APPENDIX 2: CAR AND CYCLE PARKING STANDARDS

Introduction

A2.1.1 Car parking standards are in place to ensure that appropriate provision is made for car parking in relation to new development or in land use conversions. They are intended to restrict over provision, over capacity and to encourage the use of alternative transport modes to assist in control or reduction of traffic. The standards will be material considerations in the determination of most planning applications and should be read in conjunction with Policy T22.

A2.1.2 The Council’s parking standards have been renewed to take into account revised emerging Government advice as well as County guidance. These include Planning Policy Guidance Note 13, The South West Hertfordshire Transportation Study (1996), The Hertfordshire Transport Plan (2000) and Supplementary Planning Guidance Note to Policy 25 (adopted on 18 December 2000) and the Hertfordshire Structure Plan Review 1991-2001 from Hertfordshire County Council.

A2.1.3 These standards replace the previous guidelines, which set maximum and minimum figures based on gross internal floorspace combined with other qualitative criteria. The new standards meet the objectives laid out by Hertfordshire County Council’s Supplementary Planning Guidance and Policy T22 of the Draft Local Plan to introduce a method of zonal restraint for car parking. This system moves away from previous practice and allows provision to be made according to local circumstances. Based on four different factors, Watford is divided into four zonal categories wherein car parking provision will range from maximum car parking restraint to little or no car parking restraint beyond that implied by the maximum standards set out in the table of maximum demand based car parking standards.

A2.1.4 Planning Policy Guidance Note 13 (Transport) sets out that it is necessary to reduce parking provision while simultaneously relating the provision to increased or decreased public transport provision. The new standards of parking provision are linked to the available level of transport accessibility. Where there is adequate transport into the centre, parking will be restrained to encourage public transport use.

A2.1.5 The Hertfordshire Local Transport Plan (July 2000) laid out a five part parking strategy including parking at new development for effective management of the road network in Watford. The new development parking standards comprise of two main aspects. All new non-residential development which hitherto would have been required to provide extensive car parking provision should be located where it can be served by real alternatives to private car travel. Secondly, the strategy places significance on maximum standards. In light of this, the Plan aims to pursue an integrated car parking strategy for Central Watford to be kept under review. (HLTP2000)

A2.1.6 The South West Hertfordshire Transportation Study (January 1996) contains a comprehensive parking strategy, in which parking standards for new development should be restricted especially close to public transport facilities. This strategy suggested a preliminary use of standards for restrained parking at new development, applied to certain areas of Watford rather than the district as a whole.

A2.1.7 Hertfordshire County Council’s Supplementary Planning Guidance Note (Dec 2000) which is compatible with the Planning Policy Guidance Note, asks urban authorities such as Watford to introduce parking on a zonal system to reflect different levels of car accessibility.
The recommended new maximum car parking standards for non residential development

A2.2.1 This appendix sets out recommended maximum demand based parking standards. These are based on:
- Up to date surveys of actual parking demand
- A comparison with practice in adjacent and/or similar authorities
- The elimination of systematic over provision evident in some recent development

A2.2.2 Once the appropriate parking provision has been determined, (see Map 7 for zones) the restraint set out in this appendix can then be applied (see Map 7 for details). The methodology for calculating the parking provision required is set out in A2.5. A further check is required to ensure that the provision does not exceed any maximum standards set by the National (PPG13) or the Regional (RPG9) planning guidance. If it does exceed either of these standards, the parking provision shall be set in accordance with the relevant National or Regional Standard. Also, and subject to the above proviso regarding compliance with National or Regional standards, the provision of parking at foodstores (Use Class A1) shall not be reduced by more than 10% below the maximum standard indicated in this appendix regardless of its location.

Operational Parking

A2.2.3 Operational parking does not include customer and staff parking (other than essential car users in some circumstances). Operational parking (as opposed to service vehicle requirements) is assumed to be included within the maximum demand based standards and the onus should always be on the developer to present a convincing case of essential staff parking. Planning permissions are attached to the land in question, not the prospective owner (if known). Hence any exceptional provision of operational space at a later date (ie. if the prospective occupier fails to materialise or decides to vacate the site after a period of time). Genuine need for operational parking in such instances should be minimised through the use of a travel plan.

