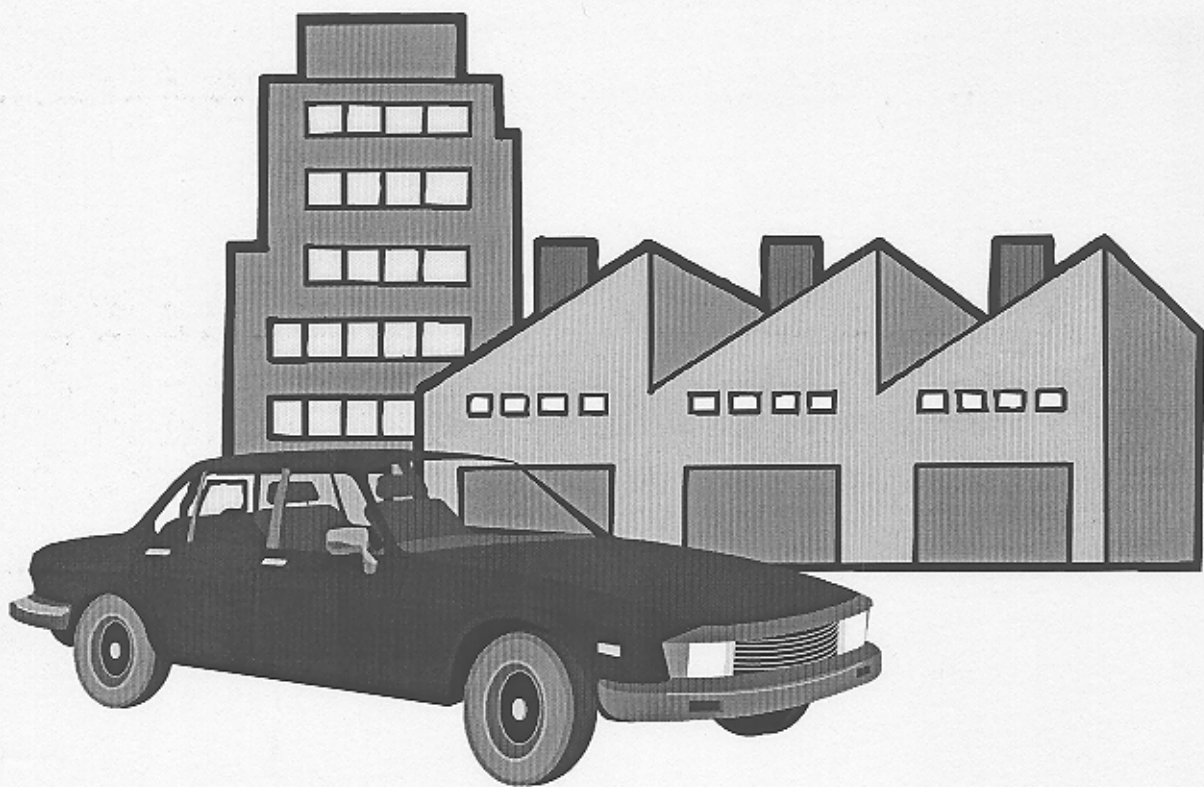




'Accessibility Zones' for the Application of Car Parking Standards

SUPPLEMENTARY PLANNING GUIDANCE



JULY 2002

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Section 1

INTRODUCTION

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1. Background

- 1.1 The Council adopted '*Accessibility Zones for the Application of Car Parking Standards*' for use in development control on 24th July 2002. It is therefore a material consideration when determining relevant planning applications within Dacorum Borough.
- 1.2 The need to establish Accessibility Zones stems from Supplementary Planning Guidance (SPG) to Policy 25 of the Hertfordshire Structure Plan. This document sets out recommended maximum car parking standards for all types of development.
- 1.3 For non-residential development these maximum standards are demand-based and represent the starting point for restraint to be applied progressively on a zonal basis in urban areas, to reflect non-car accessibility. The definition of Accessibility Zones is therefore required to enable the practical application of this Policy.

2. Reason for the Approach

- 2.1 The purpose of the zonal approach is to reduce the use of the private car - chiefly for journeys to work - through parking restraint. The maximum number of car parking spaces required for non-residential development within the urban areas will be dependent upon the site's accessibility. The more accessible the location, the fewer car parking spaces required and vice versa.

