

SD101a

STANDING CONFERENCE ON REGIONAL POLICY IN SOUTH WALES  
CYNHADLEDD SEFYDLOG POLISI RHABARTHOL YN NE CYMRU

# *Parking Guidelines*

REVISED EDITION 1993

GWENT COUNTY COUNCIL

Blaenau Gwent, Islwyn, Monmouth, Newport, Torfaen Borough Councils

SOUTH GLAMORGAN COUNTY COUNCIL

Cardiff City Council and Vale of Glamorgan Borough Council

MID GLAMORGAN COUNTY COUNCIL

Cynon Valley, Merthyr Tydfil, Ogwr, Rhondda, Taff-Ely Borough Councils  
and Rhymney Valley District Council

WEST GLAMORGAN COUNTY COUNCIL

Lliw Valley, Neath and Port Talbot Borough Councils and Swansea City Council

and

Llanelli Borough Council

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# *Parking Guidelines*

# *SOUTH WALES COUNTIES PARKING GUIDELINES*

## *1993 REVISION*

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## 1. INTRODUCTION

- 1.1 This document provides a guide to parking requirements according to land use and type of development. It has been prepared by the member authorities of the Standing Conference of South Wales Counties in consultation with their District Councils and has been produced
  - (a) to assist developers, designers and builders in the preparation and submission of planning applications;
  - (b) to achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use.
  
- 1.2 These guidelines were originally prepared in 1980 and updated in 1989. This revision has been prepared in response to further changes in development, particularly to assess existing levels of demand; increased car ownership and the Town and Country Planning (Use Classes) Order 1987. The aim as previously is to ensure that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on-street and thereby cause congestion, danger and visual intrusion.
  
- 1.3 In the central area of Cardiff, Swansea and Newport the aim will generally be to provide operational parking only. Non operational parking for customers and commuters will generally be provided in public car parks, subject to Structure and Local Plan policies. No revision has been made of Central Area Guidelines. These will be considered following the completion

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## 2. APPLICATION OF GUIDELINES

- 2.1 The scale of the parking provision varies throughout the region and local priorities will dictate the manner in which the guidelines are used. Flexibility in the Guidelines allows local circumstances to be taken into account. It is expected that in some instances the preparation of Local Plans, designation of Conservation Areas, Housing Action Areas, General Improvement Areas and County's Transport Policies and Programmes Document will modify the recommendations in this document.
- 2.2 As planning applications will normally be determined by District Councils the interpretation and application of the guidelines will rest with the District Council, though where there is a wider transport issue the County Council will need to be involved.
- 2.3 In assessing the parking requirements, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below. However, it should be noted that some of these factors are outside direct planning control.
- (a) the service provided by the public transport system;
  - (b) the provision of works buses or the extent of car pooling;
  - (c) the relative proportion of male/female employment or the local catchment of labour, i.e. within walking distance;
  - (d) the existing and possible future congestion in streets adjacent to the development;
  - (e) the provision of public car parking space in the vicinity or grouped car parks on industrial estates.
- 2.4 In addition to the above the guidelines are divided into central areas and non central areas.
- (a) Central Areas - The principal shopping and business area, characterised by groups of multiple stores and local branches of national companies (e.g. Cardiff, Newport and Swansea). The planning objective in these areas will be for segregation of shoppers from delivery vehicles. Developers would be expected to provide space for operational parking within their curtilage and to co-operate with the local authority in the provision of rear service areas in accordance with any development proposals. Provision for non operational vehicles should be catered for in parking areas subject to the control of the local authority in accordance with its parking policy, which in turn should relate to the wider transport needs and plans.
  - (b) Non Central Areas - This covers all built up and rural areas. The full operational standard will normally be expected and the non operational standard for employees vehicles and, in certain cases for visitors. Normally developers will be required to provide all the parking space within the curtilage of the site. Parking for shoppers may not be required for new shops, conversions for shops under 200m<sup>2</sup> or for small extensions (up to 20%) in established shopping centres. In certain circumstances, e.g. Conservation Areas, modifications of the guidelines may be allowed in order to preserve environmental conditions.

## 2.5 Examples of the Use of Parking Guidelines

### (a) Proposed new shop and office development in a small local centre

Public transport accessibility is poor. The development comprises 500m<sup>2</sup> shopping (5 units) on the ground floor, and 1000m<sup>2</sup> offices on the first and second floors. (Gross floor area, including external walls).