The scoring process

A2.3.1 A base map was created, onto which the following features were mapped.
- Proposed / existing cycle routes
- Proposed and existing bus routes
- Railway Stations
- Suburban and Local Retail Facilities
- Retail and Leisure Core of Watford

A2.3.2 Watford was divided into 141 smaller Base Cells, which were drawn up to take into consideration, barriers to pedestrian journeys such as railways, major roads, rivers and canals. Additionally, cell boundaries took into account differences in land use, topography and development patterns. The cells were drawn to a size dependent on a reasonable walking distance of 400 metres and then numerically identified.

A2.3.3 Scores could now be attributed to each cell. The application of the zoning process was based on the following parameters:-
- Proximity to shopping centres and retail facilities
- Economic Health of Watford based on the Structure Plan (1998) and PPG 6: Town Centres and Retail Development
- Public Transport Accessibility
• Pedestrian and Cycling Routes

A2.3.4 Scores for the parameter of Proximity to Shopping Centre were given to each cell based on the access that each individual cell has to the Retail Core. Cells were also given a score if they contained local shopping facilities. The Retail Core and cells within 300 m of it were given a score of 3 while suburban locations received 2 and local based shopping afforded a score of one. Cells with no shopping facilities scored zero. The Proposals Map of the Local Plan provided the locations of local and suburban shopping facilities.

A2.3.5 Scores for the parameter of economic health of the town were given to each cell based on the status that Watford has in the settlement hierarchy set out in the Structure Plan and Planning Policy Guidance Note 6. Watford is classified as a Major Sub-Regional Centre and accordingly the retail and leisure core was score of 4.

A2.3.6 Scores for the parameter of public transport accessibility were based on the accessibility that each cell had to public transport in terms of distance and the range and quality of transport service provided. To receive a score, the cell had to be within 400m walking distance of a bus route/stop and 800m of a railway station. The scores increased as service frequency, bus stop/railway station quality improved. The top score available for this parameter is 6 and only a few of cells received this score because of their proximity to Watford Junction. The Hertfordshire travel guide (February 1999) was used to supply the timetabling information for buses and trains in Watford.

A2.3.7 Scores for the parameter of pedestrian and bicycle access were given to the retail and leisure core and cells immediately surrounding based on the accessibility of direct and safe pedestrian and cycle routes linking residential areas and the Retail Core. Scores fall within a range of 0-2. The locations of proposed and existing cycle routes were provided by the Cycle Strategy Group as shown by Map 5.

A2.3.8 The scores for each cell based on the four parameters above were totalled up and assigned a corresponding zone as set out by the Hertfordshire County Council Supplementary Planning Guidance Note. Each cell was given a zone ranging from 1-4. Zone 1 has the maximum parking restraint and Zone 4 the minimum restraint. The zones were then identified and drawn on to a map for effective identification of their location. Table 1 below shows the zones to be applied with their corresponding level of parking restraint in the form of ranges.

<table>
<thead>
<tr>
<th>Zone Type</th>
<th>Scoring Range</th>
<th>Car Parking provision allowed in urban areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>12-15</td>
<td>0-25% of maximum demand based standard</td>
</tr>
<tr>
<td>2</td>
<td>8-11</td>
<td>25-50% of maximum demand based standard</td>
</tr>
<tr>
<td>3</td>
<td>5-7</td>
<td>50-75% of maximum demand based standard</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>75-100% of maximum demand based standard</td>
</tr>
</tbody>
</table>

Results of zoning process

A2.4.1 The new standards are likely to bring about a change to the provision that exists already in Watford. The following section describes the location and rationale to the distribution and designation of zones in Watford.

