

Pembrokeshire Coast National Park Authority

Parking Standards



Supplementary Planning Guidance
to the Local Development Plan for the
Pembrokeshire Coast National Park

Adopted 22 June 2011



**Parc Cenedlaethol
Arfordir Penfro**
**Pembrokeshire Coast
National Park**

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1. Parking Requirements for New Developments

INTRODUCTION

This document is one of a series of Supplementary Planning Guidance (SPG) documents, amplifying the National Park Local Development Plan policies in a clear and concise format with the aim of advising parking standards for new developments. This SPG will assist members of the public and officers in discussions prior to the submission of planning applications and assist officers and members in determining planning applications.

Supplementary Planning Guidance does not form part of the Local Development Plan, but as it has been adopted¹ has significant weight in deciding whether a proposal can receive planning permission. A report of consultations detailing how the Guidance was consulted upon is available to view on the Authority's website.²

1.1 Status and Preparation

1.1.1 Local Development Plans Wales (2005) states an SPG should be:
"a means of setting out more detailed thematic or site specific guidance on the way in which the policies of a Development Plan will be applied in particular circumstances or areas."

1.1.2 This SPG has been prepared in accordance with national planning policy and national transport guidance, including:

- Planning Policy Wales (Edition 4, February 2011),
- Technical Advice Note 18 (Wales):Transport (March 2007),
- Department for Transport Manual for Streets 2 (September 2010),
- Department of the Environment, Transport and the Regions: Encouraging Walking (March 2000).
- Pembrokeshire Coast National Park Local Development Plan (Adopted September 2011).

1.2 Background

¹ By resolution of the National Park Authority on the 22nd June 2011.

² <http://www.pembrokeshirecoast.org.uk/default.asp?PID=183> weblink to report of consultations

- 1.2.1 The availability of car parking is a key element in managing car use and a major influence on the choice of means of transport. Car parking can also take up large areas of space in developments thereby reducing densities and impacting upon visual amenity.
- 1.2.2 Planning Policy Wales (Edition 3, July 2010), paragraph 8.4.3 states that local authorities will need to:
“ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review”
- 1.2.3 The car parking standards are based on the following contexts:
- Recognition that the availability of parking influences choice of means of transport;
 - The need to reduce reliance on the motor car and promote other means of travel;
 - Making the best use of the existing public transport network
 - Recognition of the impact of parking provision in visually sensitive areas
- 1.2.4 This guidance supplements the requirements of Local Development Plan policies:
- 30 Amenity
 - 52 Sustainable Transport
 - 53 Impacts of Traffic
- 1.2.5 Development in the National Park is guided by policies contained within the Local Development Plan. The function of this SPG is to support the above policies by providing detailed guidance on what constitutes adequate parking provision in new developments.

1.3 County Parking Standards

- 1.3.1 The County Surveyor Society Wales' (CSS) 'Wales Parking Standards (2008) have been adopted by the South West Wales Integrated Transport Consortium (SWITCH). The parking standards within this SPG are linked to the regional parking framework CSS Wales 'Wales Parking Standards' (2008) but are specific to Pembrokeshire, including the National Park. In consideration of Pembrokeshire's complicated rural character and richness in terms of built and natural heritage and on the recommendation in TAN 18 Transport (2007), paragraph 4.3, the regional parking framework has been used as a common starting point from which parking standards have evolved based on issues of a local nature.
- 1.3.2 The CSS Wales guidelines make a fundamental departure from previous practice with the requirement for Local Authorities to introduce a system of zones for parking purposes. Depending on the type of

development proposed a standard of parking requirement is applied for each zone.

- 1.3.3 Standards within this document indicate the **maximum** level of parking requirement in new developments. Parking may be applied up to this level. Where location or type of development render a set standard not suitable a travel plan³ will be required from the applicant. Parking zones 2-6 are based on the sustainability of a location in terms of its access to services, i.e. the lesser the services the higher the parking need. Services have been selected and weighted in accordance with Pembrokeshire County Council's 'Rural Facilities Survey' (2010) and Pembrokeshire Coast National Park Authority's 'Scale and Location of Growth Paper' (2009). Services have been classified as Top Level services or Prime services depending on their value in terms of trip generation or if they provide a viable alternative to car travel⁴.
- 1.3.4 Areas classified as parking zone 1 are areas considered to be of historic and/or visual value which should not be impacted upon through the provision of parking. Maps showing zone 1 areas can be found in Appendix 1.
- 1.3.5 The standards apply throughout the County, only in exceptional circumstances should the maximum standard be exceeded, in such instances the applicant would have to demonstrate a need for additional parking to the satisfaction of the planning authority.

