

		<p>Adopted Interim Guidance August 2008</p>
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Parking Provision Interim Guidance

In November 2006 Central Government published PPS3: Housing which significantly altered the way in which car parking for residential development was to be considered.

Rather than setting a maximum national standard of provision an approach taking into account car ownership rates has been promoted. Following this, Hampshire County Council has withdrawn its residential car parking standards leaving it to the individual districts to set residential car parking standards.

Therefore in January 2008 the Council consulted on a revised car parking provision for 6 weeks covering all developments including residential. However, it should be noted that the non-residential standards essentially continues Hampshire County Council's previous stance.

In August 2008 the document was approved by Cabinet as a material consideration when determining planning applications.

1.0 Introduction and Policy Position

- 1.1 The key national policy documents which have been considered in preparing this report are PPS1, Supplement to PPS1, PPS3, PPG13 and the consultation document PPS4.
- 1.2 PPS1: Delivering Sustainable Development (2005) sets out the key principles for sustainable development. It is essential new developments promote high quality, inclusive design as well as contributing to global sustainability by addressing the causes and potential impacts of climate change e.g. reducing the need to travel by private car.
- 1.3 Supplement to PPS1: Planning and Climate Change (2007) states that new development should create and secure sustainable transport through the preparation and submission of travel plans, providing for safe and attractive walking and cycling opportunities, including secure cycle parking, and an appropriate approach to the provision and management of car parking.
- 1.4 Consultation Draft PPS4: Planning for Sustainable Economic Development (2007) reviews the current approach to car parking for non-residential development set out in PPG13. Local Planning Authorities will

be expected to set local standards based on nationally set criteria. An important aspect is that the maximum standards, proposed in PPG13, will be retained for commercial developments.

- 1.5 PPG13: Transport (2001) main objectives are to promote sustainable transport choices, give priority to people over ease of traffic movement and take into account the needs of disabled people. After the publication of PPS3 the advice for parking provision for residential development was taken from PPG13, and guidance should be used from PPS3. Therefore, PPG13 is used only as guidance for commercial developments.
- 1.6 PPS3: Housing (2006) states that
“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”
- 1.7 Consequently PPS3 represents a fundamental change of approach to residential parking. From being an approach which appeared designed to restrict the amount of residential parking provision the approach now appears to be much more demand led based on car ownership rates. The overall aim of reducing car borne traffic appears to remain by restricting the number of spaces at journey’s end rather than at the dwelling, and by the introduction of techniques such as Travel Plans.
- 1.8 Local authorities should also take a design led approach to the provision of car parking space, which is well integrated with a high quality public realm, and streets that are pedestrian, cycle and vehicle friendly.

Local and Regional Guidance

- 1.9 The local and regional guidance that has been taken into consideration for this report is the Draft South East Plan, the Hampshire County Structure Plan and Hart District Council Replacement Local Plan.
- 1.10 The Draft South East Plan advises Local Planning Authorities to adopt restraint-based maximum levels of parking provision for non-residential developments, linked to public transport and accessibility. It also advises that guidance in PPS3 should be applied to parking in residential developments and that planning authorities ensure the provision of sufficient cycle parking at new developments including secure cycle storage for new flats and houses which lack garages.
- 1.11 The Hart District Replacement Local Plan requires that appropriate levels of parking are provided with development. The Hampshire County Structure plan also contained policies for parking standards but these were not saved during a review of policies in September 2007.
- 1.12 In 2002 Hampshire County Council published a document entitled “Hampshire Parking Strategy and Standards” which it adopted as

Supplementary Planning Guidance. Due to the review of Local Plan policies in September 2007 the parking policies were not saved, therefore the SPG was not saved. The document was presented to Members at the time, but Hart District Council declined to adopt the document, principally, it is understood, because Members considered that it did not provide for sufficient parking for residential development.

1.13 These 2002 standards were drawn up in the light of PPG13 and PPG3 (2000). At the time PPG3 indicated that residential parking should only be provided at a maximum average of 1.5 spaces per dwelling. However, since that time there has been little or no evidence to suggest that restricting car parking levels at the dwelling has any real effect on car trips or, apart from in some town centres, car ownership. This has resulted in parking in inappropriate locations on verges and footways causing an unsightly and potentially unsafe living environment.

1.14 The Core Strategy Preferred Options document from August 2006 at Preferred Policy 16: Car Parking sets out the following approach:
“Parking for all new residential development proposals will be flexibly assessed taking into account accessibility modelling. Non residential development will be required to meet the parking requirements set out by PPG13: Transport unless operationally necessary. Travel plans will be required for all non residential development over certain thresholds.

The Council's approach on both parking standards and the requirement for travel plans for non residential development will be set out by a Supplementary Planning Document.”

1.15 It is expected that a Parking Standards SPD will be adopted after the adoption of the Core Strategy.

2.0 The Need for Examination

2.1 PPS3 came into effect on 1 April 2007 and it is considered that as an interim measure the residential car parking standards should be reviewed to see whether they remain appropriate, and if necessary revise them.

2.2 Due to the affluence of the Hart District, car ownership levels are higher than the Hampshire average and therefore it is considered that the parking standards need to be revised to reflect this.

2.3 In the meantime, it is considered that there is no reason not to continue with the commercial parking standards set out in PPG13/Hampshire Parking “Strategy and Standards”.

