

8. Transport

Car Parking Provision, Low Emission Vehicles

Why is this policy needed?

The National Planning Policy Framework promotes sustainable development and acknowledges the role transport policies can play in facilitating not only sustainable development but also in contributing to wider sustainability and health objectives. Every opportunity should be taken to promote and encourage sustainable transport modes. In this context, local parking standards 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 an overall need to reduce the use of high-emission vehicles.

What is it intended to do?

In accordance with this policy context, the Local Plan Core Strategy has an overarching objective to promote environmentally sustainable movement and to seek ways to reduce the overall need to travel. Car parking standards need to reflect this objective, whilst also recognising that car parking standards play a key role in creating and achieving high quality development and living environments across the Borough. The right balance therefore needs to be found for these standards.

Policy T6 replaces Watford District Plan Policies T22, T24 and T26. T23 was replaced in the Core Strategy. Policy T7 is a new policy and does not replace any existing policy.

Policy T 6

Car parking provision

a) Residential Development

All residential development will be expected to comply with the car parking standards set out in Appendix G, based upon the number and size of dwellings proposed. The extent of the Council's full controlled parking zones is shown in a map available at:

<http://www.watford.gov.uk/ccm/navigation/transport-and-streets/parking/controlled-parking-zones/>

As the extent of the full* controlled parking zones is subject to change, this map will be updated as required.

All parking spaces must have minimum dimensions of 2.4m wide by 4.8m long with a minimum area 6m deep in front of the space to allow for manoeuvring in and out of the space. All external and integral garages must have minimum internal dimensions of 3m wide by 5.5m long (per vehicle) with a minimum area 7m deep in front of the garage to allow for manoeuvring in and out of the garage. Any spaces or garages that do not meet these minimum dimensions will not be considered as parking accommodation for the purposes of this policy.

i) Where a site is located within a full controlled parking zone, the number of parking spaces provided on-site will not be permitted to exceed the maximum provision. All new residential developments will be excluded from the controlled parking zone which will mean that future residents and their visitors will not be entitled to residents' permits to park within the on-street parking bays. This is to ensure that the development does not exacerbate existing on-street parking congestion. This will be secured by means of a planning obligation. In all cases, the same ratio of parking provision will be required for market and affordable housing.

Car-free developments will be considered acceptable in principle within the full controlled parking zones.

ii) Where a site is located outside a full controlled parking zone, a minimum number of parking spaces must be provided within the site. Where there are four or more dwellings, a 25% provision of unallocated visitor spaces will be required, based on the number of dwellings.

~~Note: Within full controlled parking zones, parking enforcement is carried out between 8am and 6.30pm, Monday to Saturday (including bank holidays).~~

b) Non-residential Development

All non-residential development will be expected to comply with the car parking standards set out in Appendix G, based upon the proposed use and the Accessibility Zone of the site is located within. Accessibility Zones for the borough are shown on the map book These are defined having regard to accessibility to railway stations and bus routes, with a minimum number of services, that provide an alternative means of travel to the private car.

The Accessibility Zone within which the site is located ~~will~~ determines the Parking Restraint Factor applied to set the minimum and maximum acceptable parking provision for the proposed development., ~~known as the Parking Restraint Factor~~. The Parking Restraint Factor for each Accessibility Zone is shown in the table below and is a percentage of the maximum parking standard shown in Appendix G. The minimum provision will ensure that the operational needs of the proposed use and that the needs of people with disabilities are met on site. The maximum provision will act as a restraint on commuter travel by private car and encourage the use of non-car modes of travel. ~~Only in exceptional circumstances, on the merits of the proposed development, will parking provision below the minimum or above the~~

maximum provision be considered acceptable. If proposed parking provision is below or above the expected standard, evidence will be required to justify this departure.

c) All Development

Where it is proposed that car parking provision will fall below minimum standards outside a full controlled parking zone, provision of dedicated car club spaces and vehicles will be required. Provision for car clubs will also be expected for residential development in Special Policy Areas where more than 20 parking spaces are proposed.

Parking Restraint Factor**		
	Accessibility Zone	
	Zone 1	Zone 2
Parking Restraint Factor	0-50%	50-100%

* Full controlled parking zones are areas where on-street parking is restricted throughout the entire year. They typically exist to ensure local residents can park near their homes in locations that are attractive for commuter parking.