3. Scope of the Approach

Non-Residential Development

- 3.1 The SPG for accessibility zones applies directly to development proposals for all forms of non-residential development (including shops, restaurants, offices, industrial development, non-residential institutions and community and leisure facilities).

Residential Development

- 3.2 New residential development will generally be expected to accommodate all parking demand on site. However, significantly lower levels of parking provision may be acceptable where demand is likely to be less and a tendency for overspill on-street is, or can be, controlled e.g. high density housing in town centres, near railway stations or housing over shops.

Rural Areas

- 3.3 In rural areas the maximum standards for non-residential development will normally be applied directly, without restraint.

4. Applying the Parking Policy

4.1 The method for calculating the appropriate car parking standard for a non-residential urban development can be summarised as follows:-

- i. Identify the Use Class and development characteristics e.g. size.
- ii. Identify the corresponding maximum demand-based standard and calculate the number of car parking spaces that application of the full standard would require.
- iii. Identify the Zone type (1, 2, 3, or 4) the proposed development is located in (see Section 2 ahead).
- iv. Calculate the appropriate range of car parking spaces based on the degree of restraint indicated for that Zone type. The general presumption is to impose the more restrictive end of each range.

4.2 New non-residential development within each of the four 'Accessibility Zones' will be expected to provide different proportions of the relevant maximum parking standards, as illustrated in the following table:-

ZONE TYPE	CAR PARKING PROVISION ALLOWED
1	0-25% of maximum demand-based standard
2	25-50% of maximum demand-based standard
3	50-75% of maximum demand-based standard
4	75-100% of maximum demand-based standard

Parking provision should normally be within the range indicated.

4.3 For more information regarding the parking standards themselves, please refer to the SPG on '*Parking Provision at New Development*,' produced by Hertfordshire County Council.

5. Monitoring and Review

5.1 The Accessibility Zones will be reviewed at appropriate intervals to take account of the following:-

- Changes in policy at the national, regional, county and borough levels
- Problems that arise relating to the precise location of cell boundaries
- Changes to public transport routes and service frequency
- The provision of new / improved cycle and pedestrian links
- The location of new major development

Section 2

ACCESSIBILITY ZONES

ACCESSIBILITY ZONES

1. Location of Accessibility Zones

- 1.1 Most of the Borough falls within Zone 4, where normal maximum car parking standards apply. Some parts of the three towns (Hemel Hempstead, Berkhamsted and Tring) fall within Zones 1-3 where less parking will be required.
- 1.2 The Accessibility Zones that apply to each settlement are summarised in the following tables. Descriptions of the areas covered by each zone are only indicative. For details regarding precise boundaries, please consult the Accessibility Zone maps.
- 1.3 For ease of reproduction, only Zones 1, 2 and 3 are indicated on the maps. Areas without shading should be assumed to fall within Zone 4.

HEMEL HEMPSTEAD:

Zone	Car Parking Provision	General Location(s)
1	0-25% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Town Centre
2	25-50% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Civic Centre ▪ Riverside (former BP House / Plough site) & Kodak building
3	50-75% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Part of Frogmore End & Apsley ▪ Adeyfield Local Centre ▪ Maylands Avenue ▪ Old Town ▪ Gadebridge Local Centre ▪ Boxmoor Local Centre ▪ Cotterells & Bury Hill ▪ Between Queensway & Hillfield Road ▪ Corner Hall & Lawn Lane ▪ Hemel Hempstead Hospital
4	75-100% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Remainder of settlement

