

# **Hertsmere Local Development Framework**

## **Parking Standards Supplementary Planning Document (October 2008)**

### **Adopted Revisions to SPD**

**December 2010**

## Introduction

- 1 The Parking Standards Supplementary Planning Document (or SPD) was adopted by the Council in October 2008. The guidance sets out levels of off-street parking that should be provided at new development and also define accessibility zones. These are areas within the Borough where reduced car parking standards can be applied in certain circumstances.
- 2 The SPD provides support for Policy M13 in the adopted Local Plan (2003) and Policy CS22 in the Council's revised draft Core Strategy (December 2010) approved for interim development control purposes for applications registered on or after 22<sup>nd</sup> December 2010. These policies and the SPD are used to assess applications for planning permission in the Borough.
- 3 Based on the experience of using the guidance in planning decisions, the Council has adopted some minor changes to the SPD. The revisions affect sections 3 and 4 and are set out in this document. Following consultation, these changes were adopted by the Council's Executive on 8<sup>th</sup> December 2010.
- 4 Adopted changes are shown in bold type together with text deleted from the original adopted SPD. An updated and formatted version of the SPD, incorporating the amendments, will be published in due course.

### 3. Residential Parking Standards

Figure 1: Residential Parking Standards

Use Class / Type	Maximum number of car parking spaces (includes visitor spaces)	Minimum cycle parking standard
<b>C3</b>		
<b>General Needs Housing*</b>		
Studio / bedsit	1.5 per unit	1 secure / long term space per unit <i>plus</i> 1 short term space per 5 units where communal parking is to be provided
1 bedroom	1.5 per unit	
2 bedroom	2 per unit	
3 bedroom	2 per unit	
4 bedroom	3 per unit	
5+ bedroom	4 per unit	
<b>Elderly Persons Housing**</b>		
Category I – Retirement dwellings, no warden control, 1 bedroom	1.5 per unit	1 short term space per 3 units plus 1 long term space per 5 units
Category I – Retirement dwellings, no warden control, 2 bedroom	2 per unit	
Category II – Warden Control, sheltered dwellings, 1 or 2 bedroom	1.5 per unit	
Category I or Category II – More than 2 bedrooms	To be determined on a case by case basis	

\*Standards applicable to all dwelling types unless specifically stated

\*\* Category III Elderly Persons Housing is classified as a C2 use under the Use Classes order. Parking requirements for Category III housing is set out in Section 5, Non-Residential Parking Standards.

- 3.1 Figure 1 above sets out the Council’s residential parking standards. The car parking standards show the maximum levels of provision in line with advice in PPG13. The cycle parking standards represent the minimum level of provision.
- 3.2 ~~Outside of the accessibility zones identified below,~~ There will be a presumption for the maximum car parking standard to be applied. Where necessary, the total level of provision should be rounded to the nearest whole number. Developers proposing car parking above or below these levels should provide robust evidence to support their case.
- 3.3 Further guidance on the design and layout of parking provision is contained in Section 6.

#### Car parking for Affordable Housing

- 3.4 Vehicle ownership amongst Shared Ownership households in Hertsmere is broadly comparable to other private market households. Parking provision for Shared Ownership properties should therefore be made at the levels set out in Figure 1 above and in accordance with the advice in Paragraphs 4.1 and 4.2.
- 3.5 There is little evidence that levels of vehicle ownership for general needs social rented housing are significantly lower than that for market or intermediate housing, particularly in respect of the proportion of households with one car. In mixed-tenure schemes, reduced levels of parking for Affordable Housing can exacerbate any visual differences between the market and sub-market elements of a development. ~~Consequently, only a modest discount on off-street parking levels will be sought on 100% Affordable Housing schemes. The following maximum standards are provided as an advisory guide:~~
- ~~Studio / bedsit, 1 bedroom house or flat, 2 bedroom flat: 1 space per unit~~
  - ~~2 bedroom house, 3 bedroom house or flat: 1.5 spaces per unit~~

➤ ~~House or flat with 4 or more bedrooms: 2 spaces per unit~~

~~3.6 In determining the precise level of car parking that will be required for Social Rented housing, accessibility to designated retail centres, schools, support services and play areas will be taken into account. In the most accessible parts of the Borough, these advisory standards should be subject to the discounts set out below.~~

### **Disabled car parking provision**

~~3.67 Where communal parking is proposed, 10% of the total number of spaces should be provided for exclusive disabled use or be of sufficient dimensions to be used by disabled persons. The provision of spaces for disabled people should be included in the total parking provided for a development rather than in addition to it.~~ **Where communal parking is proposed over 20 units, 6% of the total number of spaces should be provided for exclusive disabled use plus 1 space of sufficient dimensions to be used by disabled persons for every 10 units. This should be provided over and above general parking requirements. Requirements for smaller schemes, over and above general parking requirements, are set out in the table below.**