A2.4.2 Zone 1 is the retail and leisure core in Watford Town Centre Parking restraint is at its maximum here to avoid extra congestion by discouraging vehicles into the centre when there
are already excellent public transport services in existence. For a cell to be designated zone 1 it has to have proximity to the Retail Core and have good transport links, usually close to a railway station. Additionally it may have good cycle links, which are defined as direct, continuous and safe. The retail and leisure core is the only Zone 1 cell in Watford and it attained 15 points as follows:

- Economic health: 4
- Transport access: 6
- Pedestrian/Cycle links: 2

A2.4.3 There are 16 cells making up Zone 2 and these provide up to 50-75% of restrain in these designated areas. They are situated around the retail and leisure core including most of Clarendon Road and Watford Junction Station. They receive their designation mainly because of their proximity to Watford Junction and good bus services. The cells may also have good cycle and pedestrian links. Cell 79 is in Zone 2 attaining 10 points:

- Transport access: 6
- Pedestrian/Cycle links: 2
- Proximity to shopping: 2

A2.4.4 Zone 3 cells are in the restraint range of 25-50% and are usually residential areas alongside moderated quality bus routes and local railway routes and stations such as the St. Albans Link. These areas also contain local shopping facilities. In Watford, they are found in Oxhey, as well as along Rickmansworth Road and the St. Albans Link. Cell 42 is in zone 3 attaining 7 points.

- Proximity to shopping: 1
- Transport access: 4

A2.4.5 There are 97 Zone 4 cells in Watford away from, public transport links and cycle routes. They cover the majority of the residential areas as well as Cassiobury Park. Many of these cells score zero, while others receive marks for the quality of local bus routes and/or for the proximity of local shopping facilities. Cell 69 is in zone 4.

- Proximity to shopping: 1

### Calculating Parking Provision

A2.5.1 Car parking standards for all new non-residential development are considered against the zone in which the proposed development lies. The applicable restraint is then applied using the standard set out in Table 3.

A2.5.2 The following worked example show how the level of restraint is derived:

1. Application for 5,000m² B1a office space, located in a zone 1 area of Watford (Figure a)
2. The adopted maximum parking standard for B1a is 1 space per 30m² gross floor area (gfa). (Figure b)
3. To find the amount of spaces provided using this standard, use the following:
   - Figure (a) divided by Figure (b)
   - 5,000 / 30 = 167 spaces
4. To find the provision for zone 1 where parking is restricted to the range of 0-25% of the max standard of 167 spaces use the following:
   - 167 x 25/100 = 42 spaces

A2.5.3 The method for calculating the provision of car parking spaces and the space per area is summarised in the table below.
Table 2. Method and selected examples of establishing zone restraint and respective standards.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Standard gfa per space</th>
<th>ZONE 1 0-25%</th>
<th>ZONE 2 25-50%</th>
<th>ZONE 3 50-75%</th>
<th>ZONE 4 75-100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garden centres up to 4,000m² gfa</td>
<td>35m²</td>
<td>12-15</td>
<td>11-8</td>
<td>7-5</td>
<td>4</td>
</tr>
<tr>
<td>A2: Financial &amp; Professional</td>
<td>30m²</td>
<td>1 space per</td>
<td>1 space per</td>
<td>1 space per</td>
<td>1 space per</td>
</tr>
<tr>
<td>B1a: Offices</td>
<td>30m²</td>
<td>120m²</td>
<td>60m²</td>
<td>40m²</td>
<td>30m²</td>
</tr>
</tbody>
</table>

Residential parking provision
A2.6.1 Residential development will generally be expected to accommodate all parking demand on site, although reduced provision may be acceptable for high-density residential development proposals in appropriate locations. The Government has through PPG 3: Housing (2000) set out an average standard of no more than 1.5 off street car parking spaces per dwelling across the whole district rather than a site by site basis. The maximum demand based residential standards are revised further downwards to achieve fuller compliance with PPG3. The standards can be found in the tables at the end of this appendix.

A2.6.3 Residential standards are to be interpreted as maximums. Residential standards for types of development where demand is likely to be less than for a family housing e.g. housing for elderly people, houses in multiple occupation etc reflect expected lower levels of demand.

The scoring process for residential development
A2.6.4 Car parking provision for all new residential development is to be considered against the zone in which the proposed development lies and the relevant standard in Table 3 will be applied. The zones for non-residential development will be the basis for determining residential parking standards. A two-tier standards system is to be introduced with greater restraint applicable in zones 1 and 2. Fractions of a parking space indicate the use of assigned and unassigned spaces. Unassigned spaces are primarily provided for visitors and may be incorporated into the streetscape (including the public realm), provided this is compatible with amenity considerations.