1.4 Pembrokeshire Parking Zones

1.4.1 Zone 1

Specific areas within Conservation Areas identified as holding significant visual attractiveness and/or historic value.

1.4.2 Zone 2

Areas considered to be within this zone are well provided for in terms of services, facilities and sustainable modes of transport, for example a town centre. New development within this zone must be within 400m⁵ walking distance of 4+ Top Level Services.

1.4.3 Zone 3

Areas considered to be within this zone are likely to be suburban in terms of access to services, facilities and sustainable modes of transport. New development within this zone must be within 800m walking distance of 4+ Top Level Services.

³ Travel Plans-introduced by Department of Transport as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives to manage the demand for movement and improve accessibility for everyone. All Travel Plans are produced by the applicant.

⁴ A full list of Top Level and Prime services can be viewed in Appendix 2.

⁵ The Institute of Highways and Transportation Guidelines for Providing Journeys on Foot (2000) suggests that a target distance for a range of facilities is between 300m and 600m and an acceptable distance for those same facilities is between 600m and 1000m.

1.4.4 **Zone 4**

Areas considered to be within this zone are likely to have an adequate⁶ provision of services and facilities. New development within this zone must have a weighted score of 8 points. The score may consist of Top Level services and/or Prime services either in isolation or combination.

1.4.5 **Zone 5**

Areas considered to be within this zone are likely to be Rural Centres with limited provision of services, facilities and alternative modes of transport. New development within this zone must have a weighted score of 4-7 points. The score may consist of Top Level services and/or Prime services either in isolation or combination.

1.4.6 **Zone 6**

Areas considered to be within this zone are likely to be small Rural Centres and scattered individual buildings where travel by car is required for all journeys but the most local. New development within this zone must have a weighted score of 0-3 points. The score may consist of Top Level services and/or Prime services either in isolation or combination.

⁶ 'adequate' refers to the level of service and facility provision expected from a Centre which may also have an accessible bus or rail station.

2. Maximum Parking Standards for New Development

2.1 Residential: New Build & Conversions

Table 1 - Parking Zone 1

Type of Development	Residents	Visitors	Disabled parking (minimum)
General Purpose Housing and Apartments	Nil	Nil	N/A
Special Purpose Housing	Nil	Nil	N/A

Table 2 - Parking Zone 2-4

Type of Development	Residents	Visitors	Disabled parking (minimum)
Houses	2 space per house	Nil	N/A
Apartments	1 space per apartment	Nil	N/A
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil	6% of total provision
Self-contained elderly persons dwellings (not wardened)	1 space per 2 units	1 space per 4 units	6% of total provision
Self-contained elderly persons dwelling (wardened)	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 4 units	6% of total provision
Purpose built student accommodation under college/university control	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 10 beds (for students &/or visitors)	6% of total provision
Residential childrens homes/homes for elderly persons/nursing	1 space per resident staff 1 space per 3 non-resident staff	1 space per 4 beds	6% of total provision

Type of Development	Residents	Visitors	Disabled parking (minimum)
homes			

Table 3 - Parking Zone 5

Type of Development	Residents	Visitors	Disabled Parking (minimum)
Houses	3 space per house	1 space per 5 dwellings	N/A
Apartments	1 space per apartment	1 space per 5 dwellings	N/A
Special Purpose Housing			6% of total provision
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil	6% of total provision
Self-contained elderly persons dwellings (not wardened)	1 space per 2 units	1 space per 4 units	6% of total provision
Self-contained elderly persons dwelling (wardened)	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 4 units	6% of total provision
Purpose built student accommodation under college/university control	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 10 beds (for students &/or visitors)	6% of total provision
Residential childrens homes/homes for elderly persons/nursing homes	1 space per resident staff 1 space per 3 non-resident staff	1 space per 4 beds	6% of total provision

Table 4 - Parking Zone 6

Type of development	Residents	Visitor	Disabled parking
General Purpose Houses and Apartments	By agreement through Travel Plan	By agreement through Travel Plan	By agreement through Travel Plan

Type of development	Residents	Visitor	Disabled parking
Special Purpose Housing	By agreement through Travel Plan	By agreement through Travel Plan	By agreement through Travel Plan

2.1.1 Notes relating to residential new build & conversions parking standards for all zones

- a. Garages may only be counted as parking spaces if they clear internal dimensions, as suggested by Manual for Streets 2, for a single garage of 6m x 3m. If disabled access is required, these dimensions must be increased to 6m x 3.8m. All properties with a garage must also have a 6m long driveway which has a width of not less than 3.6m.
- b. Visitor parking must be designed as an integral part of any development where it is required and must take into account the needs of the disabled.
- c. In respect of residential homes for the elderly and nursing homes, sufficient operation space must be provided close to the building to enable ambulance access and egress in a forward gear.
- d. Low parking standards required for purpose built student accommodation will be based upon a condition requiring a legal tenancy agreement to prevent students parking on neighbouring streets within a 3 mile radius of the accommodation building.

