

Forward Planning & Transportation
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Report

Subject : Proposed policy for the allocation of residents' parking permits to new housing development.

Report to : City Area Committee (Planning)

Date : 21st February 2008

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1. Purpose of report

- 1.1 To consider a proposed policy for residents' parking in association with new housing development schemes in residents' zones B, D and E.

2. Background

- 2.1 Members may recall that on 20th January 2005 the Committee considered a report on the residents' parking scheme and proposals for new residential development. It was resolved that the Committee recommended:

1. *to the Salisbury Transportation Plan Joint Committee that in residents' parking zones, where the number of cars with valid permits exceeds the road space available for parking, the occupiers of new dwellings be excluded from the residents' parking scheme. This exclusion to be effective in respect of all new residential development granted planning permission from the earliest possible date after the Joint Committee's decision; and*
2. *that supplementary planning guidance be prepared on the subject of car parking provision associated with new development.*

- 2.2 The matter was considered by the Salisbury Transportation Plan Joint Committee at its meeting of 14th February 2005 when it was resolved:

To approve that in residents' parking zones where the number of cars with valid permits exceeds the road space available for parking, the occupants of new dwellings be excluded from the residents' parking scheme, to be effective in respect of all new residential development granted planning permission from the earliest possible date.



Awarded in:
Housing Services
Waste and Recycling Services



2.3 The new arrangements were introduced shortly after the Joint Committee’s decision and have since been operating largely without difficulty. It has not been possible to prepare supplementary planning guidance on the subject, however, because of the change in legislation affecting development plans and the need to prioritise the Local Development Framework Core Strategy and related Development Plan Documents. It is understood that there is some concern amongst Members about the operation of the new arrangements and it is therefore suggested that, as an interim measure, a policy should be formulated relating to the allocation of residents’ parking permits to new housing development in zones B, D and E.

3. Proposed policy

3.1 The proposed policy is set out at Appendix 1 and is described below.

3.2 On the basis of regular inspections, the Parking Manager is of the opinion that the current number of residents’ parking permits exceeds the available kerb space in residents’ parking zones B, D, and E (but not elsewhere). As a consequence, the allocation of additional parking permits in association with new development in these zones would have the detrimental effect of increasing the pressure on existing parking space. It is therefore proposed that, unless there are exceptional mitigating circumstances, the policy should, for the time being, be applied in respect of zones B, D and E only. It is proposed that the Parking Manager will carry out a formal survey of residents’ parking zones on an annual basis and should the need arise to relax the policy in zones B, D or E, or include other zones in the policy, further reports will be brought to the Committee or its successor.

3.3 In the affected zones, where new development takes place on a site for which previously no residents’ parking permits have been issued (for example, a commercial site redeveloped for housing purposes), no new parking permits will be issued. Where the development involves the use of a site already in housing use, and the number of proposed dwelling units does not exceed the previous number, the number of permits will not exceed the maximum number previously issued. Where the number of proposed residential units exceeds the previous number it will be necessary to make a judgement about how many parking permits should be made available. This decision could be made on each occasion, in light of individual circumstances, but it would lead to greater consistency (and certainty) to make the decision now, as a matter of principle. The following options are available:

Previous development	Proposed development	Residents’ parking permits
One or more dwelling units	Dwelling units (including flats) not exceeding the previous number	Up to 2 per unit
One or more dwelling units	Dwelling units (including flats) not exceeding twice the previous number	1 per unit
One or more dwelling units	Dwelling units (including flats) exceeding twice the previous number	Options: <ul style="list-style-type: none"> • None at all • First come, first served • One per unit (recognising this could provide an overall net increase)

3.4 These proposals present no difficulty so long as the entitlement to parking permits of any redevelopment scheme does not exceed twice the entitlement of the pre-existing development. Where it does, choices become necessary. To ration permits on a first come, first served basis would put officers in the difficult position of having to justify to applicants why they should not be entitled to permits, but their neighbours are. The simplest solution would be to say that none of the new occupants should be entitled to permits. This approach would probably work, so long as the number of dwellings to be replaced was not large and the number of residents’ parking permits that were allocated to any previous dwellings was

not similarly large. In that circumstance a developer could argue that it was inequitable for the previous entitlement to parking permits not to be reallocated. To do so, however, would introduce the problem of allocating them to some new residents, but not others.