3.0 A Proposed Way Forward

- 3.1 It is considered the following approach should be taken to car parking. The amount of parking provided should be practical but alternatives to the car should be used to encourage sustainable transport choices.
- 3.2 In Hart practical alternatives to the car are limited. There is a good railway system along the London Waterloo/Basingstoke line, with services from approximately 0500 to just before midnight Mondays to Fridays and a 20 minute service during the day which serves Hook, Winchfield and Fleet. This service reduces to a 30 minute service during Sundays, but is still considered a reasonable alternative.
- 3.3 The other line through the District runs through Blackwater station between Reading and Guildford. Again this service starts at around 0500 and runs to just before midnight Mondays to Fridays, but has a 30 minute service during the day. The service reduces to an hourly service during Sundays. Although the service is not as regular as the Fleet line it is still considered to be a reasonable alternative. Equally, this line does not link to a main line to London, and due to the lack of connections passengers are likely to travel to either Fleet or Farnborough by other means (normally by car).
- 3.4 For completeness, there is a railway station at Sandhurst which is approximately 1.0km from the edge of Darby Green and 1.4km from Yateley. This only has an hourly service during the day and due to the distance and country lanes between Darby Green/Yateley and Sandhurst it is considered that this is not a practical solution for an entirely non-car based journey for those living in the northeast part of the District except for committed cyclists.
- 3.5 A number of different bus services are available in the district, but none can be considered to provide a complete alternative transport solution. Fleet, Blackwater and Yateley provide services with 30 minutes frequency during the day, but most are an hourly service. The more rural settlements of the district have very limited services available.
- 3.6 Consequently, it is considered that there are three zones of accessibility within the District. The most accessible locations are around the railway stations of Fleet and Hook, and walking distance thereof. (Reasonable walking distance is considered to be around 10 minutes or 800m). Although Winchfield has a main line railway station, there are no other main services in the area and consequently it is considered that it consequently does not fall within the higher accessible levels.
- 3.7 As noted above Blackwater does not have a main line railway station, but the station does have a good level of service which provides some level of alternative to the car. On this basis it is considered that within a shorter walking distance, 400m of the railway station, provides a higher accessible level.

3.8 Secondly, there are the built up areas of the main settlements. These are defined in the adopted local plan as:

- Blackwater/Hawley
- Fleet/Church Crookham/ Elvetham Heath
- Hartley Wintney
- Hook
- Odiham
- Yateley

3.9 All of these have some higher degree of services, shops and other facilities and residents can reasonably expect to walk/cycle to some, limited, services. It is considered that these fall within a lower accessible level. It is also considered that, to some extent, the Winchfield railway station also provides some greater degree of accessibility when compared with other rural locations and, as at Blackwater, a 400m walking distance brings this area within the lower accessible level.

3.10 Outside these higher and lower accessible levels the remainder of the District is non-accessible in nature.

3.11 From the above, it is proposed to have three levels of accessibility, or “Zones”, where different car parking levels apply in order to ensure appropriate levels of parking are provided.

Zone 1:

- 400m around Blackwater station
- 800m around Fleet station
- 800m around Hook station

Zone 2:

- Within the settlements referred to at paragraph 3.8
- 400m around Winchfield station

Zone 3:

- Elsewhere.

These are shown on the maps at Annex 1.

3.12 Provision for cycle parking is also important to encourage sustainable transport choices. It will be especially important in Zone 1 where, due to the accessibility of the services and facilities, the number of car parking spaces have been reduced. The provision of adequate cycle storage space would provide an alternative mode of transport.

3.13 Consequently, it is considered that in reality the Zone 1 area is the only reasonable opportunity for providing lower car parking levels.

4.0 The Standards - Background

- 4.1 A comparison of car ownership per household in the Hart District Council area compared with that from the whole of the geographic county of Hampshire shows the following:

	Hart	Hampshire
Car Ownership per Household (2001 Census)	1.65	1.29

- 4.2 A National Study was commissioned by the then Office of the Deputy Prime Minister which was reported to the Transport and Development Planning Conference (November 2005) This study indicated that, nationally, there was likely to be a projected increase in car ownership in the order of 0.75% per year up to 2036.
- 4.3 Assuming the same rate of increase on the Hart 2001 car ownership level of 1.65 cars per household then the figure for Hart in 2036 could be of the order of 2.14 cars per household.
- 4.4 The UK car ownership level per head of population figures appears to confirm this upward trend in car ownership per household. For 2000 the UK car ownership level per head of population is much less than in the USA and less than the European Union average. The UK 2000 figure is currently about 420 cars per 1000 population whilst the comparable USA figure is 760 and the EU figure is 460. All show a small increase from 1994 to 2000. It is not unreasonable to assume that car ownership levels will continue to slowly increase in the UK.

5.0 Relationship between number of rooms in dwelling and car ownership levels

- 5.1 The National Study referred to above (TRICS 2005) shows the relationship between car ownership levels and the number of rooms (not just bedrooms). Rooms here exclude bathrooms, toilets, halls, landings and small rooms that can only be used for storage.
- 5.2 Car ownership levels (1991 Census) per room were highest in the South East of England (SE). For dwellings in the SE with 4 rooms or less the average car ownership was just under 1 per dwelling. For 6 rooms it was just under 1.4 per dwelling. For 8 rooms the figure was just over 1.9 cars per dwelling.
- 5.3 One of the major criticisms of PPG3 and the 2002 Hampshire Standards is that they fail to take account of visitor parking. This manifests in parking on footways and on areas of open space and results in blockages for emergency access, servicing and for those using the footways.
- 5.4 To deal with this issue, it is considered that parking standards should specifically provide spaces for visitors. In flatted development this may

be provided on curtilage, but for other types of residential development this should normally be provided off-curtilage, but conveniently sited.

- 5.5 Recent research from the Department of Communities and Local Government indicates that unallocated parking can be more efficient than allocated parking as some owners of properties will have less than the average number of spaces for that size of property which can then be used across the piece. However, in most locations for individual properties this will not be possible. The same research indicates that it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.
- 5.6 This research also indicates that less than one-third of respondents indicated that they parked their cars in their garages. This is addressed in layout considerations below.
- 5.7 PPG13 – Transport indicates that developers should not be required to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.
- 5.8 It may be the case that due to the minimum standards proposed developers may have concerns over the requirement to provide a certain number of spaces particularly in urban locations. In order to address this, it is considered that if a developer feels that the number of spaces required is more than is necessary then information should be submitted with the application to set out why they believe this to be the case.