<u>Scheme size</u>	<u>Exclusive disabled spaces</u>	<u>Spaces meeting disabled standards</u>
<u>5-10 units</u>	<u>1 space</u>	<u>0</u>
<u>11-20 units</u>	<u>1 space</u>	<u>1 space</u>
<u>21-30 units</u>	<u>6%</u>	<u>+1 space</u>
<u>31-40 units</u>	<u>6%</u>	<u>+2 spaces</u>

### **Car parking for Elderly Persons Housing**

~~3.78~~ The definitions of Elderly Persons Housing are set out in the Housing Corporation's Scheme Development Standards:

- Category I: Self contained accommodation for the more active elderly, which may include an element of warden and/or call support and/or additional communal facilities.
- Category II: Self-contained accommodation for the less active elderly, which includes warden or 24 hour peripatetic cover and the full range of communal facilities.

~~3.89~~ 100% of the parking requirement for Category I and Category II developments should be of sufficient dimensions to be used by disabled persons. Where applicable, the standards for Elderly Persons Housing should be subject to the discounts set out below.

### **Car parking for Motorcycles and other powered two-wheelers**

~~3.94~~ Where communal parking is proposed, major residential applications will be required to make provision for motorcycles and other powered two-wheelers. As a guide, 5% (1 in 20) of the required car parking provision (excluding disabled car parking spaces) should be allocated for motorcycle use.

## Accessibility Zones

- 3.1014 Residential accessibility zones have been identified in the Borough's main towns. These zones are different to those identified for non-residential developments as, in addition to the availability of journey to work public transport, accessibility to key services, including schools, the Borough's main retail centres and GP practices is also considered. Maps of the residential accessibility zones are attached to this SPD.
- 3.1142 Applications for new residential development in these areas should seek to promote the use of walking, cycling and public transport ~~by providing car parking below the maximum levels. Figure 2 below indicates the proportions of the maximum car parking standard that will be normally be sought within each zone.~~ In addition, the Council will consider the provision of car parking below maximum levels in accessibility zones using the guideline discount ranges set out in Figure 2. With the exception of Elderly Persons Housing, disabled car parking provision should not be subject to discounting and should always be provided at the full standard. Worked examples are provided in Appendix 2.
- 3.12 Discounted car parking levels in accessibility zones will not apply automatically and will need to be subject to justification by the applicant. The maximum standard will form the starting point for negotiation. The Council will take into account the criteria in paragraph 3.13 in determining whether a discount is acceptable. Worked examples are provided in Appendix 2

**Figure 2: Residential Accessibility Zone discounts**

Zone	Level of Car Parking Provision (Excluding disabled parking)
2	<del>25 – 50%</del> <u>25% – 100%</u>
3	<del>50 – 75%</del> <u>50% – 100%</u>
4	75% – 100%

- 3.13 ~~The upper end of each range will form the starting point for negotiation. Provision below this point within the specific ranges, should be justified by the applicant (e.g. through the provision of examples of comparable schemes, surveys etc) and will be assessed having regard to the following criteria and the advice in paragraphs 3.14 to 3.18. The following factors will be taken into account by the Council when considering a discount:.~~
- ~~The type and, tenure, size and mix of housing ;~~
  - ~~The impact upon the highway including on street parking conditions~~
  - The layout, design and form of parking provision;
  - Whether the road layout is to be adopted and / or designed to adoptable standard
  - On-street parking conditions in the surrounding area
  - ~~The ability of existing Controlled Parking Zones (CPZs) to absorb any additional demand for parking~~
  - Potential impact on the highway and Controlled Parking Zones (CPZs)
  - Access to existing public or private car parking facilities and potential for shared parking
  - Proximity to public transport and services;
  - The level of cycle parking provided; and
  - The provision of mitigating measures (see para 1.19)