2.2 Office Development

Table 5 - Parking Zone 1

Type of Development	Operational	Non-operational
All types of office development	Nil	Nil

Table 6 - Parking Zone 2

Development	Requirement	Development	Requirement
Office (<1000m ²)	1 space per 35m ²	Office (>1000m ²)	1 space per 60m ²

Table 7 - Parking Zone 3

Development	Requirement	Development	Requirement
Office (<1000m ²)	1 space per 25m ²	Office (>1000m ²)	1 space per 40m ²

Table 8 - Parking Zone 4

Development	Requirement	Development	Requirement
Office (<1000m ²)	1 space per 20m ²	Office (>1000m ²)	1 space per 25m ²

Table 9 - Parking Zone 5-6

Development	Requirement	Development	Requirement
Office (<1000m ²)	By agreement through Travel plan	Office (>1000m ²)	By agreement through Travel plan
Office (<1000m ²)	By agreement through Travel Plan	Office (>1000m ²)	By agreement through Travel Plan

Table 10 - All Parking Zones

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking
Type of Development	Disabled parking provision (minimum)
All classes of development	6% of total provision or where appropriate agreed through Travel Plan

2.2.1 Notes relating to Offices parking standards for all zones

- a. For premises up to a maximum of 200m² gross floor area an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.

2.3 Shop Development

Table 11 - Parking Zone 1

Type of Development	Operational	Non-operational
All types of shop development	Nil	Nil

Table 12 - Parking Zone 2

Type of Development	Operational	Non-operational
Shops (<200m ²)	1 commercial vehicle space	1 space per 60 m ²
Shops and small supermarkets (201-	2 commercial vehicle spaces	1 space per 40m ²

1000m ²)		
Shops and small supermarkets (1001m ² -2000m ²)	3 commercial vehicle spaces	1 space per 40m ²
Supermarkets and superstores (predominately food) (>2000m ²)	3 commercial vehicle spaces	1 space per 14m ²

Table 13 - Parking Zone 3-4

Type of Development	Operational	Non-operational
Shops (<200m ²)	1 commercial vehicle space	1 space per 60 m ²
Shops and small supermarkets (201m ² -1000m ²)	2 commercial vehicle spaces	1 space per 20m ²
Shops and small supermarkets (1001m ² -2000m ²)	3 commercial vehicle spaces	1 space per 20m ²
Supermarkets and superstores (predominately food) (>2000m ²)	3 commercial vehicle spaces	1 space per 14m ²

Table 14 - Parking Zone 5-6

Type of Development	Operational	Non-operational
Shops (All sizes)	By agreement through a Travel Plan	By agreement through a Travel Plan

Table 15 - All Parking Zones

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking
Type of Development	Disabled parking provision (minimum)
All classes of development	6% of total provision or where appropriate agreed through Travel Plan

2.3.1 Notes relating to Shops parking standards for all zones

- a. For premises up to a maximum of 200m² gross floor area an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.

2.4 Retail Warehousing and Garages

Table 16 - Parking Zone 1

Type of Development	Operational	Non-operational
All types of warehousing and garages development	Nil	Nil

Table 17 - Parking Zone 2-5

Type of Development	Operational	Non-operational
Retail Warehousing (non-food) (non-DIY) (>1000m ²)*	3 commercial vehicle spaces	1 space per 30m ²
Retail Warehousing (DIY & Garden Centres) (>1000m ²)*	3 commercial vehicle spaces	1 space per 20m ²
Builders Merchants (Trade & Retail)	3 commercial vehicle spaces	1 space per 80m ²
Cash and Carry Warehousing (Trade Only) (>1000m ²)*	3 commercial vehicle spaces	1 space per 80m ²
Garages	1 car/lorry space per each car/lorry service bay	2 car/lorry spaces per each service bay
Service Stations (exhausts, MOT, tyres etc)	1 lorry space & 20% of GFA	2 car/lorry spaces per each service bay
Petrol Filling Stations	1 space for petrol tanker	Spaces for ancillary use (e.g. automatic car wash)
Car Sales Premises	1 space for car transporter	1 space per 50m ² of retail area (internal & external)
Motorcycle Sales Premises	1 commercial vehicle space	1 space per 50m ² of retail area (internal & external)
Driving Schools, Private Hire/Vehicle Hire, Licensed Taxis	1.25 spaces per vehicle operated	1 space per 3 auxiliary staff

* Proposals below 1000m² by arrangement through a travel plan.