The parking requirement is assessed as follows :

#### SHOPPING USE -

Operational Parking = Space for 2 commercial vehicles

Non Operational Parking 1 space/30m<sup>2</sup> = 17 spaces

#### OFFICE USE

Non Operational Parking 1 space/25m<sup>2</sup> = 40 spaces

TOTAL PROVISION : Space for 2 Commercial vehicles+57 spaces

### (b) Change of use from industry to retail warehousing (mixed)

Gross floor area 1500m<sup>2</sup> on an industrial estate.

The parking requirement for industrial premises is 175m<sup>2</sup> of operational space + 22 spaces non operational. The requirement for retail warehousing is a

### *3. DEFINITIONS AND NOTE*

- 3.1 Operational Parking Space - Sufficient space to allow the maximum number and size of vehicles likely to serve the development at any one time and to manoeuvre with ease and stand for loading and unloading



USE CLASSES IN 1987 ORDER	LAND USES IN PARKING GUIDELINES
<p>Class A1 : Shops</p> <p>Class A2 : Financial &amp; Professional Services</p> <p>Class A3 : Food &amp; Drink</p>	<p>Shops Supermarkets and Superstores Retail Warehousing (Cash &amp; Carry)</p> <p>Offices (only in cases where premises are Provided principally for visiting members of the public)</p> <p>Restaurants Public Houses Cafes Transport Cafes Licensed Clubs</p>
<p>Class B1 : Business</p> <p>Class B2 : General Industrial</p> <p>Class B3 - B7 : Special Industrial</p> <p>Class B8 : Storage or Distribution</p>	<p>Offices (other than A2/Light Industry above)</p> <p>Industry</p> <p>Industry</p> <p>Wholesale Warehousing</p>
<p>Class D1 : Non-Residential Institutions</p>	<p>General Purpose Houses &amp; Flats Sheltered Accommodation</p>



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#### 4. *GENERAL STATEMENT*

The absence of parking guidelines for a particular land use does not mean that no parking provision will be required.

In addition the local authority reserves the right to treat all planning applications on their merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development.

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5. *PARKING GUIDELINES BY LAND USE*

## 5.1 CENTRAL AREA PARKING GUIDELINES

	Operational Requirements
A. Residential (See Note 1.)	1 space per dwelling unit for residential 1 space per 2 - 4 dwelling units for visitors

### *Notes relating to Central Area Parking Guidelines*

- (1) Consideration could be given in central areas where a resident's parking permit system exists. Particularly for conversions to flats).
- (2) Adequate facilities should be made for dropping off and picking up guests within the curtilage of the site.
- (3) Provision should be made for non-operational parking facilities for residential guests.
- (4) Hospitals, clinics - operational space as required.
- (5) Satisfactory servicing arrangements are necessary.



## 5.2 NON-CENTRAL AREA PARKING GUIDELINES

### A.1 RESIDENTIAL : NEW BUILD

1. General Purpose Houses and Flats	Residents	Visitors (See Note 7.)
(where gross floor area is less than 120m <sup>2</sup> )	2 spaces per unit	1 space per 3 to 5 units
(e) Three and four bedrooms (where gross floor area is	minimum of 3 spaces	1 space per 3 to 5 units

## *Notes relating to Residential : New Build*

1. The level of parking required for a particular development will be dependent upon the dwelling sizes and types, the general layout and the form of parking provision proposed, e.g. unallocated grouped parking or allocated/curtilage parking and, grouped hardstanding or garage courts.
2. Resident parking spaces should be more convenient to use than parking on the carriageway and should generally be within 10m of the dwelling entrance they serve.
3. Satisfactory pedestrian access must be provided between the dwelling units and the parking spaces.
4. Curtilage parking is preferred. If communal parking areas are necessary they must be in areas which are under natural surveillance for security and safety reasons.
5. Garages must have a minimum driveway length of 5.5m. (for use when the vehicle is not garaged) and a width of not less than 3.2m.
6. For certain developments (e.g. Public Sector housing and Housing Association developments) where there is evidence of low car ownership levels, a relaxation of the parking requirements may be considered but a minimum of one space per unit should always be provided for residents plus visitor parking at one space per 3 to 5 units depending on location. i.e. suburban locations would require visitor parking at one space per 3 units.
7. Visitor parking spaces should be designed as an integral part of the development in conveniently located places including, on plot spaces, off highway places and where convenient and safety allows - on highway kerbside parking where carriageway widths are 5.5 metres or more.
8. The needs of disabled people should be taken into account in the design and location of visitor parking.

