

APPENDIX 3 PARKING POLICY

- 1.1 There are high levels of car ownership and usage in Three Rivers, and the demand for and management of parking is an important issue for the District. Three Rivers has Controlled Parking Zones in Rickmansworth and Chorleywood and other parking schemes, including permit parking, which have been established to meet the requirements of existing residents in areas where off-street parking is either limited or not available. Parking space in these areas is frequently used to maximum capacity and, as a consequence, there may be a conflict in the use of space between existing residents and occupiers of new residences.
- 1.2 The provision and management of parking is also an important factor in helping to influence travel demand and modes of travel. As noted within the NPPF, consideration for parking needs to be integral to the design of schemes alongside patterns of movement, and can contribute to making high quality places.
- 1.3 National policy 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.

T2 Parking	
(1)	Development should make provision for parking in accordance with the parking standards and the zone based reductions set out in Appendix XX until such time that standards are revised.
(2)	20% of car parking spaces for major developments (10 dwellings or more) should be unallocated.
(3)	Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.
(4)	Areas providing parking should preserve a building's setting and the character of the surrounding area, and should provide adequate soft landscaping and surface material to avoid adverse visual impacts and to manage surface water runoff.
(5)	The Council will encourage the delivery of infrastructure to support the use of low carbon transport, including requiring electric vehicle charging points to be provided as part of new development in accordance with the standards set out in Appendix XX.

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- (6) The provision and/or improvement of a car club by a new development will be supported if appropriate.

Reasoned Justification

- 1.4 Parking standards are required in Three Rivers to manage the network and reduce pressure on the on-street supply of parking which can give rise to problems of congestion and reduce road safety.
- 1.5 The amount of parking to be provided in accordance with parking standards is a balance between a number of factors. These include seeking to reduce unnecessary car trips, promoting effective use of land, making development viable and not creating on street parking pressure which undermines quality of life.
- 1.6 A proportion of unallocated car parking spaces on larger schemes allows flexibility for use by visitors as well as for residents who may need more (or fewer) spaces. This will reduce the risk of spaces being left vacant.
- 1.7 There is also a need to ensure that sufficient parking is provided to address the needs of all users including parking for people with disabilities, and for powered two-wheelers, as well as to provide sufficient spaces for low emission vehicles, and for electric vehicle charging equipment.
- 1.8 To support sustainable transport choices, it is also essential that sufficient cycle parking provision is accommodated as part of new development, and that this is safe, secure and convenient for users.
- 1.9 Parking standards for the District were established in the Local Plan 1996-2011 and in Supplementary Planning Guidance: Parking at New Developments (2002), which was based on Hertfordshire County Council's Supplementary Planning Guidance: Parking at New Development (2000). These standards were also previously incorporated as part of the Council's Development Management Policies document (2013). The standards have been updated to take account of census data on car and van ownership as well as taking into consideration the latest update to the National Planning Policy Framework (February 2019).
- 1.10 The Council will apply the standards set out in Appendix XX as they reflect levels of car ownership in Three Rivers while also seeking to encourage sustainable transport choices and make efficient use of land.
- 1.11 However, these standards will be applied as a 'standard' (rather than a 'maximum') 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

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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.

- 1.12 Supporting the use of lower emission vehicles as an alternative to high emission vehicles is an important measure to reduce air pollution and carbon emissions in the District and the standards have also been reviewed to include a requirement for development to make provision for charging infrastructure for electric vehicles to support the use of electric vehicles.
- 1.13 Parking provision as part of developments should reflect local circumstances and have regard to the need to promote sustainable transport outcomes. Development should not have excessive on-site parking, but provision will need to be sufficient in relation to an individual scheme to avoid unacceptable impact on the amenity of the local area or highway safety.
- 1.14 The standards promote fewer spaces in locations better served by public transport. The emphasis is on not trying to provide spaces where they are unnecessary. There may also be opportunities for low car or car free development in highly sustainable locations close to public transport interchanges where space for parking is constrained and controlled parking measures are, or can be put, in place.
- 1.15 Any such proposals will need to be robustly justified by supporting information as part of an application to demonstrate that there would not be adverse impacts on future occupiers or on the surrounding area, and requirements for disabled parking will continue to apply even where low car or car free development is justified. Where development is low car or car free, legal agreements or conditions will also be required to ensure that future occupants are aware they may not be entitled to on-street parking permits.
- 1.16 In addition to the parking requirement for schools set out in the standards, there will be an expectation for provision of ample space for pick up/drop off on new school sites as well as space for coach parking.
- 1.17 The standards at Appendix XX also now provide guidance on the dimensions of parking provision and on layout to ensure that parking provision is safe and convenient, and that it is appropriate within its context and contributes to a high quality place.