Table 18 - Parking Zone 6

Type of Development	Operational	Non-operational
All types of warehousing and garages	By agreement through a Travel Plan	By agreement through a Travel Plan

Type of Development	Operational	Non-operational
development		

Table 19 - Parking Zones 2-6

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking
Type of Development	Disabled parking provision (minimum)
All classes of development	6% of provision for car parking or where appropriate agreed through a Travel Plan

2.4.1 Notes relating to Retail Warehousing and Garages parking standards for all zones

- a. For premises up to a maximum of 200m² gross floor area an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.

2.5 Industry and Industrial warehousing

Table 20 - Parking Zone 1

Type of Development	Operational	Non-operational
All types of industry and industrial warehousing development	Nil	Nil

Table 21 - Parking Zone 2-6

Type of Development	Operational	Non-operational
Small Industry (<1000m ²)	1 van space	1 space
Small Industry (<235m ²)	1 van space	2 spaces
Industry	See Note 1	1 space per 120m ²
Highly Technical Industry	See Note 1	1 space per 35m ²
Industrial Warehouses	See Note 1	1 space per 140m ²
Storage Warehouses	1 commercial space per 500m ²	Nil
Distribution Centres (<1000m ²)	35% of GFA	1 space per 120m ²
Distribution Centres (>1000m ²)	25% of GFA	1 space per 120m ²

Table 22 - All Parking Zones

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking
Type of Development	Disabled parking (minimum)
All classes of development	6% of provision for car parking or where appropriate agreed through a Travel Plan

2.5.1 Notes relating to Industry and Industrial Warehousing parking standards for all Zones

- a. Operational requirements:

Table 23

GFA m ²	Minimum m ²	GFA m ²	Minimum m ²	GFA m ²	Minimum m ²
100	70	500	100	1001	150
250	85	1000	150	2000	200

Above 2,000 m² GFA, the required minimum operational areas should be taken as 10% of GFA.

- b. For premises up to a maximum of 235m² gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.
- c. Vehicles should be able to enter and leave the site in forward gear.
- d. The General Development Order limit of 235m² is defined as the upper cut off for size for units to encourage new firms requiring garage size sites. Larger units are defined as, "Industry".

2.6 Places of Entertainment

Table 24 - Parking Zone 1

Type of Development	Operational	Non-operational
All development types	Nil	Nil

Table 25 - Parking Zone 2-6

Type of Development	Operational	Non-operational
Children's Play Centres	1 space per 3 members of staff	1 space per 20m ² of play area
Assembly Halls (Commercial e.g. Bingo)	1 commercial vehicle space	1 space per 8 m ²

Type of Development	Operational	Non-operational
Hall		
Assembly Halls (Social) e.g. Unlicensed Club Community Centre	1 commercial vehicle space	1 space per 5 seats
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats
Stadia	1 commercial vehicle	1 space per 15 seats

Table 26 - All Parking Zones

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking

Table 27 – Disabled Parking

Type of Development	Disabled parking provision (minimum)
All classes of development	6% of provision for car parking or where appropriate agreed through a Travel Plan

2.6.1 Notes relating to Places of Entertainment parking standards for all zones

- a. Vehicles should be able to enter and leave the site in forward gear.

2.7 Hotels and Restaurant

Table 28 – Parking Zone 1

Type of Development	Operational	Non-operational
All development types	Nil	Nil

Table 29 – Parking Zone 2-6

Type of Development	Operational	Non-operational
Hotels	1 commercial vehicle space	1 space per 3 non- resident staff & 1 space per bedroom
Public Houses & Licensed Clubs	1 commercial vehicle space	1 space per 3 non- resident staff & 1 space per 5m ² of public area including servery
Restaurants	1 commercial vehicle space	1 space per 3 non- resident staff & 1 space

Type of Development	Operational	Non-operational
		per 7m ² of dining area
Cafes & Drive-Thru restaurants	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 14m ² of dining area
Hot Food Takeaways	1 commercial vehicle space	1 space per 3 non-resident staff & adequate on-street parking for customers nearby
Transport Cafes	1 commercial vehicle space	1 space per 3 non-resident staff & 1 commercial vehicle space per 2 seats