6.0 Layout considerations

- 6.1 In order to be effective car parking spaces need to be large enough to allow a person to gain access/egress of the vehicle and sufficient to ensure that spaces can be used properly.
- 6.2 For most car parking situations, there is a national standard that spaces should be 4.8m long by 2.4m wide. This is considered generally adequate. However, where a space is located in front of a garage, the space needs to be 5.5m long from the back of the highway to allow the garage door to be opened without the vehicle overhanging the highway.
- 6.3 Slightly different, larger, sizes apply where parking is set out in echelon or parallel to the carriageway to ensure adequate manoeuvring space.
- 6.4 While it is normally feasible in domestic situations for two cars to be parked in “tandem” (one behind another), it is considered that this is the maximum number of such spaces in line astern as otherwise there has to be excessive manoeuvring which practically means that the innermost space is not used. Thus in assessing standards a maximum of two

spaces will be considered behind each other. Tandem parking is not normally practical in non-residential situations.

- 6.5 Garages should be 6m long by 3m wide internally. This is to allow a vehicle to gain access/egress and there to be some space for the occupiers of the vehicle to get out. In addition, this provides some space for storage, such as bicycles, which are normally kept in garages. As with conventional parking there should not normally be more than one space outside a garage (i.e. a maximum of two cars in tandem).
- 6.6 Parking particularly needs to be provided for those with disabilities close to the entrance to a property. For most domestic circumstances this is not a particular difficulty, but for commercial developments 5% of spaces should be larger to allow for manoeuvring by those using wheelchairs or other mobility aids, and this should be provided closest to the entrance of the building.
- 6.7 Parking spaces, or garages, need to be located within reasonable proximity to the property they are to serve. To do otherwise often leads to indiscriminate parking as people stop to empty their cars, particularly in inclement weather. As a rule of thumb, it is considered that there should be no more than 15m from a parking space/garage to the entrance to the dwelling it is to serve.

7.0 Provision for Cycle Parking

- 7.1 Provision for cycle parking is important to encourage sustainable transport choices and will be particularly important in Zone 1.
- 7.2 A number of considerations should be taken into consideration when designing the location and style of cycle parking provision, including the safety aspect of storage, convenient location and design.
- 7.3 Safety is an important aspect of cycle parking to encourage people to choose to use this mode of transport. The cycle storage should be located where there is natural surveillance from nearby buildings or well used thoroughfares. They should be reasonably open to reduce the fear of crime by the users.
- 7.4 A convenient location should be chosen when designing the position of cycle storage. It is necessary to promote the use of the cycling as a sustainable mode of transport therefore it is essential that the cycle storage should be located more conveniently than the car parking spaces. It may also be preferable to provide a number of storage spaces around a development to make sure they are convenient to all users.
- 7.5 The design of the cycle storage should also be taken into consideration. The preferred option is to provide the 'Sheffield Stand' design, a metal stand which is secured to the ground. However in employment areas or areas where the cycle will be stored for a long period of time (i.e. over

night) it may be preferable to provide a cover, however surveillance of the area must also be taken into account.

8.0 Parking Design

- 8.1 Planning Policy Statement 3 (housing) requires a design-led approach to be taken into account when car parking space is provided. It needs to be well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- 8.2 Therefore, it is essential that the design of the car parking spaces must be introduced at the planning stage if it is to be well integrated with a high quality public realm. A range of approaches to car parking designed should be examined before reaching the appropriate solution, and in some cases it may result in a combination of designs being implemented as the most successful solution.
- 8.3 In both residential and commercial developments, large amounts of uninterrupted hard-surfacing can make an area appear unattractive and is consequently considered to be poor design. In residential developments it is considered that there should be a maximum of 4 spaces together without a space being broken up by landscaping, but this might be too many in a particular character area. In non-residential developments it is considered that there should be no more than 8 spaces together without a space being broken up by landscaping. In either case appropriate species need to be chosen for landscaping to ensure that surveillance of the spaces is not interrupted from a security viewpoint.
- 8.4 Good design should not just be limited to car parking. To be compliant with PPS3 it is necessary that cycle provision is also well designed.
- 8.5 Design guidance can be found in 'Manual for Streets' (Department for Transport, March 2007) on the layout of parking within new developments and English Partnerships have produced a toolkit for parking – 'Car Parking What Works Where' (2006)

9.0 Sustainable Design

- 9.1 The design of car parking facilities should also take into account sustainable design techniques. In many cases parking facilities are impermeable areas that cause problems with increased surface water run-off. To implement a sustainable design the use of permeable areas should be considered to allow water infiltration and reduce run-off. Where impermeable materials are used the use of Sustainable Urban Drainage Systems should be considered.
- 9.2 Planting can also be a valuable part of sustainable design and should be considered in parking areas. The use of trees and shrubs can be used to

provide shelter in car parks during the summer as well as reducing the storm water run off, helping to lower the risk of urban flooding.

10.0 Parking and Crime

10.1 During the design stage of parking areas, the prevention of crime should be taken into consideration. In 2004 the Government produced 'Safer Places – the Planning System and Crime Prevention' which advises Local Planning Authorities to consider crime prevention and community safety.

