

Pembrokeshire Coast National Park Authority

Pembrokeshire Coast National Park Local Development Plan 2

Parking Standards

Draft Supplementary Planning Guidance

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Introduction

1. The purpose of this Supplementary Planning Guidance (SPG) is to assist those making planning applications with details of parking requirements for new developments. The guidance is embedded within the context of sustainable development, the need to reduce car travel and prioritisation of more sustainable means of travel.
2. SPG documents do not form part of an adopted Local Development Plan but are intended to offer detailed guidance elaborating on the Plan. They assist developers, applicants and planning officers in discussions prior to the submission of planning applications and provide a context for the evaluation of planning applications by planning officers and Authority Members.
3. This draft SPG is subject to public consultation before it is considered by the National Park Authority and formally adopted.
4. This SPG has been prepared in accordance with national planning policy and national transport guidance, in particular taking account of:
 - Planning Policy Wales (Edition 10; December 2018): *Welsh Government*
 - Technical Advice Note 18 – Transport (2007): *Welsh Government*
 - Manual for Streets (2007): *Department for Transport and Welsh Government*
 - Manual for Streets 2 (2010): *Chartered Institution of Highways and Transportation*
5. The parking requirements set out in this SPG are based on the All Wales Parking Standards and adapted for the local National Park context. They are based on a series of zones, identified by the proximity to Centres and availability of car-free access to facilities and services. They set out the **maximum** parking requirements for types of development in each of the zones. Requirements for cycle parking, disabled parking and motorcycle parking are also included.
6. Policy 59 of Local Development Plan 2 (Sustainable Transport) sets out requirements to ensure appropriate transport, access and parking requirements for new developments.

Policy 59	Sustainable Transport (Strategy Policy) To ensure that opportunities are taken to improve and promote sustainable travel choices and reduce the need to travel by car by: <ol style="list-style-type: none">a) Permitting proposals that assist in delivering improved traffic and parking management;b) Permitting facilities to improve public transport by helping to link between travel modes or providing facilities for passengers;c) Ensuring new development is well designed by providing
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- d) appropriate access for pedestrians, cyclists, vehicles and public transport where appropriate; and
- e) Not permitting proposals that cause significant concerns about potential transport impacts which cannot be satisfactorily mitigated (see Policy 60)

Setting the Context for Sustainable Development

7. A key element of sustainable development is its location and the ability to reach the facilities and services needed. Welsh Government requires us to give priority to walking and cycling for shorter journeys and using public transport rather than private motor vehicles wherever we can. For this reason, the majority of new development will be directed towards locations that reduce the need to travel by car. This also means giving full consideration to pedestrian and cycling infrastructure within developments.
8. In rural areas such as Pembrokeshire it is acknowledged that there is a greater reliance on cars to get about but even so, new development should be located as to minimise the need to travel by car. Looking ahead, as technology changes, we need to ensure that our homes and communities are able to adapt quickly and easily to cleaner fuels. In addition to creating a favourable environment for walking and cycling, we need to equip our homes, businesses and public areas to support the use of ultra-low emissions vehicles (ULEV). In line with Planning Policy Wales (Edition 10), paragraph 4.1.39, the National Park Authority will encourage the provision of ULEV charging points as part of new developments.

Figure 8: The Sustainable Transport Hierarchy for Planning



Source: Planning Policy Wales (Edition 10, December 2018)

9. Fundamental to the design and layout of new developments will be the need to prioritise active and sustainable travel. The design and layout of roads and streets within developments must give a high priority to their role as public

spaces and meet the needs of pedestrians, cyclists and public transport users as well as motorists. Developers are directed to the Welsh Government's policy 'Manual for Streets'¹ and 'Manual for Streets 2'² which require that street design does not follow the conventional engineering-led approach. Useful advice will also be found in the Welsh Government's Active Travel Design Guidance³.

10. The shortest, most attractive routes to enable clear links for pedestrians and cyclists into and within development should be identified and designed at an early stage. Ways to encourage safe walking and cycling to local services and facilities, and for recreational purposes should be the starting point for the design and layout of development proposals.
11. Next, safe routes to public transport should be provided within developments. The argument that there is no public transport in an area is not a reason to reduce opportunities for long term sustainable solutions. People in rural and isolated areas require more opportunities to use public transport. This may be fulfilled either by improving access to existing services or by providing new and innovative services – all of which require safe stops for passengers or safe resting points for peripatetic services such as mobile banks and shops. For some towns and villages in the National Park train services provide a sustainable travel option.
12. Availability of car parking is a key element in managing wider car use. Car parking standards for developments in the National Park are set out in this Supplementary Planning Guidance. They are based on the need to encourage active and sustainable travel choices and to reduce reliance on car travel. **Maximum** parking requirements are set out in this guidance and the amount of required parking will depend on the ease with which access to local facilities and services can be gained through different modes of travel. Proposals for larger developments and those located in countryside locations may require submission of Travel Plans as part of the planning application.