Table 30 – All Parking Zones

Type of Development	Motor cycle parking provision
All classes of development	5% of provision for car parking

Table 31 – Disabled Parking

Type of Development	Disabled parking provision (minimum)
All classes of development	6% of provision for car parking or where appropriate agreed through a Travel Plan

2.7.1 Notes relating to Hotel and Restaurant parking standards for all zones

- a. The non-operational requirement for restaurants and cafes in established shopping areas may be relaxed if it can be shown that they are 'incidental' to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity. However, adequate parking for staff must be provided at the rear.
- b. Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.
- c. Vehicles should be able to enter and leave the site in forward gear.

2.8 Community Establishments

Table 32 - Parking Zone 1

Type of Development	Operational	Non-operational
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Type of Development	Operational	Non-operational
All types of community establishments development	1 commercial vehicle space	Nil

Table 33 - Parking Zones 2-6

Type of Development	Operational	Non-operational
Hospitals	Essential vehicles as required	2.5 spaces per bed
Health Centres & Surgery	1 space per practitioner	1 space per 3 ancillary staff & 3 spaces per practitioner
Churches & Places of Worship	1 commercial vehicle space	1 space per 10 seats or 1 space per 8m ² of praying floorspace
Chapels of Rest	3 commercial vehicle spaces	
Funeral Homes	2 commercial vehicle spaces	1 space per 2 members of staff
Public Leisure Centres	1 commercial vehicle space	1 space per 2 facility users & 1 space per 3 spectators
Fitness Clubs, Leisure Clubs & Sports Clubs	1 commercial vehicle space	1 space per 2 facility users
Marinas	1 car and trailer space	1 space per berth & trailer storage
Libraries	1 commercial vehicle space	1 space per 45m ²
Allotment	1 space per 4 facility users	1 space per 4 facility users

2.9 Educational Establishments

Table 34 - Parking Zone 1

Type of Development	Operational	Non-operational
All Educational Establishments	1 commercial vehicle space	Nil

Table 35 - Parking Zone 2-6

Type of Development	Operational	Non-operational
Day Nurseries & Creches, (new build	1 commercial vehicle space	1 space per 2 full time staff

Type of Development	Operational	Non-operational
property)		
Day Nurseries & Creches, (converted property)	Included in non-operational requirement	1 space per 2 full time staff
Nursery/Infants/Primary Schools	1 commercial vehicle space	1 space per each member of teaching staff & 3 visitor spaces
Secondary Schools	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff and 3 visitor spaces. Bus parking is required
Colleges of Higher/Further Education	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 8 students and 5 visitor spaces.

Table 36 - All parking zones

Type of Development	Disabled parking provision (minimum)
All classes of development	6% of provision for car parking or where appropriate agreed through a Travel Plan

2.10 Minimum Cycle Parking Standards

Table 37 – Bicycle Parking

Type of Development	Cycle Parking Provision
a) Residential	
Apartments	1 stand per 2 bedrooms
Purpose built student accommodation	1 stand per 2 bedrooms
Self contained elderly persons accommodation	1 stand per 20 bed spaces
b) Offices	
Offices	1 stand per 200m ²
Call Centres	1 stand per 150m ²
c) Shops	
Shops < 200m ²	1 stand per 100m ²
Shops 201m ² -1000m ² :	
Food	1 stand per 200m ²
Non-food	1 stand per 200m ²
Supermarkets	1 stand per 200m ²

Type of Development	Cycle Parking Provision
d) Retail Warehousing	
Retail Warehousing: Non-food	1 stand per 500m ²
Cash & Carry Warehousing	1 stand per 500m ²
Open Air Markets	1 stand per 500m ²
Garages	1 stand per 250m ²
Car sales Premises	1 stand per 1000m ²
e) Industry and Industrial Warehousing	
Industry	1 stand per 200m ²
Industrial Warehousing & Storage Centres	1 stand per 200m ²
f) Places of Entertainment	
Assembly Halls: Commercial social	1 stand per 10 staff 1 stand per 10 seats
Cinemas, Theatres & Conference Centres	1 space per 10 staff
Stadia	1 stand per 10 seats
g) Hotels & Restaurants	
Hotels	1 stand per 5 bedrooms
Public Houses	1 stand per 10 staff
Restaurants & Cafes (All types)	1 stand per 10 staff
h) Community Establishments	
Hospitals	1 stand per 20 beds
Health Centres & Surgeries	1 stand per consulting room
Churches & Places of Worship	1 stand per 50m ² of public floor space
Public Leisure Centres	1 stand per 5 staff
Fitness Clubs	1 stand per 5 staff
Leisure Clubs & Sport Clubs	1 stand per 5 staff
Libraries	1 stand per 2 staff
i) Educational Establishments	
Day Nurseries & Creches	2 stands/30 children
Nursery, Infants & Primary Schools	1 stand per 5 staff and 1 stand per 50 children