ACCESSIBILITY ZONES – Hemel Hempstead



Boundary of Zones 1, 2 and 3



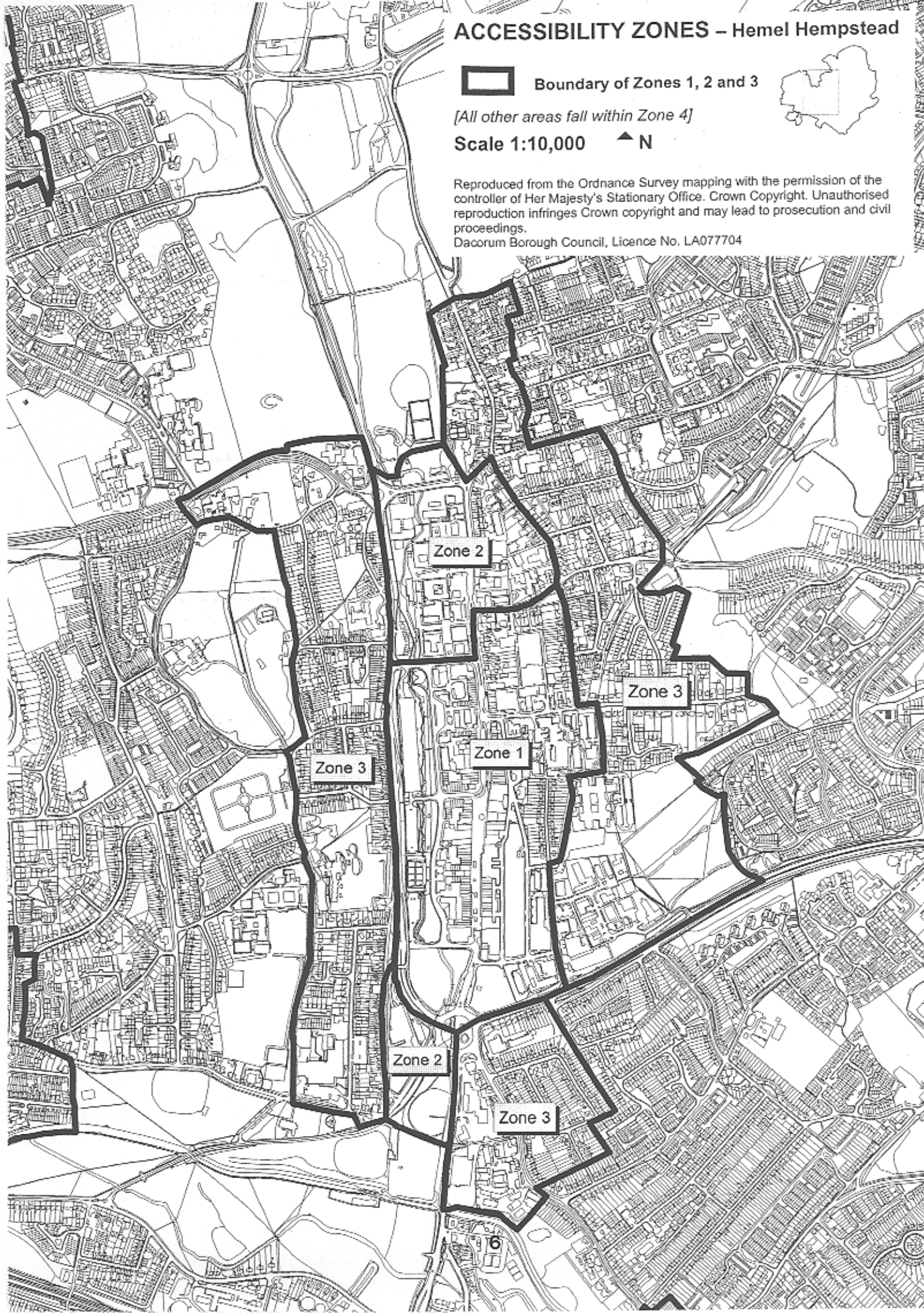
[All other areas fall within Zone 4]

Scale 1:10,000




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ACCESSIBILITY ZONES – Hemel Hempstead