10.2 'Safer Places: The Planning System and Crime Prevention (2004)' states that 'parked cars can be particularly vulnerable to crime and, unless they are in a private garage, must be overlooked.' It is important that appropriate lighting is provided and parking facilities are designed with natural surveillance from surrounding buildings

PARKING PROVISION STANDARDS (2008)

TABLE 1: RESIDENTIAL¹

Type of Development	Zone 1	Zone 2	Zone 3	Cycle Standard
<u><i>General Residential</i></u>				
1 Bedroom units	1.1 spaces per unit	1.5 spaces per unit	1.75 spaces per unit	1 space per unit ²
2 Bedroom units	2.25 spaces per unit	2.5 spaces per unit	2.75 spaces per unit	2 spaces per unit ²
3 Bedroom units	2.75 spaces per unit	3.25 spaces per unit	3.50 spaces per unit	2 spaces per unit ²
4 or more Bedroom units	3.25 spaces per unit	3.50 spaces per unit	4.00 spaces per unit	2 spaces per unit ²
<u><i>Older person's accommodation</i></u>				
Active elderly with resident warden	1.0 space per unit plus appropriate general residential for warden unit(s)	1.0 space per unit plus appropriate general residential for warden unit(s)	1.0 space per unit plus appropriate general residential for warden unit(s)	
Active elderly without resident warden	As general residential	As general residential	As general residential	
Nursing and rest homes	1 space per 4 residents plus 0.5 space per FTE staff	1 space per 4 residents plus 0.5 space per FTE staff	1 space per 4 residents plus 0.75 space per FTE staff	1 space per 6 staff

¹ Where spaces are given as whole numbers and decimals, the whole numbers shall be allocated for individual units and the decimals for visitor parking. In flatted development this may be provided on curtilage, but for other types of development this should be provided independent of the individual units of accommodation and should not be allocated to individual properties. In developments of more than one unit parts of spaces should always be rounded up to

the next whole number. If a developer considers that this would give rise to an inappropriate level of parking provision then they should provide evidence with the application justifying their position.

² When a garage is provided it is not necessary to include extra cycle storage as the guidelines of 6m long by 3m wide provides some space for storage including bicycles. It should be noted that if a Car Port is provided, provision still needs to be made for cycle storage i.e. a stand to secure the bicycle.

TABLE 2: COMMERCIAL DEVELOPMENT

Type of Development	Zone 1	Elsewhere	Cycle Standard
B1(a) – Office	1:45 m ²	1:30 m ²	1:150 m ² in Zone 1 1:700 m ² elsewhere
B1(b) or B1(c) – Research and Development or Light Industry	1:60 m ²	1:45 m ²	1:150 m ² Zone 1 1:750m ² elsewhere
B2 – General Industry	1:60 m ²	1:45 m ²	1:350 m ² in Zone 1 1:850 m ² elsewhere
B8 – Warehousing	1:90 m ²	1:90 m ²	1:500 m ² in Zone 1 1:850m ² elsewhere

TABLE 3: RETAIL DEVELOPMENT

Type of Development	Zone 1	Elsewhere	Cycle Standard
Non-food retail and general retail (covered retail areas)	1:20 m ²	1:20 m ²	1:6 staff or 1:300m ² in Zone 1 1:500m ² elsewhere
Non-food retail and general retail (uncovered retail areas)	1:20 m ²	1:20 m ²	1:300m ² in Zone 1 1:500m ² elsewhere
Food retail	1:14 m ²	1:14 m ²	1:125m ² in Zone 1 1:500m ² elsewhere

TABLE 4: EDUCATION ESTABLISHMENTS

Type of Development	Zone 1	Elsewhere	Cycle Standard
Schools	1.5 spaces per classroom	1.5 spaces per classroom	Determined with travel plan
16+ Colleges and Further Education colleges	1 space per 2 staff + 1 space per 15 students	1 space per 2 staff + 1 space per 15 students	Determined with travel plan
Day nurseries/playgroups (private) and crèches	1 space per 1.33 FTE staff	1 space per 1.33 FTE staff	1:6 staff

TABLE 5: HEALTH ESTABLISHMENTS

Type of Development	Zone 1	Elsewhere	Cycle Standard
Private hospitals, community and general hospitals, etc.	Determined within Travel Plan	Determined within Travel Plan	Determined with travel plan
Health centres	5 spaces per consulting room	5 spaces per consulting room	1:6 staff
Doctors, dentists or veterinary surgery	3 spaces per consulting room	3 spaces per consulting room	1:6 staff

TABLE 6: CARE ESTABLISHMENTS – PUBLIC AND PRIVATE³

Type of Development	Zone 1	Elsewhere	Cycle Standard
Day centres for older people, adults with learning disabilities	Staff: 1 space per 2 FTE	Staff: 1 space per 2 FTE	1:6 staff (minimum of 1 space)
	Visitors: 1 space per 2 clients	Visitors: 1 space per 2 clients	1: 6 visitors
Homes for Children	Residential Staff: 1 space per 1 FTE	Residential Staff: 1 space per 1 FTE	1:6 staff (minimum of 1 space)
	Non-residential staff: 1 space per 2 FTE	Non-residential staff: 1 space per 2 FTE	1:6 staff (minimum of 1 space)
	Visitors: 1 space per 4 clients	Visitors: 1 space per 4 clients	1:6 visitors
Family Centres	Staff: 1 space per 2 FTE	Staff: 1 space per 2 FTE	1:6 staff (minimum of 1 space)
	Visitors: 1 space per 1 clients	Visitors: 1 space per 1 clients	1:6 visitors
Residential units for adults with learning or physical disabilities	Residential Staff: 1 space per 1 FTE	Residential Staff: 1 space per 1 FTE	1:6 staff (minimum of 1 space)
	Non-residential staff: 1 space per 2 FTE	Non-residential staff: 1 space per 2 FTE	1:6 staff (minimum of 1 space)
	Visitors: 1 space per 4 clients	Visitors: 1 space per 4 clients	1: 6 visitors