- 3.5 The absence of clear, adopted parking standards for new development creates a problem for both developers and planning officers and ad hoc decisions have to be taken in the light of the location of proposed developments and the accessibility of shops, other facilities and public transport. For the time being, proposals within locations adjacent to the city centre, such as zones B, D and E, are not likely to be considered appropriate for levels of parking provision greater than one space per residential unit. Certainty about the likely allocation of residents' parking permits (if any) will enable decisions to be made about whether there is a need for additional car parking space off-street, within the development itself. On this basis, the first option, of not allocating any residents' parking permits to new developments where the entitlement would exceed twice the previous entitlement is recommended.
- 3.6 Where residents' permits were allocated, visitors' parking permits would be made available at the current rate (100 per dwelling). It should be noted that this arrangement could lead to an increase in the number of visitor permits in circulation in a particular residents' parking zone.
- 3.7 In cases of particular hardship, it might be necessary to consider the relaxation of this policy. It is recommended that discretion be given to the Parking Manager to make such judgements, with the Head of Forward Planning and Transportation acting as final arbiter. This arrangement currently works well in respect of the application of other aspects of the residents' parking scheme.

4. **Recommendations**

- 4.1 It is recommended that the policy set out in Appendix 1 to this report for the allocation of residents' parking permits to new housing development in zones B, D and E be adopted.

Appendix 1: Proposed Policy

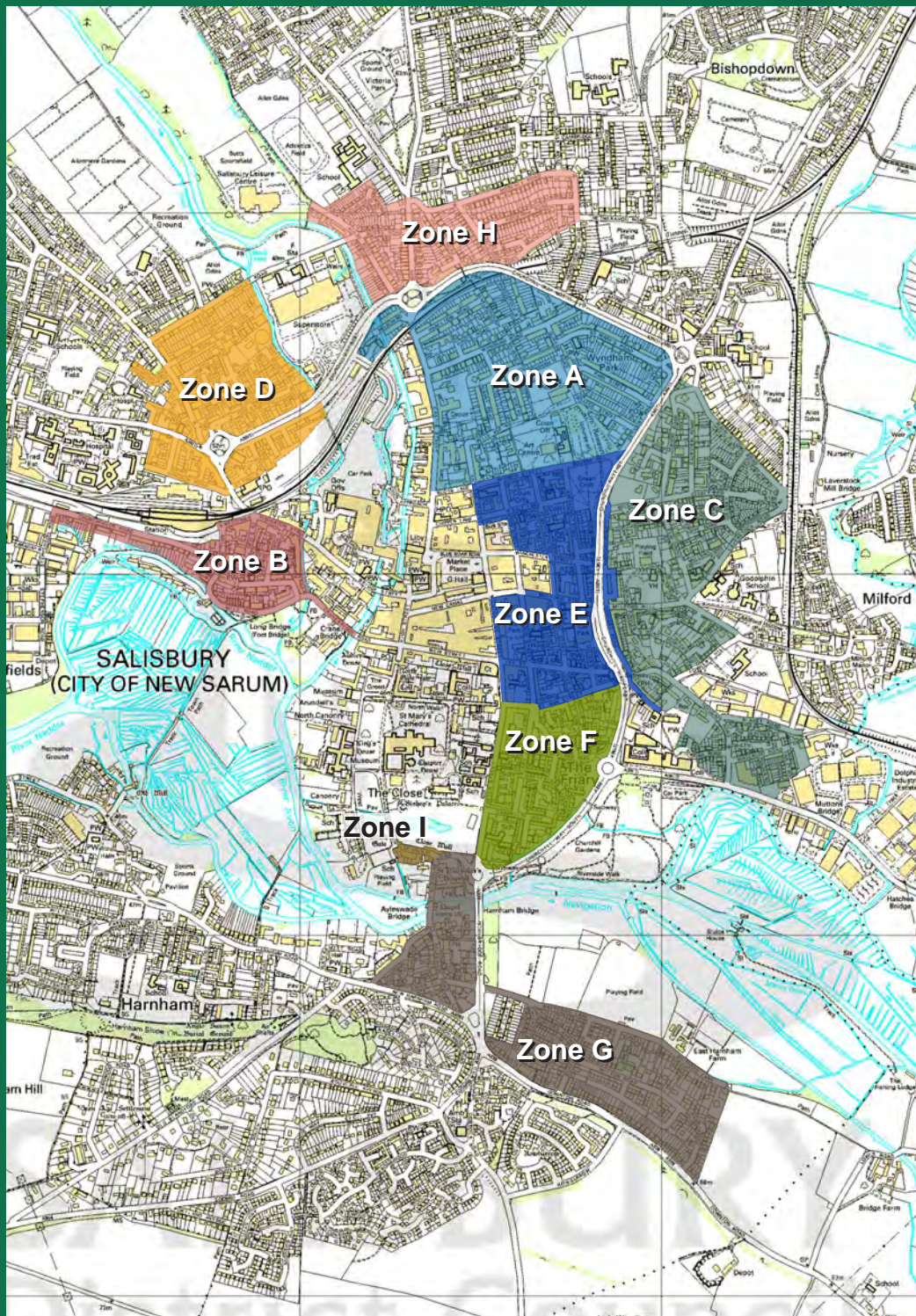
1. This policy will apply to residents' parking zones B, D, and E, where the current number of residents' parking permits exceeds the available kerb space and the allocation of additional parking permits in association with new development would have the detrimental effect of increasing the pressure on existing parking space. The need to relax the policy in zones B, D or E, or include other zones in the policy, will be the subject of annual review.
2. In the affected zones, where new development takes place on a site for which previously no residents' parking permits have been issued (for example, a commercial site redeveloped for housing purposes), no new parking permits will be issued.
3. Where the development involves the use of a site already in housing use, the allocation of residents' permits will be determined as follows:










Previous development	Proposed development	Residents' parking permits
One or more dwelling units	Dwelling units (including flats) not exceeding the previous number	Up to 2 per unit
One or more dwelling units	Dwelling units (including flats) not exceeding twice the previous number	1 per unit
One or more dwelling units	Dwellings (including flats) exceeding twice the previous number	None ¹

4. The availability of off-street parking spaces will be taken into account, so that there is no net increase in the number of parking permits issued in respect of the site.
5. Where residents' permits were allocated, visitors' parking permits will be made available at the normal rate (currently 100 per dwelling in zones B, D and E).
5. Exceptions to this policy will be considered only in cases of particular hardship. Any relaxation of the policy will be at the absolute discretion of the Head of Forward Planning and Transportation.

¹ The absence of any residents' parking permits to serve the development will be a factor to be taken into account as part of the development control process.

PARKING ZONES



-  Zone A
-  Zone B
-  Zone C
-  Zone D
-  Zone E
-  Zone F
-  Zone G
-  Zone H
-  Zone I

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Forward Planning & Transportation
Parking Services, PO Box 1821
Salisbury SP1 1UY
Telephone 01722 434326

Salisbury Residents' PARKING ZONES

If you live in one of the streets named below you will be eligible to apply for permits for the corresponding residents' parking zone. Holders of both residential parking permits and daily visitor cards are warned that their permits only allow them to park in designated residential parking bays marked within their zone. Use of any type of permit outside of the zone for which they are valid may result in the issuing of a Penalty Charge Notice.