Zones

13. The parking requirements are set out in a series of Zones – numbered 1 to 6:
 - a. **Zone 1:** Specific areas within Conservation Areas identified as having significant visual and/or historic value.
 - b. **Zone 2:** Areas well provided for in terms of services, facilities and public transport. New development within this zone will be within 500m walking distance of 4 or more top level services⁴.
 - c. **Zone 3:** Development should be between 500m and 1km walking distance of 4 or more top-level services.

¹ See Welsh Government website

² See Welsh Government website

³ See Welsh Government website

⁴ See Section A

- d. **Zone 4:** New development within this zone must have a weighted score of 8 or more points from top level and/or prime services.
- e. **Zone 5:** New development within this zone must have a weighted score of 4 to 7 points from top level and/or prime services.
- f. **Zone 6:** All other areas outside of Zones 1 to 5.

Section A: Services and Weighting of Services

	Top Level Services					Prime Level Services			
Service Type	Food Store	Post Office	Daily Train Service	Frequent Bus Service	Infant / Primary School	Garage / Convenience Store	Public House	Pharmacy / Surgery	Community Hall/ Meeting Place
Weighting	5 points	3 points	3 points	3 points	3 points	2 points	2 points	2 points	2 points

Section B: Bicycle Parking Requirements

Where there is a high level of part-time (day-release) students, the standard for Colleges of Higher Education/Universities is increased to 1 stand per 3 students

Bicycle parking provision should be secure and covered and in close proximity to the entrance.

Type of Development	Cycle Parking Provision
Assembly halls, cinemas, theatres and conference centres, stadia	1 space per 10 persons
Car sales premises	1 stand per 1000m ²
Churches and places of worship	1 stand per 50m ² of public floor space
Health centres and surgeries	1 stand per consulting room
Hospitals and care homes	1 stand per 20 beds
Hotels	1 stand per 10 persons
Industry, warehousing and storage centres	1 stand per 200m ²
Leisure centres and leisure/fitness clubs	1 stand per 5 staff
Libraries	1 stand per 2 staff
Offices	1 stand per 200m ²
Public houses, restaurants and cafés	1 stand per 200m ²
Residential apartments	1 stand per 2 bedrooms
Retail warehousing – food/non-food/cash and carry/ markets	1 stand per 500m ²
Schools and Colleges of Further Education	1 stand per 50 persons
Self-contained elderly persons' accommodation	1 stand per 20 bed spaces
Shops up to 1000m ²	1 stand per 100m ²
Supermarkets	1 stand per 200m ²

Section C: Residential Maximum Parking Requirements

	Residents	Visitors	Disabled Parking (minimum)
Zone 1	No parking requirements		
Zones 2, 3, 4			
Houses	2 spaces per house	Nil	N/A
Apartments	1 space per apartment	Nil	N/A
House conversions to residential hostels	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' dwellings (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 and / or visitors)	6% of total provision
Residential children's 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
Zone 5			
Houses	3 spaces per house	1 space per 5 houses	N/A

	Residents	Visitors	Disabled Parking (minimum)
Apartments	1 space per apartment	1 space per 5 dwellings	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' dwellings (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 and/or visitors)	6% of total provision
Residential children's 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
Zone 6	By agreement through a travel plan		

Section D: Non-Residential Development Maximum Parking Requirements

Motorcycle Parking	5% of car parking provision
Disabled parking	6% of provision for car parking or where appropriate agreed through a travel plan
ULEV charging points	10% of provision or where appropriate agreed through a travel plan

Office Parking Requirements

	Office <1000m ²	Office >1000m ²
Zone 1	Nil	
Zone 2	1 space per 35m ²	1 space per 60m ²
Zone 3	1 space per 25m ²	1 space per 40m ²
Zone 4	1 space per 20m ²	1 space per 25m ²
Zones 5 and 6	By agreement through travel plan	