Type of Development	Cycle Parking Provision
Secondary Schools & Colleges of Further Education	1 stand per 5 staff, 1 stand per 100 children and 1 stand per 6 students of age 17

2.10.1 Notes relating to cycle parking standards for all zones

- a. Where there is a high level of part-time (day release) students, the standard for Colleges of Higher Education/Universities is increased to 1 per 3 students.
- b. Bicycle parking provision should be secure and covered and in close proximity to the entrance.

3 APPENDICES

3.1 Appendix 1 - Zone 1 areas

- a) Lower Solva
- b) Upper Solva
- c) Tenby Walled Town
- d) St Davids
- e) Saundersfoot
- f) Newport
- g) Manorbier
- h) Little Haven

3.2 Appendix 2 - Weighting of Services⁷

Fig 1

	Top Level Services					Prime Level Services			
Service type	Food Store ⁸	Post Office	Daily Train ⁹ Service	Frequent Bus service ¹⁰	Infant/primary School	Petrol station/ convenience store ¹¹	Public House	Pharmacy	Community Hall/Centre or Meeting Place
Weighted service provision	5 points	3 points	3 points	3 points	3 points	2 points	2 points	2 points	2 points

⁷ Services and associated scores have been adopted from the 'Scale and Location of Growth Paper' (Pembrokeshire Coast National Park Authority 2009) and 'Rural Facilities Survey' (Pembrokeshire County Council 2010). The latter document has benefited from a process of consultation with the Welsh Assembly Government from which the identification and weight allocated to services was agreed.

⁸ 'Food Store' refers to the type of shop visited for 'daily' food items

⁹ To qualify as a daily train service a service at least 1 journey must operate between the hours of 8.00am-10am and 3.00pm-5pm. It is anticipated that a consistent service between these times will provide a realistic alternative mode of transport to the car for travel to work and school.

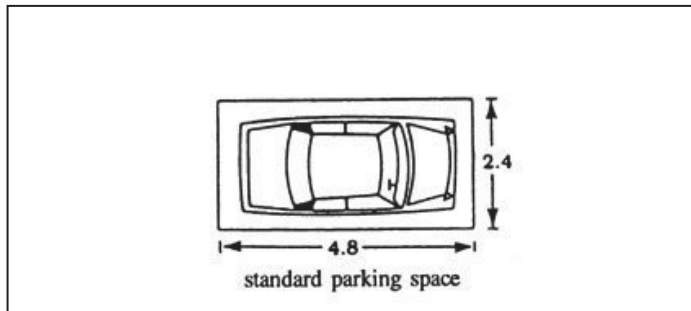
¹⁰ To qualify as a daily bus service a service must operate every half an hour between the hours of 8.00am-10am and 3.00pm-5pm. It is anticipated that a consistent service between these times will provide a realistic alternative mode of transport to the car for travel to work and school.

¹¹ 'Petrol station/convenience store' refers to the type of shop visited for 'top up' food items