## A.2 RESIDENTIAL : CONVERSIONS

1. To self-contained flats Residents



### A.3 RESIDENTIAL : SHELTERED AND OTHER ACCOMMODATION

1. Self-contained old people's dwellings (See Notes 1. & 2.)	1 space for 2-4 dwellings plus space for each resident warden/staff
2. Homes for elderly, Children, etc. and Nursing Homes	1 space per resident staff (See Note 3.) plus one space per 4 beds for visitors

*Notes relating to Residential :*

*Sheltered and other Accommodation*

1. Sufficient operational space should be provided close to the building entrance to enable ambulance access and egress in a forward gear.
2. A range in the parking guidelines allows for the differing parking requirements of developments depending on the specific type of development proposed and its location - for instance a private development with units for sale in a suburban/rural location would require more parking space than an inner city public development for rent.
3. 1 space should also be provided for each 3 non-residential staff, with a minimum of 1 space on site.
4. Where a higher level of visitors is likely, consideration may be given to requiring a higher ratio of visitors to beds.
5. The needs of disabled people should be taken into account in the design and location of visitor parking.

## B. OFFICES

Type of development	Operational Requirements	Non-Operational Requirements
(a) New Offices (up to 1000m <sup>2</sup> )	Included in non operational standard	1 space per 25-35m <sup>2</sup>
(b) New Offices (over 1001m <sup>2</sup> )	Included in non operational standard	1 space per 30-40m <sup>2</sup>
(c) Redevelopment or Extensions  (See Note 1.)	As per the standard for new offices	
(d) Conversions  (See Note 2. and 3.)	As per the standard for new offices	

## *Notes relating to Offices*

1. For premises up to a maximum of 200m<sup>2</sup> 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.
2. For conversions of up to 100m<sup>2</sup>, parking will be required up to the maximum capacity of the site, subject to a minimum of 1 space.
3. Consideration may be given to a relaxation of the office parking requirement in shopping areas for the change of use at the ground floor of premises from Class A1 (Shops) to Class A2 (Financial and Professional Services).
4. Parking reserved for Disabled People : the non-operational requirement should include the following conveniently located reserved spaces:

Up to 200 spaces: 5% of capacity, subject to a minimum of 2 spaces

Over 200 spaces: 2% plus 6 spaces



(a) Shops (up to 200m <sup>2</sup> )		1 space per 60m <sup>2</sup> (employees)
(b) Shops (201-1000m <sup>2</sup> )		1 space for 20-40m <sup>2</sup> (employees and shoppers)
(c) Shops (1001-2000m <sup>2</sup> )		1 space for 20-40m <sup>2</sup> (employees and shoppers)
(d) Supermarkets and Superstores (predominately food - over 2000m <sup>2</sup> )	Space to accommodate a minimum of 3 commercial vehicles	1 space per 10m <sup>2</sup> (See Note 1.)
(e) Retail Warehousing (non food)	Space to accommodate a minimum of 3 commercial vehicles (See Note 2.)	1 space per 20-30m <sup>2</sup>
(f) Cash and Carry Warehousing	Operational requirements the same as shop of similar size	1 space per 50m <sup>2</sup>
(g) Open Air Markets	1 space per stall pitch	1 space per 30m <sup>2</sup> of gross stall pitch area including pedestrian circulation area (See Note 3.)
(h) Extensions or conversions (See Note 4.)	As per standard for new shops (a)-(c)	As per standard for New shops (a)-(c)
(i) Garages and Service Stations (See Notes 5. and 6.)	One car/lorry space for each car/lorry bay	2 car/lorry spaces for each
(j) Car Sales Premises (See Note 7.)	A minimum of one car transporter to unload and manoeuvre	
(k) Driving	1 space per vehicle operated	

## *Notes relating to Shops, Retail Warehouses and Garages*

1. The non-operational standard assumes a retail/non-retail ratio of 75/25. Variation may be applied at the discretion of the Local Authority when a different ratio is used.

2. The range of trip generation and parking demand at retail warehouses varies to a considerable extent. The parking requirements of the most common types of store can be classified in broad bands.

Highest requirement	-	DIY stores
Mid-range requirements	-	Electrical/gas appliance, flat pack furniture stores
Lowest requirement	-	Assembled furniture/carpet stores, household and leisure goods stores

Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking.