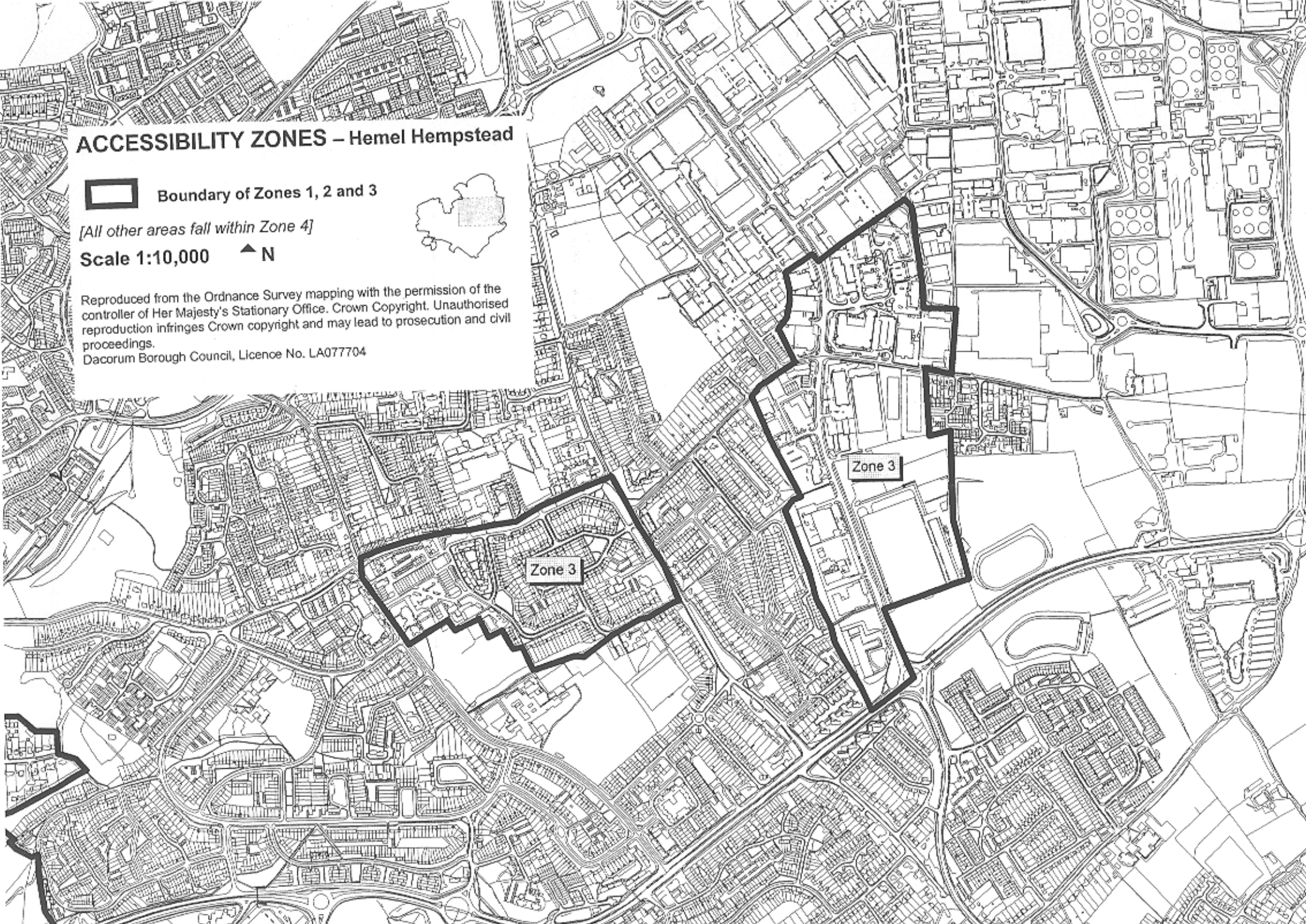
 Boundary of Zones 1, 2 and 3