Calculating parking provision
A2.6.5 A planning application containing proposals for 35 1 bed dwellings, 20 2 bed dwellings and 9 3 bed dwellings in zones 1 and 2 would provide the following amount of car parking spaces:
- 1 bed dwellings: 35 spaces (43.75 spaces in zones 3 & 4)
- 2 bed dwellings: 20 spaces (30 spaces in zones 3 & 4)
- 3 bed dwellings: 13.5 spaces (20.25 spaces in zones 3&4)
For this 64 dwelling development (in zones 1 and 2), a total of 68.5 car parking spaces will be provided. In zones 3 and 4, a total maximum of 94 car parking spaces could be provided. Both these allocations meet the PPG3 standard.
Disabled Motorists
A2.7.1 Table 3. A summary of parking standards for disabled motorists
Note: The number of disabled bays specified above are part of total capacity, not additional.

<table>
<thead>
<tr>
<th>Car park use</th>
<th>Car park size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 200 spaces</td>
</tr>
<tr>
<td>Employees &amp; visitors to business premises</td>
<td>Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater</td>
</tr>
<tr>
<td>Shopping &amp; recreation</td>
<td>3 bays or 6% of capacity whichever is the greater</td>
</tr>
</tbody>
</table>

Cycle parking and provision for powered two wheelers
A2.8.1 This appendix also sets out cycle parking standards and includes guidance on provision for powered two wheelers,

A2.8.2 As part of the parking standards review work, cycle parking standards have been developed for each Use Class. As cycle theft deters greater use, the type of cycle parking provision is important. “Sheffield” stands are satisfactory for short-term cycle parking and supervised “cycle parks” provide better weather and security protection for long term use. Provision of shower facilities is also an important consideration, particularly in terms of staff cycle parking. The cycle parking standards given in this appendix therefore attempt to differentiate between short and long term requirements. “Full time staff equivalents” is the main parameter used to express long term cycle parking standards as this can be directly related to modal split targets. The long term standards as currently given in this appendix relate to a modal split target of 10% by cycle, but should be adjusted (up or down) locally to accord with local targets and/or those set out in green transport plans. While it is questionable whether realistic estimates of employee numbers will always be possible at the planning application stage, available data on floor space: worker ratios is inadequate for converting modal split targets to standards based on gross floor area (an alternative parameter). Guidance is also given for Bike and Ride at rail and bus stations.

A2.8.3 The parking needs of powered two wheelers have also been considered, in the light of criteria published by the Motorcycle Industry. The Government’s official attitude to motorcycling is still evolving although the main suggestion seems to be that replacement of a car trip is probably advantageous, especially if it is by moped or small motorcycle. On this basis secure motorcycle parking should be considered on its merits in every instance, particularly as its demands on development land are limited, relative to those associated with car parking (i.e. one car parking space can accommodate about 5 or 6 motorcycles)

Review and Monitoring
A2.9.1 These parking standards will be subjected to periodic review and modifications may be made if circumstances change. Should there be changes in the factors on which the original zoning process was based, then the review will take this into account and the necessary changes will be made accordingly. The process of zoning is a new technique and still evolving, and if necessary, a future review will take this into consideration.

Car Parking notes (to accompany maximum parking standards)
- gfa = gross floor area
- rfa = retail floor area
Cycle parking notes

- space = space to park 1 bicycle
- l/t = long term
- s/t = short term
- f/t staff = full time staff equivalents
- l/t cycle parking provision at a ratio of 1 space per 10 full time staff is equivalent to a modal split of 10% by bicycle
- provision of showers and changing facilities is also important if staff cycling is to be encouraged

Guidance on parking for powered two wheelers

Secure parking for powered two wheelers should be considered on its merits for all new developments. The recommendations of the Motorcycle Industry, as set out in Powered Two Wheelers – The SMART Choice in Local Transport Plans (March 1999) include the following:

- “as a guide, local authorities should set aside around 5% of the total stock of publicly accessible motor vehicle parking space for motorcycle use”
- “local authorities should also take steps to ensure that work places, new developments and other parking not under their direct control, includes sufficient provision to ensure pressure is not simply concentrated on local authority provision”
- “parking facilities should be concentrated close to popular destinations in urban centres, near to shops, amenities, offices, etc”
- “users should be given the opportunity to park their machines at secure parking places equipped with robust fixed anchor points to make theft a less attractive proposition.”
### Maximum demand based car parking standards (the starting point for progressive reductions in on site provision) & Cycle parking standards.