## D. INDUSTRY AND WAREHOUSING

Type of development	Operational Requirements (See Notes 1. & 2.)	Non-Operational Requirements (Note 3. & 9.)
	Gross Floor Space (m2)	Minimum Space (m2)

## *Notes relating to Industry and Warehousing*

1. Vehicles should be able to enter and leave the site in forward gear.
2. Relaxation permitted for operational space when special servicing arrangement are made.
3. Visitor parking is included in non-operational parking.
4. For premises up to a maximum of 200m<sup>2</sup> 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.
5. For premises over 1000m<sup>2</sup> the non-operational standard for the first 1000m<sup>2</sup> is detailed in (a). Floor space above 1000m<sup>2</sup> the standard specified in (b) should be applied.
6. Units to encourage new firms requiring garage size sites. The General Development Order limit of 235m<sup>2</sup> is defined as the upper cut off for size. Larger units are defined as "industry".
7. Industries of a highly technical nature are companies specialising in technical innovation usually microprocessor based.
8. If the premises are to be used as a distribution depot, the non-operational parking should be increased to:

for premises up to 1000m<sup>2</sup>, 1 space

per 60m<sup>2</sup> and for premises over

1000m<sup>2</sup>, 1 space per 80-100m<sup>2</sup>

Also, adequate space should be provided to accommodate commercial vehicles that are likely to be parked overnight.

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## E. PLACES OF ENTERTAINMENT AND HOTELS

Type of development	Operational Requirements	Non-Operational Requirement
(a) Assembly Halls (Commercial) e.g. Bingo Hall	Minimum of 1 commercial vehicle bay	1 space per 4 - 8m <sup>2</sup>
(b) Assembly Halls (Social) e.g. Unlicensed Clubs Community Centres	Minimum of 1 commercial vehicle bay	1 space per 6 - 10m <sup>2</sup>
(c) Hotels  (See Note 1.)	Minimum of 1 commercial vehicle bay	1 space per guest bedroom 1 space per staff bedroom plus 1 space per 3 non-resident staff
(d) Public Houses  (See Notes 2. & 3.)	Minimum of 1 commercial vehicle bay	1 space per 3m <sup>2</sup> – 5m <sup>2</sup> of bar floor area including servery plus 1 space per 3 non-resident staff
(e) Licensed Clubs	Minimum of 1 commercial vehicle bay	1 space per 3m <sup>2</sup> – 5m <sup>2</sup> of public area plus 1 space per 3 non-resident staff
(f) Restaurants  (See Note 4. & 8.)	Minimum of 1 commercial vehicle bay	1 space per 7m <sup>2</sup> of dining area plus staff parking at 1 space per 3 non-resident staff
(g) Cafes  (See Note 4. & 5.)	Minimum of 1 commercial vehicle bay	1 space per 14m <sup>2</sup> of dining area plus staff parking at 1 space per 3 non-resident staff
(h) Transport Cafes  (See Note 6.)		1 commercial vehicle space per 2 seats plus staff parking at 1 space per 3 non-resident staff

## *Notes relating to Places of Entertainment and Hotels*

1. Facilities for non-residents should be assessed by applying the appropriate category. An allowance should be applied where facilities are to be shared.
2. The range in the parking guidelines allow for the distinction between "country" public houses and "suburban" public houses which are likely to have a larger proportion of walk- trade.
3. The parking requirement will be relaxed for public houses built before 1914 to permit redevelopment or extension up to a 20% increase in gross floor area without extra parking being required.
4. 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 should be provided at the rear. (This does not apply to transport cafes).
5. The off street parking for "take-away" premises should be related to staff requirements.
6. The parking area should be designed to allow vehicles to enter and leave the site in forward gear.
7. Parking Reserved for Disabled People: the main non-operational requirement should include the following conveniently located reserved spaces:  
  
Up to 200 spaces:                    6% of capacity subject to a minimum of 3 spaces  
  
Over 200 spaces:                    4% plus 4 spaces
8. 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.