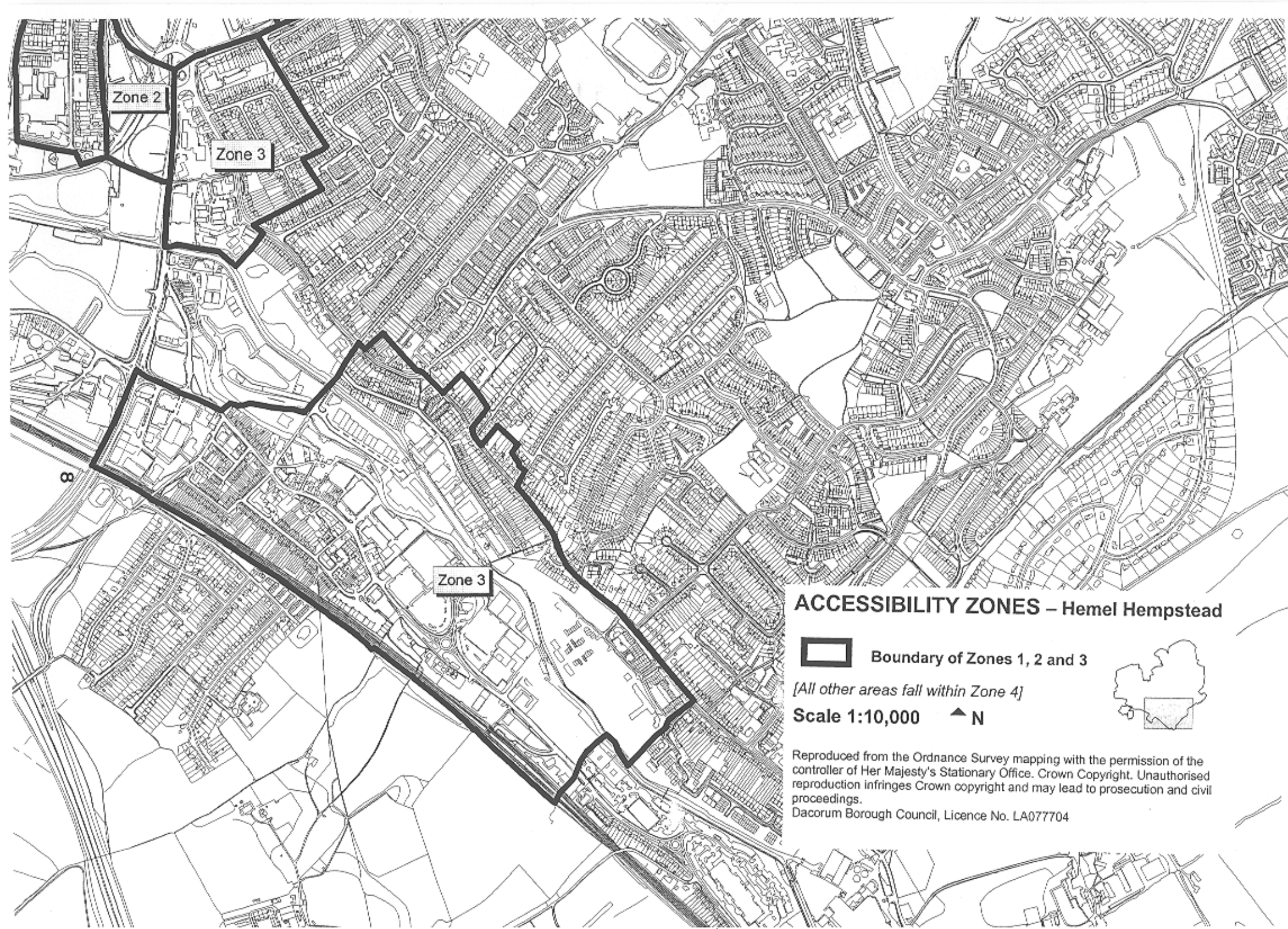
[All other areas fall within Zone 4]