3.3 Appendix 3 - Minimum Size of Parking Spaces

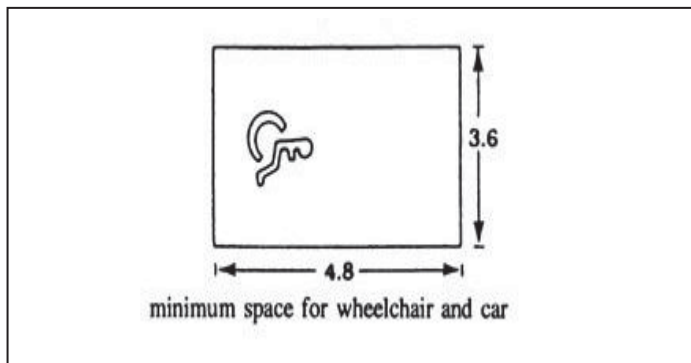
Minimum size standard parking space

Fig 2



Minimum size for use by wheel chair bound person

Fig 3



3.4 Appendix 4 - Layout of parking areas

Alternative ways of arranging 12 parking spaces

Fig 4

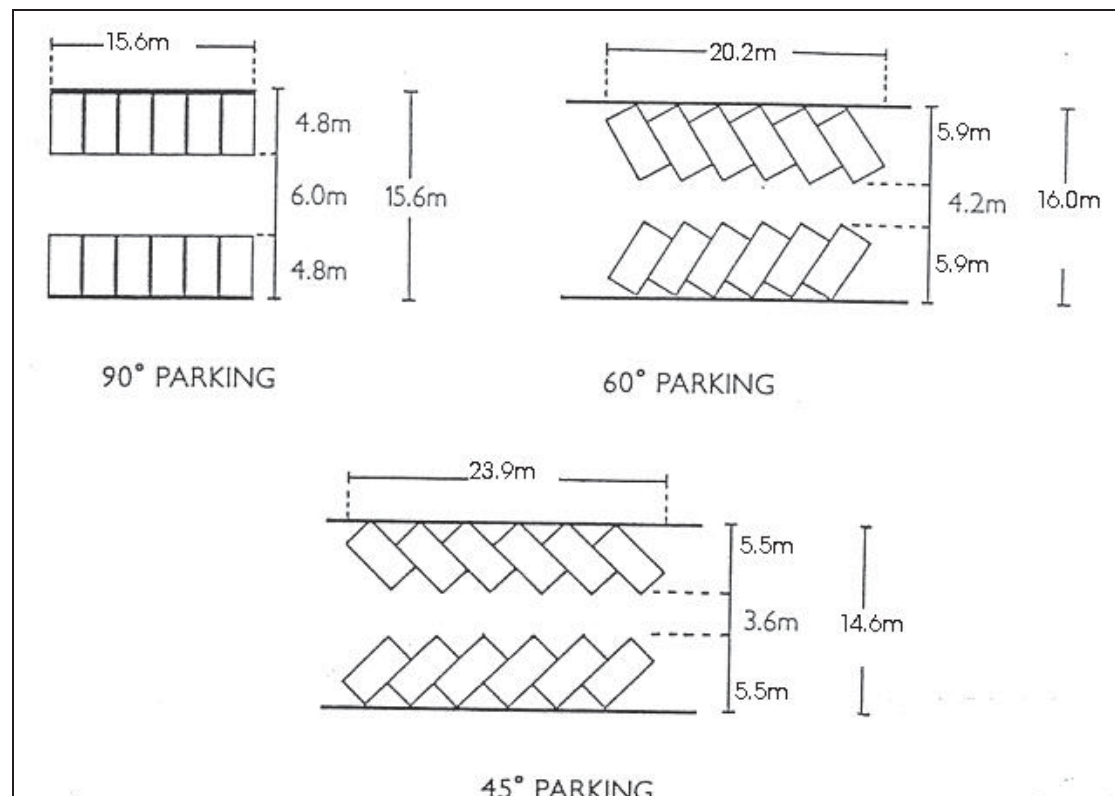
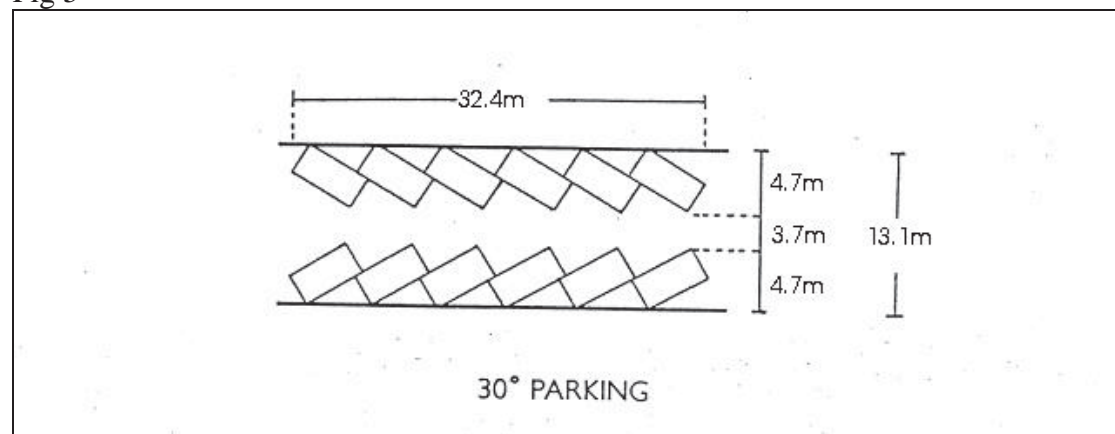