## F. COMMUNITY ESTABLISHMENTS

Type of development	Operational Requirements	Non-Operational Requirement (5) JETEMCP MCID 907761 T
	vehicles as required	(See Note 1.)
(b) Health Centre and Surgeries	1 space per practitioner (See Note 2.)	1 space per 2 ancillary staff and 3-5 spaces per practitioner
(c) Churches	Minimum of 1	1 space per 5-10

## *Notes relating to Community Establishments*

1. This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals a lower level of provision may be acceptable.



Type of Development	Operational Requirements	Non-Operational Requirement (See Note 1.)
Day Nurseries in converted property	Included in non-operational standard	1 space per 2 full time staff See Notes 1. & 2.)
Nursery Schools (New Build) Infants schools/ Primary Schools	Minimum of 1 commercial vehicle space	1 space per classroom and a minimum of 3 spaces for visitors (See Note 1.)
Secondary Schools  (See Note 3.)	Minimum of 1 commercial vehicle space	1 space per classroom and a minimum of 3 spaces for visitors (See Note 1.)
Colleges of Higher and Further Education  (See Note 4.)	Minimum of 1 commercial vehicle space	1 space per member of teaching staff  1 space per 2 ancillary staff
		1 space per 5 students and a minimum of 5 spaces for visitors

## *Notes relating to Educational Establishments*

1. In addition to the non-operational parking an area should be provided for the picking up and setting down of school children.

In the case of Nursery Schools in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of.

Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 40) may be desirable. With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for pupils, with the exception of passing service buses.

The area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation/turning area remote from pupil circulation areas would be acceptable.

2. This should be assessed when the nursery is at full capacity. Where part-time staff are employed they should be aggregated to their full time equivalents.
3. In addition 1 space per 10 pupils over 17 years of age should be provided.
4. Where there is a high level of part-time (day release) students, the standard should be increased to 1 per 3 students.
5. Where the school is used for dual social and adult educational purposes, the use of hard playground surfaces for parking is acceptable.
6. Definitions of schools for the purposes of these standards:
  - Nursery - pre school age groups 3-5 often in converted residential property.
  - Infants - formal schools ages 3 to 7
  - Primary - schools for children in the range 5 or 7 to 11
  - Secondary - age range 11 to 18

Colleges of Higher and Further Education - includes sixth form colleges.

7. Appropriate provision should be provided for use by the disabled.



## *APPENDICES*

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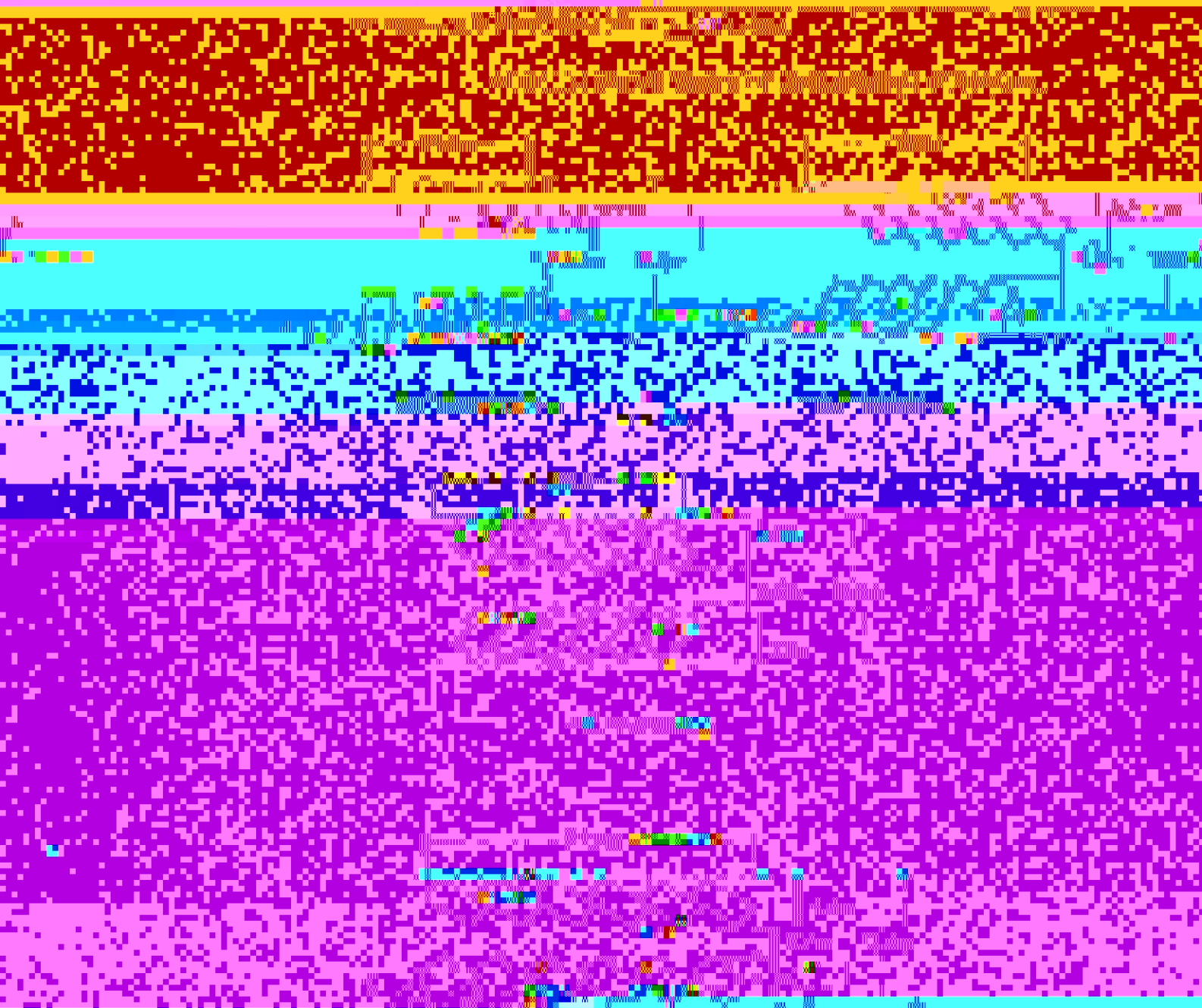


