, although it would be potentially divisive and possibly liable to challenge. Excluding new households would be likely to add to the bureaucratic burden of administering the residents' parking scheme, because of the need to maintain a separate database of ineligible addresses, explain to applicants why they were not entitled to permits, and scrutinise applications more rigorously to minimise the risk of permits being inadvertently issued to inappropriate addresses. Making prospective purchasers or tenants aware that their intended property was not entitled to on-street parking would be an on-going difficulty.
- 3.3 Denying the occupants of new housing access to the residents' parking scheme would be unlikely to assist with the national and local policy objectives of bringing forward higher density developments with significantly reduced car parking provision. Given the scope offered by Appendix V of the local plan, developers would be likely to try to maintain the marketability of their developments by increasing the proposed number of off-street parking spaces and/or adjusting the intended mix of residential accommodation. Either way, without strong planning control, it is likely that lower density schemes, with more car parking, would come forward. Such a development pattern would be less efficient in terms of land use and could impact on the Council's desire to see more lower cost housing built in the city centre. A compromise might be for the Council to offer the eventual householders season tickets in adjacent public car parks, although the likely level of take-up is uncertain.
- 3.4 The establishment of a two-tier system for residents' parking and a concurrent tightening of on-site parking standards would need to be fully justified and grounded in approved policy. Determining the appropriate level of car parking associated with any proposed development is always difficult and further local guidance, to supplement the local plan, would be helpful. Such guidance could explore the relationship between residents' parking and planning requirements and seek a solution that is compliant with PPG13 and other advice. Any changes to the residents' parking scheme would require the approval of the Salisbury Transportation Plan Joint Committee. It is suggested therefore that, rather than making an immediate recommendation to the joint committee, the City Area Committee may instead wish to call for the preparation of a comprehensive statement on parking standards, covering both on and off-street provision, to be applied in respect of all new development.

#### 4. **Recommendation**

- 4.1 It is recommended that supplementary planning guidance be prepared on the subject of car parking provision associated with new development.

#### 5. **Implications:**

- **Financial:** Changes to the residents' parking scheme could add to the costs of administration.
- **Legal:** Any changes to the residents' parking scheme would require agreement by the Salisbury Transportation Plan Joint Committee, and possibly by the District Council's Cabinet. There could be a need for a public inquiry if the proposal is particularly controversial.
- **Human Rights:** None at this stage.
- **Personnel:** None at this stage.
- **Community Safety:** None in relation to this report.
- **Environmental implications:** As set out in the report.
- **Council's Core Values:** Being environmentally conscientious; Being fair and equitable; Improving transportation.
- **Wards Affected:** City wards containing residents' parking zones.