Fig 5

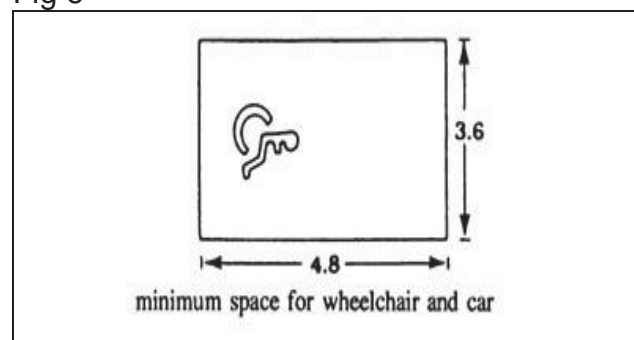


3.5 Appendix 5 - Access for the Disabled

- 3.5.1 All new public buildings are now required, where reasonable and practicable, to be accessible to and have facilities for disabled people. The requirements of the Chronically Sick and Disabled Persons Act 1970 and the Chronically Sick, Disabled Persons (Amendment) Act 1976 and Disability Discrimination Act 2005 apply to a wide range of buildings, including: offices, shops, banks, post offices, sports centres, hotels, restaurants and public houses, theatres and cinemas, exhibition centres, libraries and museums, community and church halls; together with all places of education, including schools, universities and colleges. This list is not exhaustive and other types of buildings can fall within the terms of the Act.
- 3.5.2 Developers must give due consideration to the following aspects, which are considered important to disabled persons.
- It is recommended that appropriately positioned parking places, preferably within 50 metres of the facility served by the car park and which are adequate in size and number, shall be provided for people with disabilities.
 - The signing of pedestrian routes-having established the most convenient location for parking the vehicles of disabled persons, it is essential that a clear system of sign posting to the appropriate access catering for disabled persons should be devised and, implemented by the developer.
 - Developers should consider very carefully the relative levels of parking spaces and finished floor levels at an early stage in their planning, so that a level of near level pathway (preferably less than 5% gradient) can be maintained between the two, if at all possible.

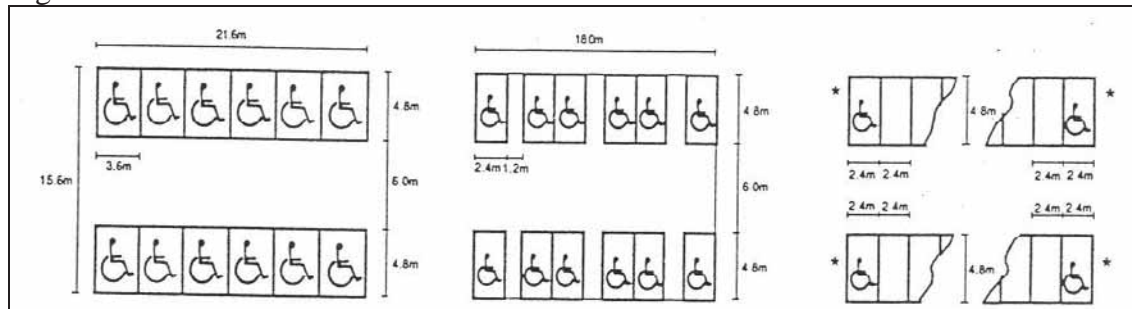
The standard dimensions of car parking space are: 4.8m x 3.6m

Fig 6



Alternative ways of arranging disabled spaces

Fig 7



3.6 Appendix 6 - Vehicle Bays

3.6.1 The bay must be of sufficient size and be located so that the vehicle can be manoeuvred within the site, e.g. the 12m rigid lorry requires a absolute minimum of 105m² to allow it to leave a site in forward gear. Further details of good design practice can be found in appropriate Highway Authority Design Standards or 'Designing for Deliveries', Freight Transport Association 1998.

- | | |
|-----------------------------------|----------------|
| • Articulated Vehicles | 16.5m x 2.55m |
| • Articulated Low loader Vehicles | 18.0m x 2.55m |
| • Rigid Vehicles | 12.0m x 2.55m |
| • Buses and Coaches (two axle) | 13.5m x 2.55m |
| • Buses and Coaches (three axle) | 15.0m x 2.55m |
| • Buses and Coaches (Articulated) | 18.75m x 2.55m |

3.6.3 Refrigerated vehicles maximum allowed width is 2.65m

3.6.4 All vehicles should enter and leave the site in forward gear

3.6.5 Further guidance on parking layouts can be found in Manual for Streets¹²

¹² <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>