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>MAXIMUM CAR PARKING STANDARDS</th>
<th>CYCLE PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Retail Food stores</td>
<td>a) Small food shops up to 500m² gfa</td>
<td>1 space per 30m² gfa</td>
<td>1 s/t space per 150m² gfa plus 1 l/t space per 10 maximum staff on site at any one time</td>
</tr>
<tr>
<td></td>
<td>b) Food supermarkets exceeding 500m² gfa but not exceeding 2,500m² gfa</td>
<td>1 space per 18m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Food superstores / Hypermarkets exceeding 2,500m² gfa</td>
<td>1 space per 15m² gfa</td>
<td>1 s/t space per 250m² gfa plus 1 l/t space per 10 maximum staff at any one time</td>
</tr>
<tr>
<td></td>
<td>d) Food retail parks</td>
<td>To be decided in each case on individual merits (shared parking &amp; an overall reduction in provision, taking into account linked trips on site)</td>
<td></td>
</tr>
<tr>
<td>A1 Non-food retail</td>
<td>a) Non-food retail warehouses with garden centres</td>
<td>1 space per 25m² gfa</td>
<td>1 s/t space per 350m² gfa plus 1 l/t space per 10 maximum staff on site at any one time</td>
</tr>
<tr>
<td></td>
<td>b) Non-food retail warehouses without garden centres</td>
<td>1 space per 35m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Garden centres up to 4,000m² gfa</td>
<td>1 space per 35m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d) Garden centres exceeding 4,000m² gfa</td>
<td>To be decided in each case on individual merits</td>
<td></td>
</tr>
<tr>
<td></td>
<td>e) Non-food retail parks where individual land use components are known</td>
<td>To be decided in each case on individual merits (shared parking &amp; an overall reduction in provision, taking into account linked trips on site)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>f) Non-food retail parks where individual land use components are not known</td>
<td>1 space per 40m² gfa (shared parking)</td>
<td></td>
</tr>
<tr>
<td>USE CLASS</td>
<td>DESCRIPTION</td>
<td>MAXIMUM CAR PARKING STANDARDS</td>
<td>CYCLE PARKING STANDARDS</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>A2</td>
<td>Banks, building societies, estate agencies, betting shops</td>
<td>1 space per 30m² gfa</td>
<td>1 s/t space per 200m² gfa plus 1 l/t space per 10 f/t staff note: A2 offices should be treated as B1 offices</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>a) Restaurants and cafes</td>
<td>1 space per 5m² of floor space of dining area plus 3 spaces per 4 employees</td>
<td>1 s/t space per 100 m² gfa plus 1 l/t space per 10 maximum staff on site at any one time</td>
</tr>
<tr>
<td></td>
<td>b) Public Houses and bars</td>
<td>1 space per 3m² of floor space of bar area plus 3 spaces per 4 employees</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Hot food takeaway shops (excluding fast food drive thru’ restaurants.)</td>
<td>1 space per 3m² of floor space of public area plus 3 spaces per 4 employees</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d) Fast food drive thru’ restaurants</td>
<td>1 space per 8m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>e) Roadside restaurants</td>
<td>1 space per 4m² of floor space of dining area plus 3 spaces per 4 employees</td>
<td>1 l/t space per 10 maximum staff on site at any one time</td>
</tr>
<tr>
<td></td>
<td>f) Transport Cafe</td>
<td>1 lorry space per 3.5m² gfa plus 3 spaces per 4 employees</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>a) B1 (a) offices</td>
<td>1 space per 30m² gfa</td>
<td>1 s/t space per 500m² gfa plus 1 l/t space per 10 f/t staff</td>
</tr>
<tr>
<td></td>
<td>b) B1 (b) research and development, high-tech/B1 (c) light industry</td>
<td>1 space per 35m² gfa</td>
<td></td>
</tr>
</tbody>
</table>
### Appendix 2 – Car and Cycle Parking Standards