³ In each case the total number of spaces should be added together

TABLE 7: LEISURE, ASSEMBLY AND PLACES OF PUBLIC ASSEMBLY

Type of Development	Zone 1	Elsewhere	Cycle Standard
Hotels/motels/guest houses/boarding houses	1 space per bedroom	1 space per bedroom	1:6 staff
Eating and drinking establishments	1 space per 5 m ² dining area/bar area/dance floor	1 space per 5 m ² dining area/bar area/dance floor	1:6 staff or 1 per 40m ² Zone 1 1:100m ² elsewhere
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 5 fixed seats	1:50 seats (minimum of 2 spaces)
Bowling centre, bowling greens	3 spaces per lane	3 spaces per lane	1:6 staff or 1: 40m ²
Sports halls	1 space per 5 fixed seats plus 1 space per 30 m ² playing area	1 space per 5 fixed seats plus 1 space per 30 m ² playing area	1:6 staff or 1: 40m ² plus 1 space per 20 peak period visitors
Swimming pools, health clubs/gymnasia	1 space per 5 fixed seats plus 1 space per 10 m ² open hall/pool area	1 space per 5 fixed seats plus 1 space per 10 m ² open hall/pool area	1:6 staff or 1: 40m ² plus 1 space per 20 peak period visitors
Tennis Courts	3 spaces per court	3 spaces per court	1:6 staff or 1:40m ² plus 1 per 20 peak period visitors
Squash Courts	2 spaces per court	2 spaces per court	1:6 staff or 1:40m ² plus 1 per 20 peak period visitors
Playing fields	12 spaces per ha of pitch area	12 spaces per ha of pitch area	1:6 staff or 1:40m ² plus 1 per 20 peak period visitors
Golf Courses	4 spaces per hole (with other facilities, club house, etc. treated separately)	4 spaces per hole (with other facilities, club house, etc. treated	Determined with travel plan

Type of Development	Zone 1	Elsewhere	Cycle Standard
		separately)	
Golf Driving Ranges	1.5 spaces per tee/bay	1.5 spaces per tee/bay	Determined with travel plan
Places of Worship	1 space per 5 fixed seats plus 1 space per 10 m ² open hall	1 space per 5 fixed seats plus 1 space per 10 m ² open hall	1:6 staff or 1:40m ²

TABLE 8: MOTOR TRADE

Type of Development	Zone 1	Elsewhere	Cycle Standard
Workshops – staff	1:45 m ²	1:45 m ²	1:8 staff or 1:250m ²
Workshops – customers	3 spaces per service bay	3 spaces per service bay	
Car sales – staff	1 space per FTE	1 space per FTE	1:8 staff or 1:250m ²
Car sales – customers	1 space per 10 cars on display (applies to the number of cars on sale in the open)	1 space per 10 cars on display (applies to the number of cars on sale in the open)	

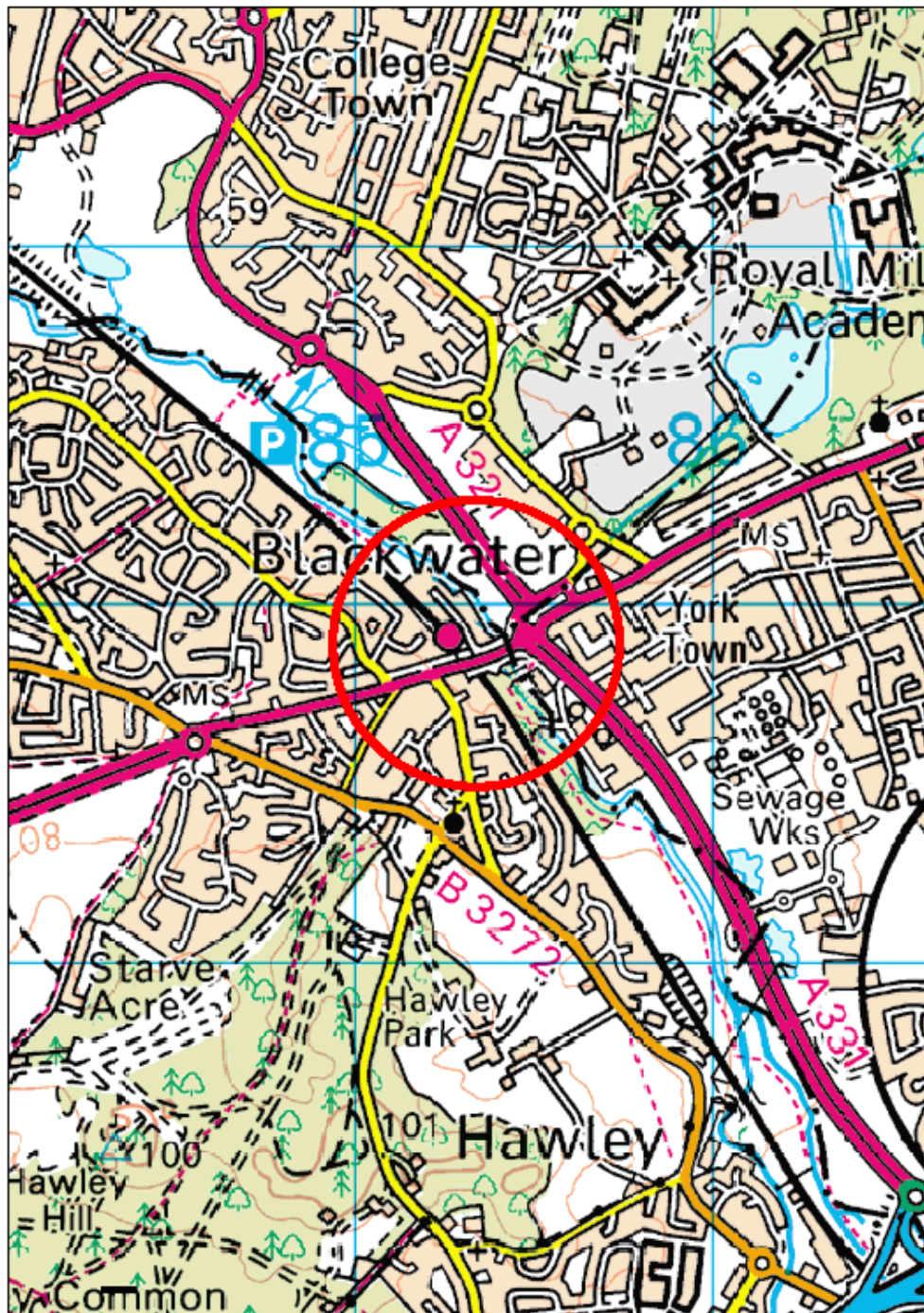
Notes:

1. All references to floorspace are gross external floorspace in square metres
2. Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People).
3. For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. Where a proposal involves the provision of an ancillary office within a development (ie within a industrial or warehousing unit) then car parking standard should be derived by calculating the relevant quantum for each element and adding them together.

4. The parking standards in tables 2 to 7 are maxima (see PPG13) , but in table 1 is the minimum standard that should be provided.

Annex 1 – Maps locating the Zones set out in Section 3.11

Zone 1: 400m around Blackwater Station

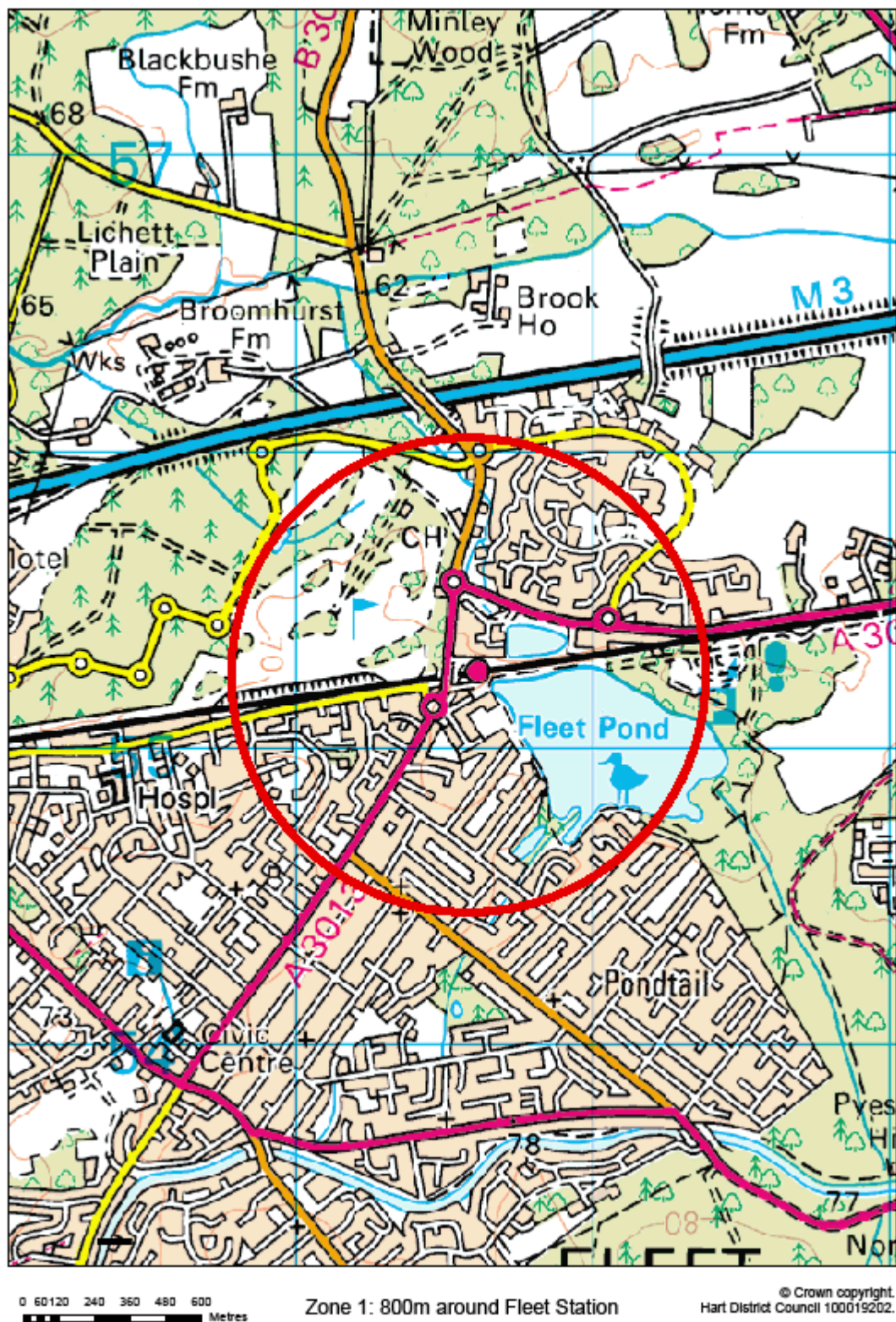


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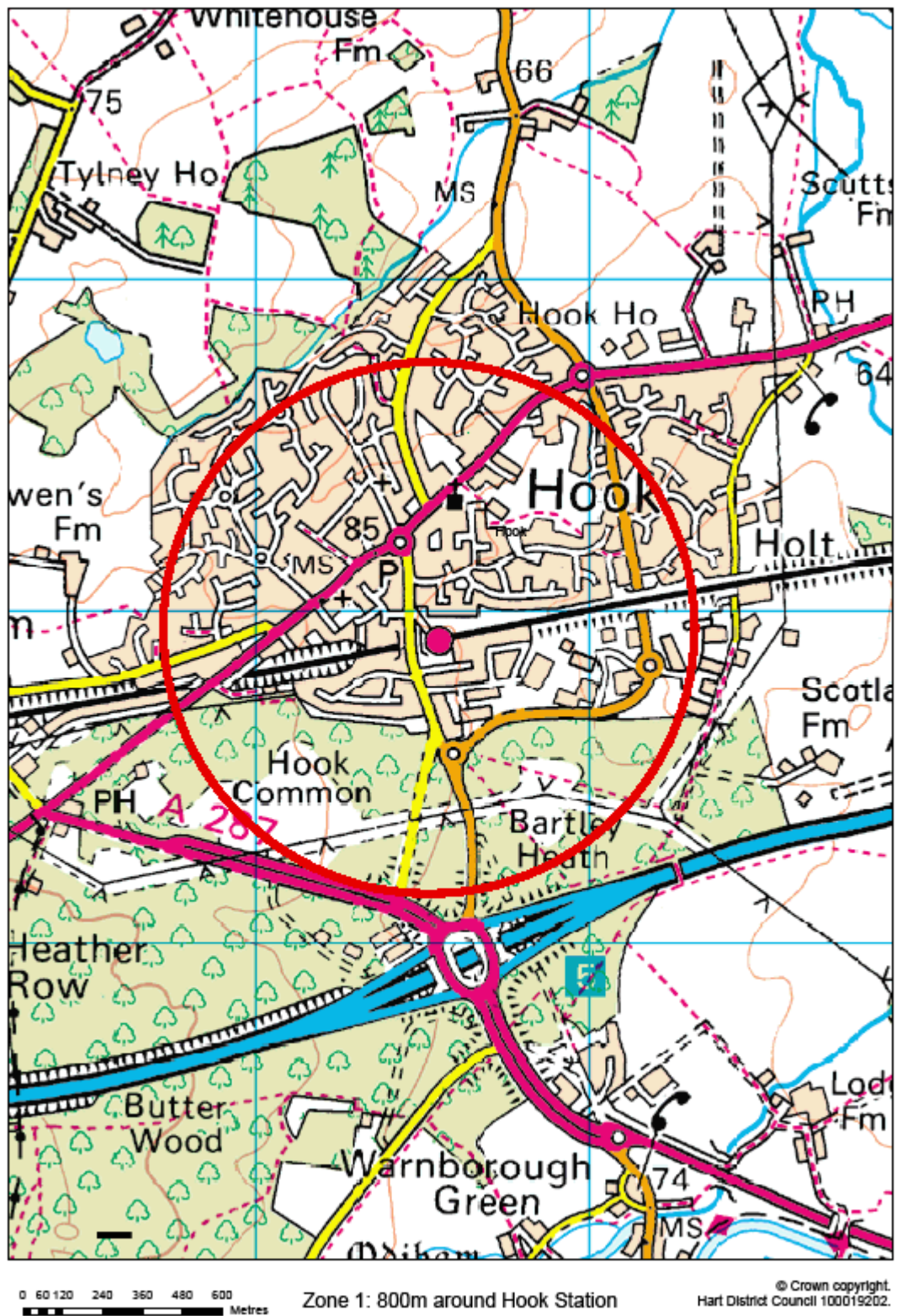
Zone 1: 400m around Blackwater Station

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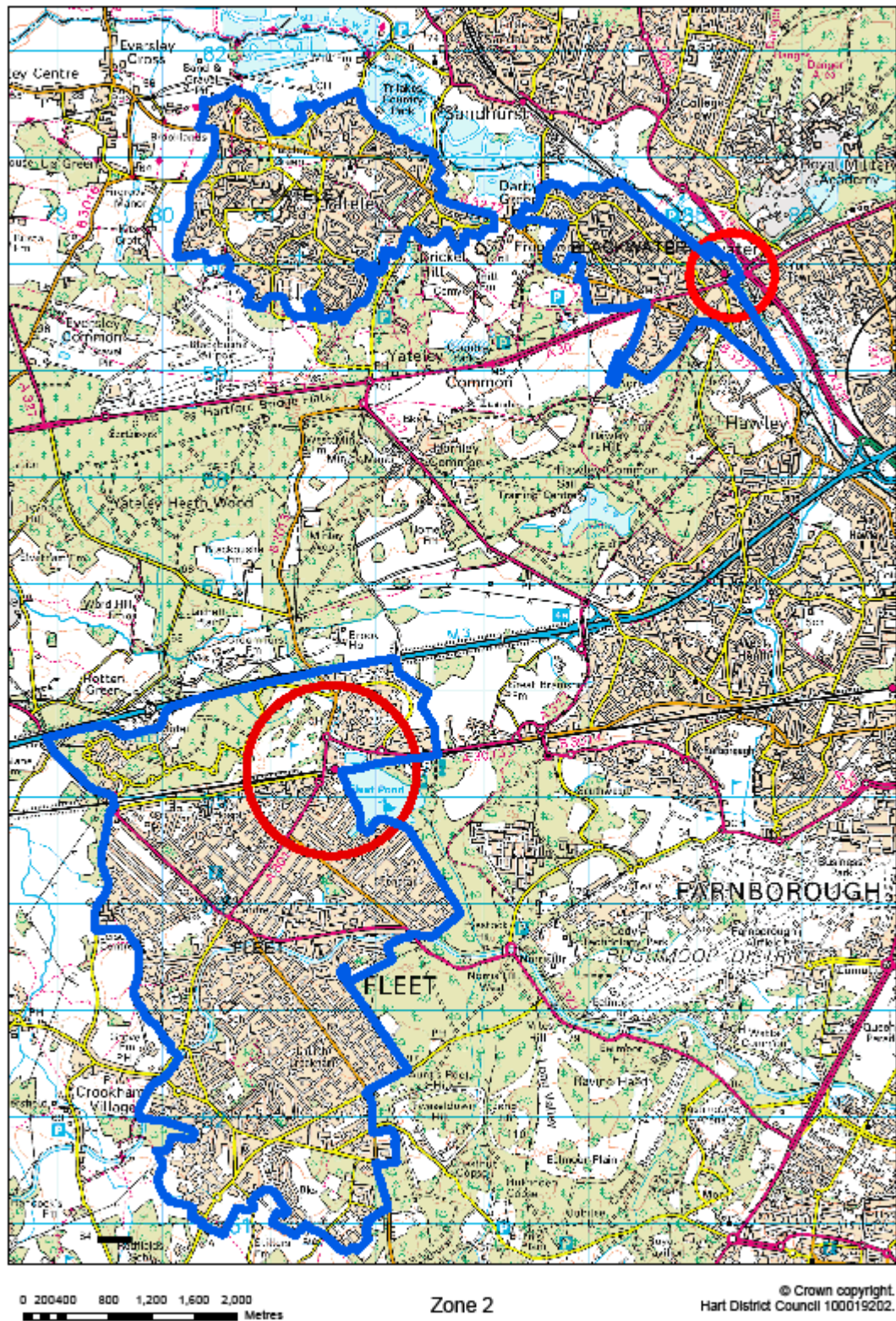
Zone 1: 800m around Fleet Station