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Zone 2

Zone 3

Zone 3

8

ACCESSIBILITY ZONES – Hemel Hempstead



Boundary of Zones 1, 2 and 3

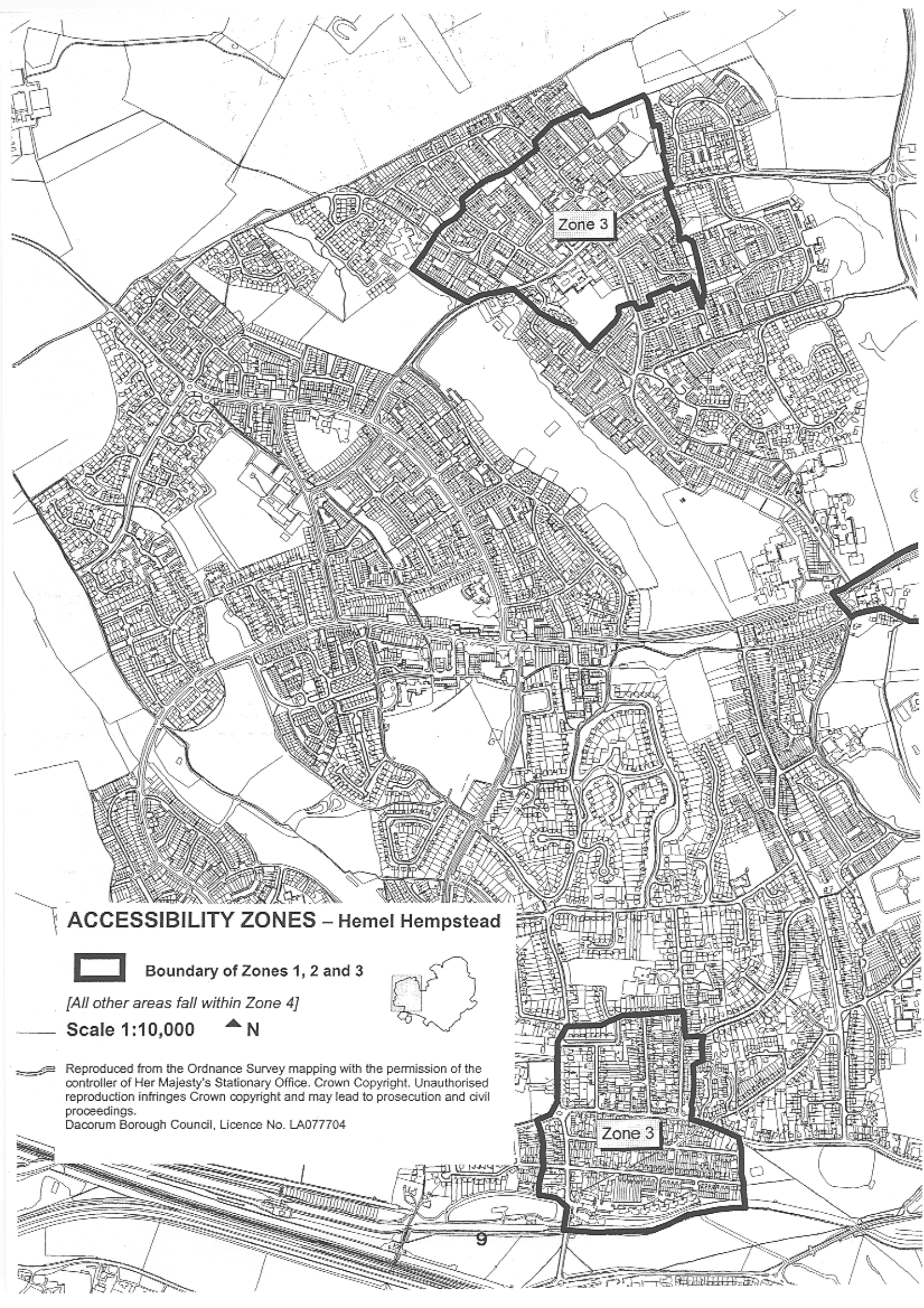
[All other areas fall within Zone 4]

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Zone 3

Zone 3

ACCESSIBILITY ZONES – Hemel Hempstead

 Boundary of Zones 1, 2 and 3

[All other areas fall within Zone 4]

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


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BERKHAMSTED:

Zone	Car Parking Provision	General Location(s)
1	0-25% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ None
2	25-50% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Town Centre
3	50-75% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Northchurch Local Centre ▪ George Street & Station Road ▪ Stag Lane ▪ West of railway station ▪ Doctor's Commons Road
4	75-100% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Remainder of settlement