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Minimum Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B2 General Industry</strong></td>
<td>General Industry</td>
<td>1 space per 50m² gfa (lorry provision to be checked against benchmark standards)</td>
</tr>
<tr>
<td><strong>B8 Storage and Distribution</strong></td>
<td>Wholesale distribution, builders merchants, storage</td>
<td>1 space per 75m² gfa (lorry provision to be checked against benchmark standards)</td>
</tr>
<tr>
<td><strong>Business Parks</strong></td>
<td>Mixed B1/B2/B8 (unless heavily orientated to B8) for use where individual land use components are not known</td>
<td>1 space per 40m² gfa (lorry provision to be checked against benchmark standards)</td>
</tr>
<tr>
<td><strong>C1 Hotels and hostels</strong></td>
<td>a) Hotels</td>
<td>1 space per bedroom (including staff accommodation) plus 1 space per manager plus 2 spaces per 3 staff minus spaces related to staff bedrooms plus 1 space per 5m² dining area plus 1 space per 3m³ bar area 1 space per 5m² public area in conference facility plus 1 space per 6m² of public area in exhibition hall plus a minimum of 1 coach parking space per 100 bedrooms</td>
</tr>
<tr>
<td></td>
<td>b) Hostels</td>
<td>1 l/t space per 10 beds plus 1 l/t space per 10 maximum staff at any one time</td>
</tr>
<tr>
<td></td>
<td>i) Small (single parent or couple with no children)</td>
<td>3 spaces per 4 units</td>
</tr>
<tr>
<td></td>
<td>ii) Family (2 adults &amp; 2 children)</td>
<td>1 l/t space per 3 units</td>
</tr>
</tbody>
</table>

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## Appendix 2 – Car and Cycle Parking Standards

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>MAXIMUM CAR PARKING STANDARDS</th>
<th>CYCLE PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2</td>
<td>a) Institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres)</td>
<td>1 space per 5 residents'</td>
<td>1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td></td>
<td>b) Elderly persons residential &amp; nursing homes (category 3)</td>
<td>0.25 spaces per resident bed space; parking for resident staff to be based on general needs standard</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Hospitals</td>
<td>1 space per 0.5 beds or to be decided on individual merits (including a full transport assessment &amp; proposals in a green transport plan); special hospitals must be considered individually</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d) Education – halls of residence</td>
<td>1 space per 2 full time staff plus 1 space per 6 students (but with linkage to student transport plans where appropriate)</td>
<td>1 l/t space per 10 f/t staff plus 1 l/t space per 3 students</td>
</tr>
<tr>
<td>C3 Residential</td>
<td>a) General needs</td>
<td>Zones 1 &amp; 2. Please see Map 2A</td>
<td>1 l/t space per unit if no garage or shed provided</td>
</tr>
<tr>
<td>----------------</td>
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<td>--------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>i) 1 bedroom dwellings/bedsits</td>
<td>1 space per dwelling</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) 2 bedroom dwellings</td>
<td>1 space per dwelling</td>
<td></td>
</tr>
<tr>
<td></td>
<td>iii) 3 bedroom dwellings</td>
<td>1.5 spaces per dwelling</td>
<td></td>
</tr>
<tr>
<td></td>
<td>iv) 4 or more bedroom dwellings</td>
<td>1.5 spaces per dwelling</td>
<td></td>
</tr>
<tr>
<td>aa) General needs</td>
<td>Zones 3 &amp; 4 (Please see Map 2A)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i) 1 bedroom dwellings/bedsits</td>
<td>1.25 space per dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii) 2 bedroom dwellings</td>
<td>1.5 spaces per dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii) 3 bedroom dwellings</td>
<td>2.25 spaces per dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv) 4 or more bedroom dwellings</td>
<td>3 spaces per dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) HMOs</td>
<td>0.5 spaces per tenancy unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Elderly persons accommodation</td>
<td>1.0 spaces per unit including 0.25 visitor space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i) Retirement dwellings – no warden control, 1 or 2 bedroom (category 1)</td>
<td>1 s/t space per 3 units plus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii) Sheltered dwellings – warden control (Category 2)</td>
<td>1 l/t space per 5 units</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USE CLASS</td>
<td>DESCRIPTION</td>
<td>MAXIMUM CAR PARKING STANDARDS</td>
<td>CYCLE PARKING STANDARDS</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>D1 Non-residential</td>
<td>a) Public halls/places of assembly (excluding D2)</td>
<td>1 space per 9m² gfa or 1 space per 3 fixed seats plus 3 spaces per 4 staff members</td>
<td>1 s/t space per 200m² gfa plus</td>
</tr>
<tr>
<td></td>
<td>b) Community/family centres</td>
<td>1 space per 9m² gfa plus 1 space per full-time staff member or equivalent</td>
<td>1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td></td>
<td>c) Day centres</td>
<td>1 space per 2 staff members plus 1 space per 3 persons attending or 1 space per 9m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d) Places of worship</td>
<td>1 space per 10m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>e) Surgeries &amp; clinics</td>
<td>3 spaces per consulting room plus 1 space per employees other than consulting doctors/dentists/vets</td>
<td>1 s/t space per consulting room plus 1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td></td>
<td>f) Libraries, miscellaneous cultural buildings</td>
<td>1 space per 30m² gfa of freestanding development (otherwise assessed on merits)</td>
<td>1 s/t space per 100 m² gfa plus 1 l/t space per 10 f/t staff</td>
</tr>
<tr>
<td></td>
<td>g) Miscellaneous cultural buildings</td>
<td>2 spaces plus 1 space per 30m² of public floorspace</td>
<td></td>
</tr>
<tr>
<td>h) Educational establishments (including residential)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>i) Schools</td>
<td>1 space per full time staff member plus 1 space per 100 pupils plus 1 space per 8 pupils over 17 years old plus 1 space per 5 pupils under 17 years old</td>
<td>1 l/t space per 10 f/t staff plus primary school: 1 l/t space per 15 students secondary school: 1 l/t space per 5 students</td>
</tr>
<tr>
<td></td>
<td>ii) further education</td>
<td>1 space per full time member of staff plus 1 space per 5 full time students</td>
<td>Further education: 1 l/t space per 5 students</td>
</tr>
<tr>
<td></td>
<td>iii) nursery schools/playgroups</td>
<td>1 space per 4 pupils</td>
<td>nursery schools/playgroups: none additional</td>
</tr>
</tbody>
</table>