- 3.14 Developments consisting primarily of smaller flats (1- and 2-bed) with shared parking areas are most likely to qualify for a greater reduction in parking provision. Car ownership among units of this type has been shown to be lower than average. Communal parking areas will also provide greater scope for differences in car ownership between individual units to be balanced out.
- 3.15 The Council will pay particular attention to the overall housing and road layout in considering whether discounting is acceptable. Some developers are now submitting layouts which are not being designed to meet adoptable highway standards. These schemes may have narrow estate roads which may be unable to accommodate on-street parking and being private roads, would be difficult to make subject to Council controls.
- 3.16 ~~17~~ Developments that are likely to result in levels of additional on-street parking that would be contrary to highway and safety considerations will not be permitted. The Council will consider schemes that propose the shared use of existing car parking facilities where this can be reasonably accommodated (e.g. the use of business car parking facilities by residential developments during evenings and weekends). In accordance with the provisions of PPG13 (paragraph 56), parking in excess of the stated maximum standard will exceptionally be permitted on town centre or edge of centre sites where genuine opportunities for shared parking exist.
- 3.17 ~~16~~ Where new development or conversions are proposed within an existing Controlled Parking Zone (CPZ), developers should be aware of the ability of the CPZ to absorb additional demand for parking. Where CPZs are already at operational capacity, all parking requirements should be met on site. Applicants should determine the ability of CPZs to absorb demand prior to the submission of any application. take into account that there is unlikely to be any additional on-street parking capacity. The Council will expect all parking requirements to be met on site and parking permits will not normally be issued on these developments. The Council may seek to use planning obligations to remove the right for occupiers of new developments in existing CPZs to obtain parking permits.
- 3.18 ~~17~~ In order to qualify for the maximum discount, developments will be expected to provide cycle parking above the minimum standard for units with more than 1 bedroom.
- 3.19 ~~18~~ Measures to mitigate against the parking and / or transport impacts of new development may include (but are not limited to):
- On- or off-site highway works to facilitate the use of alternative modes;
  - The provision of a Travel Plan;
  - Section 106 contributions towards sustainable transport measures (including Greenways routes); and
  - Section 106 contributions towards the development and / or implementation and control of CPZs.

### **Car Free Residential Development**

- 3.20 ~~19~~ A number of existing properties, notably flats above shops in the Borough's main town centres, do not provide car-parking facilities for residents. In accessibility zones 2 and 3, there may be a limited number of cases where, subject to compliance with other relevant Local Plan and LDF policies, car-free development can be considered acceptable in principle. These may include:
- The extension, alteration or re-use of an existing building with no access to parking;
  - The reversion of a previously converted property to its original residential use, including flats above shops;

- The provision of residential accommodation on a small (up to 5 units net) town centre site that may otherwise not come forwards for development;
- Where arrangements are made to share an existing car-park within the vicinity of the site which can reasonably accommodate the parking demand generated by the development.

3.21~~20~~ In all instances, developers will be required to demonstrate why car-free development represents the best available option. Regard will be had to the criteria identified in paragraph 4.13 and the advice in paragraphs 4.14 to 4.18.

## Chapter 4 : Non-Residential parking standards

Unless otherwise stated, floor areas are gross measured externally.

FTE = full time equivalent

s/t = short term

l/t = long term

**Figure 3: Non-Residential Parking Standards – Amendments to include C4 Use Class**

Use Class / Type	Maximum number of car parking spaces	Minimum cycle parking standard
<b>C1</b>		
Hotels and motels <sup>1</sup>	1 space per bedroom plus 2 spaces per 3 FTE staff plus 1 space per 5 m <sup>2</sup> public floorspace for conference or exhibition facilities plus 1 coach space per 100 bedrooms (minimum)	1 l/t space per 20 beds 1 l/t space per 10 staff
Small hostel (single parent or couple with no children)	0.75 spaces per unit	1 l/t space per 3 units
Family hostel (two adults and two children)	1 space per unit	
<b>C2</b>		
Institutions / homes with care staff on premises at all time <sup>2</sup>	1 space per 5 resident bed spaces plus 1 space per 2 non-resident staff	1 s/t space per 20 beds 1 l/t space per 10 staff
Frail Elderly Accommodation <sup>2,3</sup>	1 space per 4 resident bed spaces	
Hospitals	To be assessed on a case by case basis	
Education – Halls of Residence	1 space per 2 FTE staff plus 1 space per 6 students	1 l/t space per 3 students 1 l/t space per 10 staff
<b>C4</b>		
<b>Homes in Multiple Occupation</b>	<b>0.75 spaces per tenancy unit</b>	<b>1 l/t space per 3 units</b>

*Note remainder of figure 3 is unchanged from adopted SPD*

<sup>1</sup> Restaurant and bar floorspace will be subject to A3 and A4 standards respectively if open to non-residents.

<sup>2</sup> Resident staff to be assessed at general needs housing standard.

<sup>3</sup> Defined as per Housing Corporation's Scheme Development Standards: "Extra Care supported accommodation, which may be either shared or self contained, for frail older persons. Includes warden or 24 hour emergency care, the full range of communal facilities, plus additional special features, including wheelchair user environments and supportive management".