ACCESSIBILITY ZONES – Berkhamsted

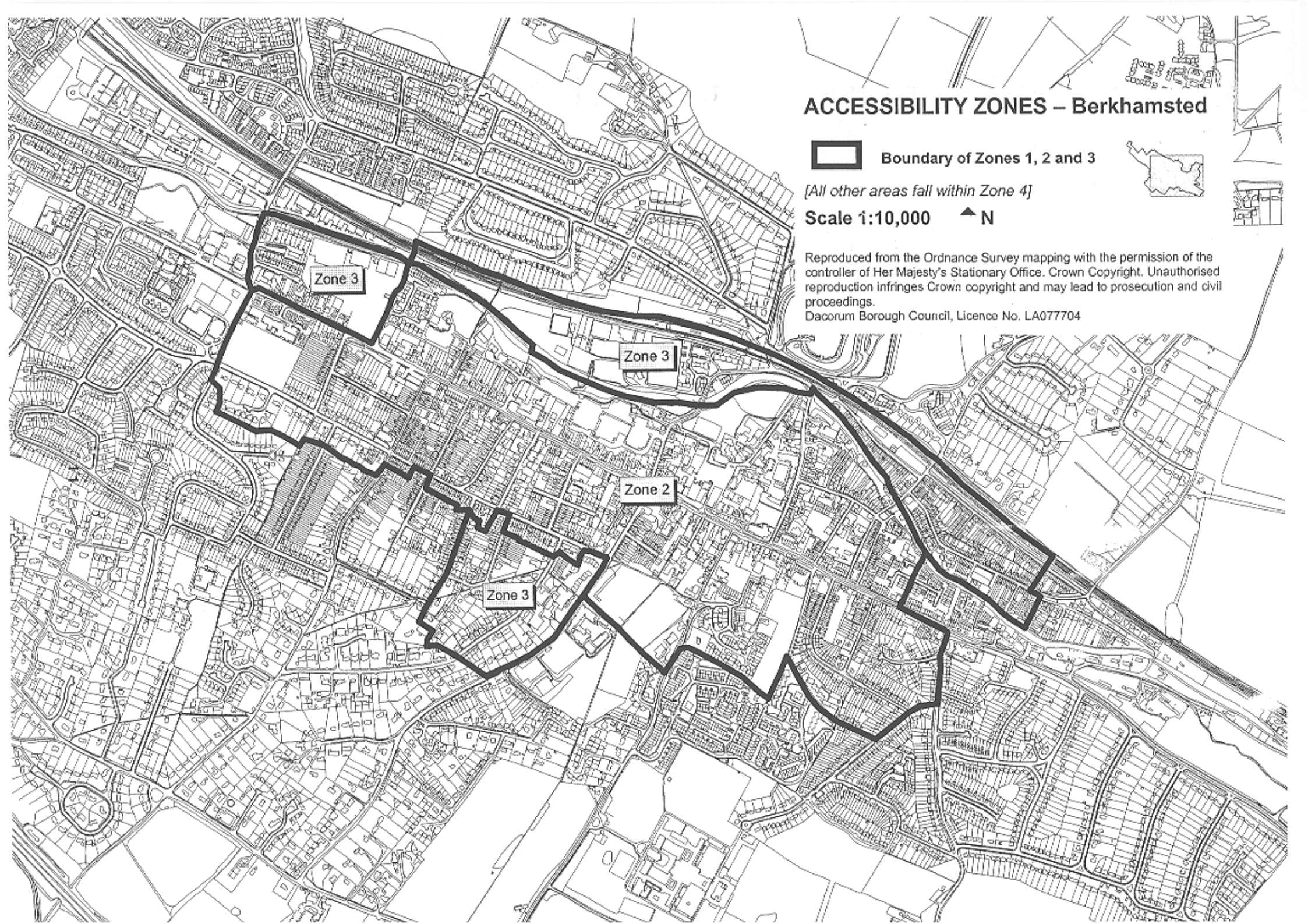
 Boundary of Zones 1, 2 and 3

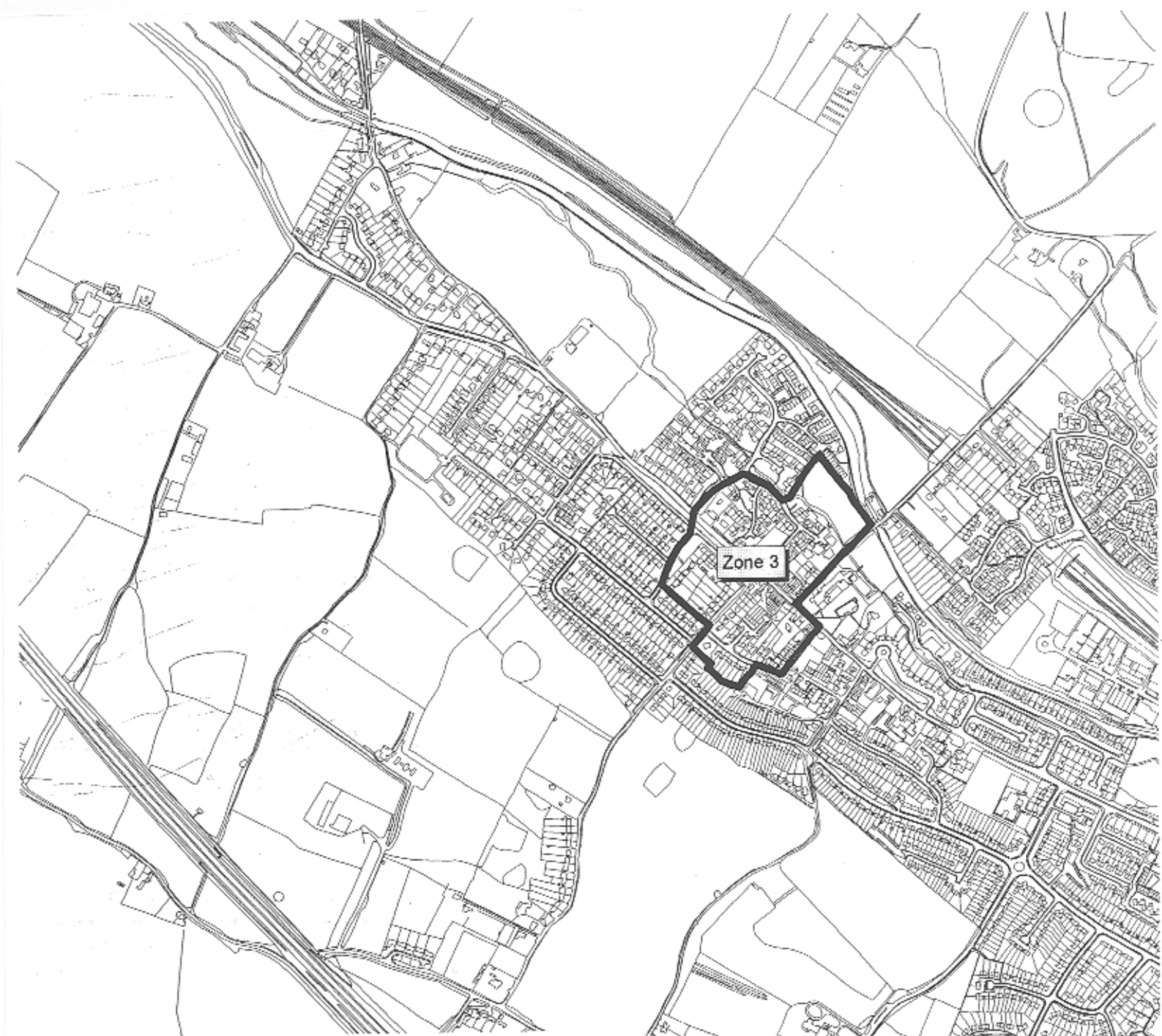
[All other areas fall within Zone 4]

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ACCESSIBILITY ZONES – Berkhamsted

 Boundary of Zones 1, 2 and 3

[All other areas fall within Zone 4]



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TRING:

Zone	Car Parking Provision	General Location(s)
1	0-25% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ None
2	25-50% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ None
3	50-75% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Western Road / Goldfield Infants School ▪ Town Centre ▪ London Road / Station Road / Tescos
4	75-100% of maximum demand-based standard	<ul style="list-style-type: none"> ▪ Remainder of settlement

ACCESSIBILITY ZONES – Tring



Boundary of Zones 1, 2 and 3

[All other areas fall within Zone 4]

Scale 1:10,000 ▲ N



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Zone 3

MARKYATE, KINGS LANGLEY & BOVINGDON:

Zone	Car Parking Provision	General Location(s)
1	0-25% of maximum demand-based standard	▪ None
2	25-50% of maximum demand-based standard	▪ None
3	50-75% of maximum demand-based standard	▪ None
4	75-100% of maximum demand-based standard	▪ All of settlements

[No maps are provided, as all 3 settlements are located within Zone 4]