

Interim Policy for Residential Car Parking Standards

Approved by Planning & Licensing Committee in February 2011



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In early 2011 the Government wrote to all councils informing that the requirement to set maximum car parking standards for residential development had been removed. This decision was based on evidence that maximum parking standards do not meet current patterns of car ownership and can cause on-street parking, congestion and danger to pedestrians. The change in guidance gives councils the freedom to decide the right level of parking based on the needs of local communities.

The Council considers that its current car parking standards in Policy T11 of the [Broxbourne Local Plan](#) represent a generous provision of space but recognises that there are circumstances where it is appropriate to have fewer spaces e.g. in areas of high public transport accessibility such as town centres or potentially more spaces e.g. in areas that already suffer from on-street parking or family properties in suburban locations.

The Council has therefore agreed to treat its current car parking standards as guidelines rather than maximums. This approach will enable planning officers to secure a sensible number of car parking spaces based on the relevant circumstances of the proposal, its site context and wider surroundings. The onus will be on developers to demonstrate through transport information submitted alongside their planning application that a greater or lesser level of car parking provision is appropriate.

The interim policy does not form part of the development plan and will therefore be a material consideration in the determination of planning applications. The Council will review residential car parking standards as part of the forthcoming Development Management Policies DPD.

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The Council will treat residential car parking standards set out in Policy T11 of the [Broxbourne Local Plan](#) as guidelines rather than maximums. Planning applications will be determined on the basis of a sensible balance of residential car parking spaces based on the relevant circumstances of the proposal, its site context and its wider surrounding and within the overall aim of reducing private car use in favour of alternative modes of transport.

- 1.5 spaces per 1-bed dwelling
- 2 spaces per 2-bed dwelling
- 2.5 spaces per 3-bed dwelling
- 3 spaces per 4+ bed dwelling