

15.0 PARKING

National Context

- 15.1 Virtually all development proposals generate demand for parking of some kind, whether for residents, visitors, employees or for operational purposes. It is therefore necessary to ensure that parking is provided at a level appropriate to location, type and scale of development. Parking may also help to influence travel demand and mode of travel.
- 15.2 National policy¹¹ states that when setting local parking standards for residential and non-residential development local planning authorities should take into 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
 - an overall need to reduce the use of high-emission vehicles
- 15.3 Recently, the need to reduce the use of high emission vehicles has become a central part of transport and climate change policy alike. The National Planning Policy Framework states that local authorities should encourage the provision of sustainable modes of transport and that new developments should incorporate facilities for charging plug in and other low emission vehicles.

Local Context

- 15.4 The Council's overarching approach to encouraging sustainable transport choices is set out in Core Strategy Policy CP10. Parking standards for the District were established in the Local Plan and in Supplementary Planning Guidance: Parking at New Developments (2002), which in turn is based on Hertfordshire County Council's Supplementary Planning Guidance: Parking at New Development (2000). Until standards are reviewed as part of the parking standards SPD, the Council will continue to apply these standards as they reflect levels of car ownership in Three Rivers while also seeking to encourage sustainable transport choices and make efficient use of land.
- 15.5 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.
- 15.6 The Council strongly acknowledges the need to reduce the use of high emission vehicles and therefore in accordance with national policy, will seek to encourage the use of lower emission vehicles, particularly through the incorporation of plug in points for such vehicles.

Further Guidance for Applicants

- 15.7 Applicants are advised to refer to the vehicle parking standards in Appendix 5 of this document. Standards comprise a set of vehicle parking standards for residential and non-residential uses and parking standards for cycle and disabled parking. Generally, a standard car parking space measures 2.4m in width by 4.8m in depth, however, further guidance on the design and layout of parking areas will be contained in the Design SPD. The Council will also seek to encourage use of other means of transport other than the private car.

¹¹ National Planning Policy Framework

- 15.8 For new development in Controlled Parking Zones (CPZ) and other areas covered by permit parking and other restrictions, the following conditions will apply:
- Where developments are large enough to have their own new roads, residents will not qualify for permits within any existing Controlled Parking Zone or other relevant parking scheme, unless the Council makes the decision to include the roads as a new zone or as an extension of an existing parking scheme
 - For all other developments within an existing Controlled Parking Zone or area covered by parking restrictions (including permit schemes) which are expected to add to the demand for on-street parking in local streets, and where the local streets can be shown to have difficulty in meeting this demand, the residents of the new development will not qualify to receive parking permits
- 15.9 Where appropriate, the Council will continue to seek contributions to fund changes to Traffic Regulations and other highway improvements through planning obligations in accordance with Policy CP8 of the Core Strategy until the adoption of a Community Infrastructure Levy.
- 15.10 Policies relating to strategic transport issues and relating to access can be found in Policy CP10 of the Core Strategy.

DM13 Parking

- a) Development should make provision for parking in accordance with the parking standards and, the zone based reductions set out in Appendix 5 until such time as set standards are revised.
- b) The Council will encourage the delivery of infrastructure to support the use of low carbon transport.

Policy Links

National Policy (others may also be relevant)	National Planning Policy Framework
Related Core Strategy Policies	CP1: Overarching Policy on Sustainable Development CP10: Transport and Travel
Core Strategy Strategic Objective	S1, S6, S11

Further Guidance

Supplementary Planning Documents	SPG2: Parking at New Developments
Additional Information	Hertfordshire County Council: Roads in Hertfordshire http://www.hertsdirect.org/services/transtreets/transplan/infdev/roadsinherts/

Reasoned Justification

- 15.11 Policy DM13 seeks to strike the balance between providing sufficient parking to meet the operational requirements of development whilst at the same time encouraging a range of sustainable transport options. The approach addresses the needs of all users including parking for people with disabilities, cyclists and powered two-wheelers. The approach will contribute directly to Core Strategy Objective 7: to deliver improved and more integrated transport systems.

16 TELECOMMUNICATIONS

National Context

16.1 National Policy sets out the Governments policy on high speed broadband and telecommunications which include radio masts and towers, antennae of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires. It recognises the development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services.

Local Context

16.2 The Council recognises that the implementation and maintenance of effective telecommunications networks such as telephone and radio masts within the District are essential to the development of the local economy and for the benefit of the local community.

16.3 The aim is to ensure that telecommunications equipment is kept to a minimum through encouraging the sharing of equipment where this is technically possible. The impact of telecommunications can be minimised through careful design, colouring and landscaping to minimise visual intrusion which can help to protect the character and appearance of an area.

16.4 This policy applies to planning applications or prior notification applications for the installation of satellite dishes, microwave antennae, radio masts and other types of telecommunications apparatus. When considering applications the Council shall have regard to the legal requirements placed upon telecommunications operators to provide an adequate service and any technical and operational obligations that it is required to undertake.

DM14 Telecommunications

a) Proposals for the installation of telecommunications equipment should:

- i) Have no significant adverse effect on the external appearance of the building on which, or space in which, they are located
- ii) Preserve or enhance the special character and appearance of all heritage assets
- iii) Fully explore the possibility of sharing facilities, such as masts, cabinet boxes and satellite dishes, and erecting antennae on existing buildings or other structures
- iv) Fully explore technologies to miniaturise and camouflage any telecommunications apparatus
- v) Not impede free and safe flow of highway users
- vi) Be appropriately designed, coloured and landscaped to take account of their setting; and
- vii) Have no significant adverse impact on the visual amenities of neighbouring occupiers.

Policy Links

National Policy (others may also be relevant)	National Planning Policy Framework
Related Core Strategy Policies	CP1: Overarching Policy on Sustainable Development CP6: Employment and Economic Development CP12: Design of Development
Core Strategy Strategic Objective	S6