Note: overspill parking for community purposes (outside school day) should be catered for by use of dual purpose surfaces such as school play areas.
<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>MAXIMUM CAR PARKING STANDARDS</th>
<th>CYCLE PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>D2</td>
<td>a) Places of entertainment/leisure parks for use when individual land use components are known</td>
<td>To be decided in each case on individual merits: parking for individual land use components should be based on the standards set out in this Guidance, but with an overall reduction in provision to reflect linked trips on site (all parking should be shared and an overall reduction of 25% should form the starting point for discussion)</td>
<td>On merit, depending on mix of uses</td>
</tr>
<tr>
<td></td>
<td>b) Places of entertainment/leisure parks for use when individual land use components are not known</td>
<td>1 space per 15 m² gfa (shared parking)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Cinemas (including multiplexes)</td>
<td>1 space per 3 seats</td>
<td>Cinemas up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at any one time cinemas over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td></td>
<td>d) Swimming pools</td>
<td>1 space per 15 m² gfa</td>
<td>1 s/t space per 25 m² gfa plus 1 l/t space per 10 f/t staff</td>
</tr>
<tr>
<td></td>
<td>e) Tennis /badminton</td>
<td>4 spaces per court</td>
<td></td>
</tr>
<tr>
<td></td>
<td>f) squash courts</td>
<td>3 spaces per court</td>
<td></td>
</tr>
<tr>
<td></td>
<td>g) ice rinks</td>
<td>1 space per 12 m² gfa of rink</td>
<td></td>
</tr>
<tr>
<td></td>
<td>h) Fitness centres/ sports clubs</td>
<td>1 space per 15 m² gfa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>i) Ten pin bowling</td>
<td>4 spaces per lane</td>
<td>1 s/t space per 3 lanes or rink plus 1 s/t space per 25 spectator seats plus 1 l/t space per 10 f/t staff</td>
</tr>
<tr>
<td></td>
<td>j) indoor bowls</td>
<td>4 spaces per rink</td>
<td></td>
</tr>
</tbody>
</table>
## Appendix 2 – Car and Cycle Parking Standards