** The Parking Restraint Factor is applied to the maximum standard and determines the minimum and maximum number of parking spaces for a given development. For example, if the maximum standard for a proposed development is 10 spaces, based on use and floor area, then: a site in Zone 1, there would be a minimum of 0 spaces and maximum of 5 spaces. For a site in Zone 2, the minimum would be 5 spaces and maximum 10 spaces.

Policy T 7

Parking provision for low emission vehicles

The Council will require the provision of electric vehicle charging spaces in new developments, including for electric pool cars or electric car clubs. ~~Such parking spaces should be provided within the standards set out in Appendix iii.~~ Where new houses are proposed with dedicated parking, ~~plug charging~~ points will be expected on houses adjacent to parking spaces. For other development proposals, the following electric vehicle charging provision will be expected

0-20 spaces - no provision

20-50 spaces - 1 charging point

50-100 spaces - 2 charging points

Every additional 50 spaces - 1 additional charging point

Detail regarding the ongoing management of electric vehicle charging points and related parking spaces will be required in car parking management plans.

Cycle Parking Provision

Why is this policy needed?

The National Planning Policy Framework promotes sustainable development and acknowledges the role transport policies can play in facilitating not only sustainable development but also in contributing to wider sustainability and health objectives. Every opportunity should be taken to promote and encourage sustainable transport modes, and cycling is a key part of the sustainable travel agenda.

The Core Strategy Objectives promote environmentally sustainable movement and seek ways to reduce the overall need to travel, particularly by private car. More people could potentially be encouraged to cycle for local journeys if they had secure cycle storage facilities at their home and at their destination. It is therefore important that secure cycle storage facilities are provided for both residential and non-residential developments to encourage cycle ownership and use.

What is it intended to do?

This policy is intended to ensure that developers provide high quality cycle parking facilities within their developments, which will help encourage modal shift towards cycling.

It replaces saved policy T10 of the Watford District Plan 2000.

Policy T 8

Cycle parking provision

All new development will be expected to comply with the cycle parking standards set out in Appendix H. Long term cycle parking facilities for residents and/or employees of a development must be conveniently located, safe to use, secure and weatherproof. The design of the facility should complement the development and be well integrated into the building or the layout of the site. Short term cycle parking facilities for the use of visitors or customers to the development should be conveniently located in relation to the public realm and safe to use.

For dwelling houses, individual provision should be made within the private garden area. For flatted developments and commercial uses, communal cycle stores should be provided.

Access and Servicing

Why is this policy needed?

In all developments, the main impact of vehicular movement is in the immediate vicinity of the site. Suitability of access/egress arrangements is a key consideration in determining a development proposal.

What is it intended to do?

To ensure safe access and egress is provided.

It replaces saved policy T21 of the Watford District Plan 2000.

Policy T 9

Access and servicing

All development proposals including redevelopments, changes of use or extensions to existing developments should include adequate provision for access/egress and servicing arrangements to meet the necessary safety and capacity requirements. The Council will also seek to ensure that the needs for access and service arrangements are taken into account fully in the design of all public and private highway improvement schemes.

The Council will normally require redevelopment schemes within the Town Centre to provide rear servicing facilities so as to avoid access via the High Street.

The policies in this chapter support/delivers:

National Policy:	NPPF paras. 29-32, 35, 39.
Watford Sustainable Community Strategy Objective:	A well-planned town with homes to suit all needs. A healthy town. A town that protects its environment and heritage.
Core Strategy Strategic Objectives:	SO1: A family-friendly town centre. SO2: Sustainable neighbourhoods. SO3: Enhance Watford's regional economic and transportation role. SO4: Enhance Watford's regional health, recreational, educational, cultural and social

	<p>role.</p> <p>SO5: Enhance Watford's environment, green infrastructure and heritage assets.</p>
Core Strategy Policies:	<p>SD1 Sustainable Design</p> <p>T2 Location of New Development</p> <p>T3 Improving Accessibility</p> <p>T4 Transport Assessments</p> <p>UD1 Delivering High Quality Design.</p>