Zone 1: 800m around Hook Station

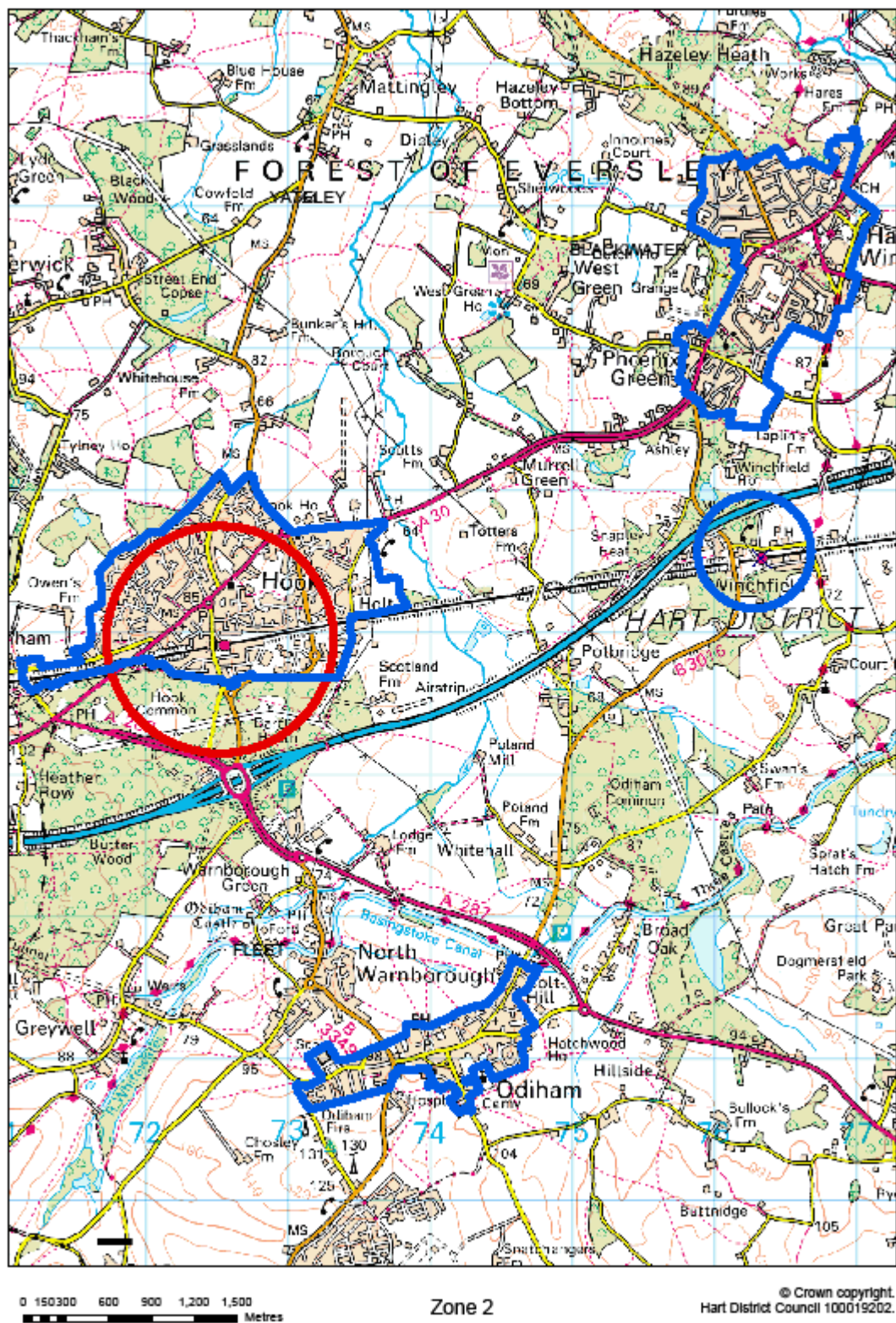


Zone 2: Main Settlements of Blackwater, Fleet and Blackwater



N.B. Blue denotes the boundary of Zone 2, any land circled in red falls into Zone 1

Zone 2: Continued. Main Settlements of Hartley Wintney, Hook, Odiham and 400m around Winchfield Station



N.B. Blue denotes the boundary of Zone 2, any land circled in red falls into Zone 1