<table>
<thead>
<tr>
<th>USE CLASS</th>
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</tr>
</thead>
</table>
| D2 Assembly & leisure (contd) | k) Outdoor sports grounds  
   i) with football pitches  
   ii) without football pitches | 20 spaces per pitch  
                         50 spaces per hectare                                                | 1 s/t space per 10 players/participants at busiest period           |
|                            | l) Golf                                                                      | 100 spaces  
                         60 spaces  
                         1.5 spaces per tee to be decided in each case on individual merits | 10 l/t spaces per 18 holes  
                         5 l/t spaces per 9 holes  
                         5 s/t spaces per 20/30 tee driving range pro rata to above        |
|                            | i) 18 hole golf course  
   ii) 9 hole golf course  
   iii) golf driving range  
   iv) golf courses larger than 18 holes &/or for more than local use |                                                                      |                                                                   |
<p>|                            | Motor Trade related                                                          | 3 spaces per 4 employees plus 1 space per 10 cars displayed          | 1 l/t space per 10 f/t staff                                       |
|                            | a) Showroom car sales                                                        |                                                                      |                                                                   |
|                            | b) Vehicle storage                                                           | 3 spaces per 4 employees plus 2 spaces per showroom space or provision at rate of 10 % annual turnover |                                                                   |
|                            | c) Hire cars                                                                 | 3 spaces per 4 employees plus 1 space per 2 hire cars based at site  |                                                                   |
|                            | d) Ancillary vehicle storage                                                 | 3 spaces or 75% of total if more than 3 vehicles                     |                                                                   |
|                            | e) Workshops                                                                 | 3 spaces per 4 employees plus 3 spaces per bay (for waiting &amp; finished vehicles) in addition to repair bays |                                                                   |
|                            | f) Tyres and exhaust                                                         | 3 spaces per 4 employees plus 2 spaces per bay                       |                                                                   |
|                            | g) Parts stores/sales                                                        | 3 spaces per 4 employees plus 3 spaces for customers                |                                                                   |
|                            | h) Car wash/petrol filling station                                           | 3 spaces per 4 employees plus 3 waiting spaces per bay or run in to row of bays (additional parking is required where a shop is provided) | 1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included |
| Passenger transport facilities | a) Rail stations                                                            | To be decided in each case on individual merits                      | 5 l/t spaces per peak period train                                  |
|                            | b) Bus stations                                                              | To be decided in each case on individual merits                      | 2 l/t spaces per 100 peak period passengers                         |</p>
<table>
<thead>
<tr>
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<th>MAXIMUM CAR PARKING STANDARDS</th>
<th>CYCLE PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking for disabled motorists</td>
<td>a) Employment generating development</td>
<td>Individual spaces for each disabled employee plus 2 spaces or 5% of total capacity, whichever is greater</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>i) up to 200 space car park (demand based as calculated from above standards)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) more than 200 space car park (demand based as calculated from above standards)</td>
<td>6 spaces plus 2% of total capacity</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>b) Shops/premises to which the public have access/recreation</td>
<td>3 spaces or 6% of total capacity whichever is greater</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>i) up to 200 space car park (demand based as calculated from above standards)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) more than 200 space car park (demand based as calculated from above standards)</td>
<td>4 spaces plus 4% of total capacity</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>c) Residential</td>
<td>1 space for every dwelling built to mobility standards</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>i) General</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) Elderly persons dwellings up to 10 spaces (demand based as calculated from above standards)</td>
<td>3 spaces</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>more than 10 spaces (demand based as calculated from above standards)</td>
<td>1 space per 4 spaces</td>
<td>-</td>
</tr>
</tbody>
</table>

Notes:
1 The parking needs of disabled motorists shall be met in full irrespective of location ie where the zonal procedure results in on site parking restraint, there shall be no corresponding reduction in disabled spaces.
2 The number of disabled spaces specified as part of total capacity, not additional.

Reason: Car Parking Standards revised and adopted by Herts County Council.
Map 7 – zoning for car and cycle parking standards