Zone A (Limited Waiting Zone) BI

Albany Road
Belle Vue Road
Castle Street
College Street
Endless Street (Nos. 39-76 inclusive)
Estcourt Road
Hamilton Road
Helena Terrace
King's Road
Marlborough Road
Nelson Road
Park Street
Queens Road
St Mark's Road
Swaynes Close
Woodstock Road
Wyndham Road
Wyndham Terrace

Zone B (Residents Only Zone) BN

Bridge Street
Churchfields Road (inc. Nadder Terrace)
Crane Bridge Road
Crane Street
Dews Road (inc. Clifton Row)
East Street
Fisherton Street (Nos.1-113) (Nos.16-144)
Harcourt Terrace
High Street (Nos. 37-51) (Nos. 52-64)
Mill Road
North Street
Rectory Road
South Street
South Western Road
St. Thomas's Square
Water Lane
West Street

Zone C (Limited Waiting Zone) BI

Byways Close
Clarendon Road
Courtwood Close
Elm Grove Avenue
Elm Grove Place
Elm Grove Road
Fairview Road
Farley Road
Fowlers Hill
Fowlers Road
Kelsey Road
Laverstock Road
Manor Road
Marina Road
Methuen Drive
Milford Hill
Millbrook
Polden Road
Rougemont Close
Shady Bower
St. Margaret's Close
St. Martin's Terrace
The Beeches
Tollgate Road
Waterloo Road
Wessex Road

Zone D (Residents Only Zone) BI

Ashley Road
Avon Terrace
Blackwell Mews
Charles Street
Clifton Road
Coldharbour Lane (Nos. 1-27) (Nos. 2-34)
Devizes Road (Nos. 1-79) (Nos. 2-94)
Fisherton Street (Nos. 139-169) (Nos. 146-148)
Gas Lane (inc. Merom Row)
George Street
George Street South
Hartington Road
James Street
Lees Court
Marsh Lane
Meadow Road
Meadow Road South
Middleton Road
Orchard Place
Prospect Place
Shakespeare Place
Sidney Street
St. Paul's Road
Station Terrace
The Hardings
Wilton Road (Nos. 1-47) (Nos. 10-28)
Windsor Road
Windsor Street
York Road

Zone E (Residents Only Zone) BN

Barnard Street
Bedwin Street
Bourne Hill
Brewery Lane
Brown Street
Catherine Court
Catherine Street
Chipper Lane
Culver Street
Dolphin Street
Endless Street (Nos. 1-37) (Nos. 2-22)
Gigant Street
Greencroft Street
Green's Court
Guilder Lane
Hill View Road
Ivy Street
Love Lane
Milford Street
New Street
Payne's Hill
Pennyfarthing Street
Queen Street
Rampart Road
Rollestone Street
Salt Lane
St. Ann Place
St. Ann Street
St. Edmund's Church Street
St. John's Street
St. Martin's Church Street
The Greencroft
Three Cuppes Lane
Trinity Street
Waverley Place
Winchester Street

Zone F (Residents Only Zone) BI

Blackfriars Way (inc. Tintern Court)
Carmelite Way
Exeter Street
Eyes Way
Friars Orchard
Friary Lane
Greyfriars Close
The Friary
Whitefriars Road

Zone G (Limited Waiting Zone) BI

Ayleswade Road
Britford Lane
Britford Lane (West) (Unadopted)
Burford Aveune
Burford Road
Butler Close
Chichester Close
Downton Road
Dryden Close
Harnham Road
Milton Road
New Bridge Road
Old Street (Unadopted)
Poole Close
St. Nicholas' Road (Nos. 1-11) (Nos. 10-18)
Swan Close

Zone H (Limited Waiting Zone) BI

Butts Road
Castle Road (Nos. 25-61) (Nos. 18-72)
Donaldson Road
Douglas Haig Road
Hulse Road
Moberly Road
Ridgeway Road
Victoria Road

Zone I (Residents Only Zone) BI

De Vaux Place
St. Nicholas' Road (Nos. 2-8)

Notes

Limited waiting zones allow non-residents to park within the zone for a maximum of two hours without needing to display a permit.

Resident only zones require that a permit be displayed at all times when parking within the zone.

Residents must park in accordance with all waiting restrictions and signs present at all times. Failure to do so may result in the issuing of a Penalty Charge Notice.

Some of the streets listed do not have marked residential parking bays but are eligible for permits to park in other streets within the zone.

Please see the **Terms and Conditions** Booklet for full details of the terms and conditions relating to the operation of residents' parking zones in Salisbury.

BI = Business permits issued within the zone.

BN = Business permits not issued with the zone.

PURN: 0455/02