Shop Parking Requirements

	Operational	Non Operational
Zone 1	Nil	
Zone 2		
Shops <200m ²	1 commercial vehicle space	1 space per 60m ²
Shops and supermarkets 201 to 2000m ²	2 commercial vehicle spaces	1 space per 40m ²
Supermarkets and superstores (predominantly food) >2000m ²	3 commercial vehicle spaces	1 space per 14m ²
Zones 3 and 4		
Shops <200m ²	1 commercial vehicle space	1 space per 60m ²
Shops and supermarkets 201m ² to 2000m ²	2 commercial vehicle spaces	1 space per 40m ²
Supermarkets and superstores	3 commercial vehicle spaces	1 space per 20m ²

	Operational	Non Operational
(predominantly food) >2000m ²		
Zones 5 and 6	By agreement through a travel plan	

Retail Warehousing and Garages

	Operational	Non Operational
Zone 1	Nil	
Zone 2,3,4		
Retail Warehousing (non-food, non-DIY) ² ₅	3 commercial vehicle spaces	1 space per 30m ²
Builders Merchants (Trade and 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 lorry space and 20% of GFA	2 car/lorry spaces per each service bay
Car/motorcycle Sales Premises	1 commercial vehicle space	1 space per 50m ² of retail area (internal and external)
Driving Schools, Private Hire/Vehicle Hire, Licensed Taxis	1.25 spaces per vehicle operated	1 space per 3 auxiliary staff
Zone 5 and 6	By agreement through a travel plan	

Type of Development	Zones 2 to 6	
	Operational	Non Operational
Industry and Industrial Warehousing		
Small Industry (<1000m ²)	1 van space	2 spaces
Industry (including high tech)	See Note 1	1 space per 100m ²

⁵ 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.

Type of Development	Zones 2 to 6	
	Operational	Non Operational
industry)		
Industrial and storage warehouses	1 commercial space per 500m ²	1 space per 140m ²
Distribution centres	1 space per 35% of Gross Floor Area	1 space per 120m ²
Places of Entertainment		
Children's' play centres	1 space per 3 members of staff	1 space per 20m ² of play area
Assembly halls (Social) eg. unlicensed club, community centre, cinemas, theatres and conference centres	1 commercial vehicle space	1 space per 5 seats
Stadia	By agreement through a travel plan	
All types	Vehicles should be able to enter and leave the site in forward gear	
Hotels and Restaurants		
All types	1 commercial vehicle space	1 space per 3 non-resident staff
Hotels		Plus 1 space per 1.5 bedrooms
Public Houses and Licensed Clubs and restaurants (see note 2)		Plus 1 space per 10m ² of public area including server and dining area
All types	Vehicles should be able to enter and leave the site in forward gear	
Community Establishments		
Hospitals	By agreement through a travel plan	
Health centres and surgeries	1 space per practitioner	1 space per 3 ancillary staff and 3 spaces per practitioner
Churches and places of worship	1 commercial vehicle space	1 space per 20m ² of floorspace
Funeral homes	2 commercial vehicle spaces	1 space per 2 members of staff plus 1 visitor space
Fitness clubs, leisure clubs and sports clubs	1 commercial vehicle space	1 space per 2 facility users
Libraries	1 commercial vehicle space	1 space per 100m ²
Allotments	1 space per 4 facility users	

Type of Development	Zones 2 to 6	
	Operational	Non Operational
Educational Establishments		
Crèches, Nurseries/Primary Schools	1 commercial vehicle space plus 1 space per 2 full-time staff	
Secondary schools, Colleges of Higher/Further Education	By agreement through a travel plan	

Notes

Note 1

a. Industry and Industrial Warehousing Parking Standards for All Zones

Gross Floor Area (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 2000m² GFA, the required minimum operational area 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 of units to encourage new firms requiring garaging size sites. Larger units are defined as 'industry'.

Note 2 – Restaurants and cafés

- a. The non-operational requirement for restaurants and cafés 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.

Section E: Zone 1 Areas

1. Zone 1 areas (no parking requirement) are defined within parts of the following Conservation Areas:
 - Little Haven
 - Lower Solva
 - Manorbier
 - Newport
 - Newport Parrog
 - Saundersfoot
 - St Davids
 - Tenby
 - Upper Solva

Please see maps.

Section F: Parking Provision for Persons with Disabilities

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.
2. Developers must give due consideration to the following:
 - a. It is recommended that appropriately-positioned parking places, preferably within 50m of the facility served by the car park and which are adequate in size and number, shall be provided for people with disabilities.
 - b. A clear system of sign-posting to the appropriate access catering for disabled persons is provided by the developer.
 - c. Developers should carefully consider the relative levels of parking spaces and finished floor levels at an early stage in planning proposals so that a near level pathway (preferably less than 5% gradient) can be maintained between the two, wherever possible.