

LOCAL PLAN SUB COMMITTEE - 2 JULY 2020

PART I – NOT DELEGATED

7. LOCAL PLAN: PARKING (DCES)

1 Summary

1.1 This report sets out the issues which the new Local Plan will need to address in relation to parking and proposes policy wording to be contained within the new Local Plan.

2 Details

2.1 There are high levels of car ownership and usage in Three Rivers; the demand for and management of parking is an important issue for the District and is also an important factor in helping to influence travel demand and modes of travel.

2.2 The National Planning Policy Framework (NPPF) states that when setting local parking standards for residential and non-residential development local planning authorities should take account of:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.3 The policy sets out a requirement for parking provision to be in accordance with parking standards in Appendix 2. These cover standards for car parking, disabled parking, cycle parking, electric vehicles, and parking for powered two wheelers.

2.4 These standards are based on those included in the adopted Local Plan 2011 – 2026 and have been updated to include census data on vehicle ownership as well as taking into consideration the latest update to the National Planning Policy Framework (February 2019). They also include a new approach to zoning based on sustainability zones.

2.5 The sustainability zones split the District into three zones. Zone 1 being a high sustainability zone based on an 800m radius (approximately 10 minutes' walk) around the train / underground station in the Principal Town, Rickmansworth. The adjacent town centre provides shops and other services that together with the station provide the potential for the most sustainable living in the District. As such, development within this zone would only be required to provide 80% of the parking standard.

2.6 Sustainability Zone 2 falls within an 800m radius around the remaining train and/or underground stations in the District. Here development would be required to make provision for 90% of the parking standard. The remainder of the District would fall into the third zone where development is expected to meet the parking standards in full.

2.7 It should be noted that that these standards have moved away from a 'maximum' approach and will be applied as a 'standard' which may be adjusted upward or downward if robust evidence is provided. As such, the car parking standards should be taken as a starting point and the proposed scheme will be assessed accordingly.

Applicants should explain how the standards have been applied to their individual proposal and, where appropriate, how and why they have deviated from them. The expectation is that development will meet its own needs on-site by providing parking to this standard.

- 2.8 The car parking standards for C3 residential have been updated in the standard. The new figure has been calculated using vehicle ownership statistics from the 2011 Census. A 20% increase was then added to take account of the need for visitor parking and a further 10% increase was applied to take account of the increase in car ownership since the 2011 census was undertaken.
- 2.9 The updated figures have resulted in a decrease in the required number of parking spaces for residential dwellings.
- 1 bed: decreased from 1.75 to 0.9 spaces per dwelling
2 bed: decreased from 2 to 1.4 spaces per dwelling
3 bed: decreased from 2.25 to 1.9 spaces per dwelling
4 bed: decreased from 3 to 2.5 spaces per dwelling
- 2.10 The policy also contains a requirement for 20% of car parking spaces for major developments to be unallocated. This adds flexibility for use by visitors and differing levels of car ownership, thus making the most efficient use of space.
- 2.11 The remaining car parking requirements, as well as disabled parking requirements, cycle parking requirements and powered two wheeler parking requirements remain the same as there is no evidence showing a need to update these. These will continue to be monitored and may be reviewed in the future if necessary.
- 2.12 A requirement for electric vehicle charging point provision has been added to the standards. The National Planning Policy Framework supports the provision of electric vehicle recharging infrastructure with new development, recommending that:
- “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles”*
- 2.13 The standards provide a distinction between active and passive provision, and this is as follows:
- Active provision – an actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into.
 - Passive provision – the network of cables and power supply necessary so that at a future date a socket can be added easily.
- 2.14 In terms of residential development the standards require 20% of all spaces to provide active charging points and the remaining 80% to be passive provision. Each individual house will be expected to have its own active charging point.
- 2.15 The Draft Parking Policy is attached in Appendix 1 and the Draft Parking Standards are attached in Appendix 2.

Policy/Budget Reference and Implications The recommendations in this report are within the Council's agreed policy and budgets.

3 Financial, Legal, Equal Opportunities, Staffing, Environmental, Community Safety, Public Health, Customer Services Centre, Communications & Website, Risk Management and Health & Safety Implications

3.1 None specific.

4 Recommendation

4.1 That the Local Plan Sub Committee:

- Note the contents of this report and recommend to the Policy and Resources Committee the Draft Parking Policy as set out in Appendix 1 is included in the Local Plan, and
- That delegated authority be granted to the Head of Planning Policy & Projects and the Director of Communities and Environmental Services in consultation with the portfolio holder to make minor changes to all draft policies.

Report prepared by: Marko Kalik, Senior Planning Officer

Background Papers

National Planning Policy Framework (2019)

Hertfordshire's Local Transport Plan 2018 – 2031 (2018)

Roads in Hertfordshire: Highway Design Guide (2011)

2011 census data

Manual for Streets (2007)

APPENDICES

Appendix 1 Draft Parking Policy

Appendix 2 Draft Parking Standards

Appendix 3 Parking Zones Whole District Map

Appendix 4 Rickmansworth Parking Zone Map

Appendix 5 Moor Park Parking Zone Map

Appendix 6 Croxley Green Parking Zone Map

Appendix 7 Chorleywood Parking Zone Map

Appendix 8 Carpenders Park Parking Zone Map

Appendix 9 Kings Langley Parking Zone Map