In addition to the contents of these two documents, the compilers of "Parking Guidelines" would draw the attention of developers to the following aspects which are considered important to disabled persons.

- A. 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.
- B. The gradient of any ramp should be as slight as possible. The use of the term 'maximum gradient 1 in 12' should not be construed as being acceptable to disabled persons except where it is absolutely unavoidable and developers should consider very carefully the relative levels of parking spaces and finis

## APPENDIX 2 - DESIGN OF PARKING AREAS

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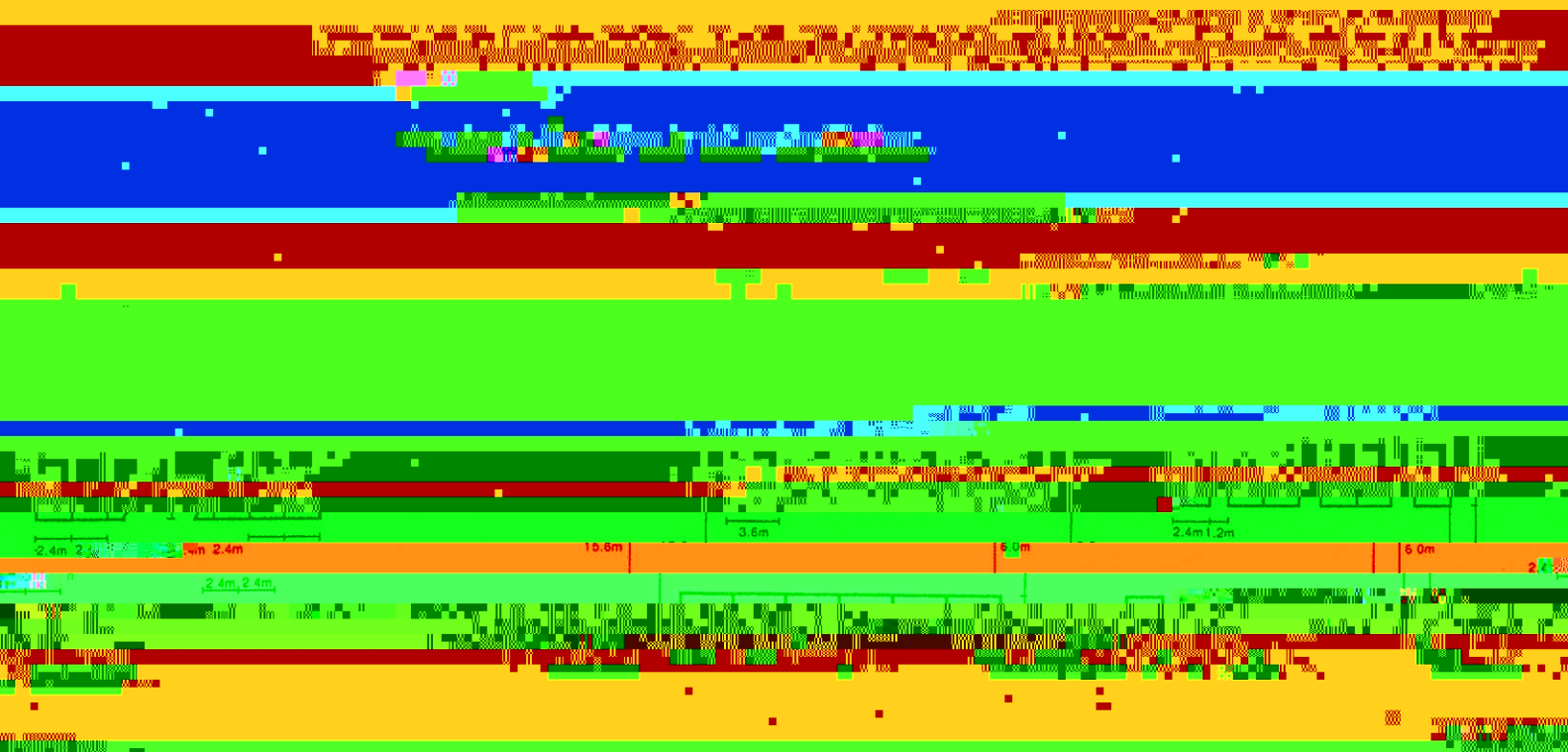
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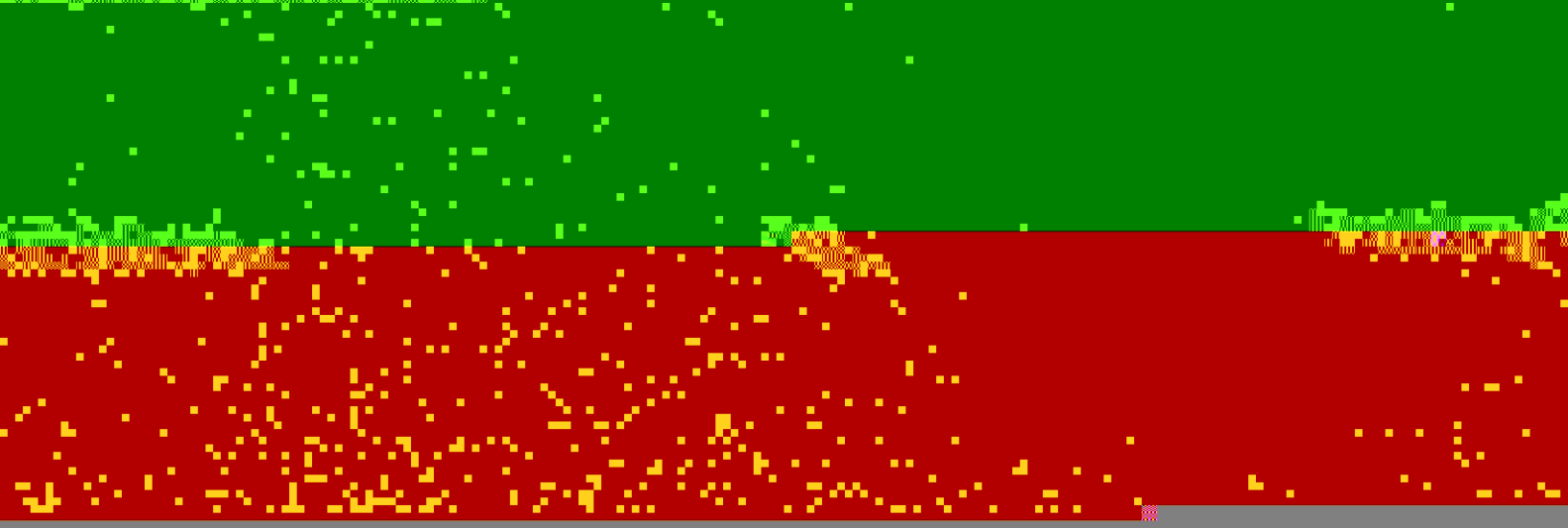


# Disabled Driver's Vehicles: The standard dimensions of car parking spaces



Technical drawing showing the standard dimensions of car parking spaces for disabled driver's vehicles. The drawing includes a top-down view of a car with a wheelchair and a side view of the car with a wheelchair. Dimensions are provided in meters: 2.4m for the car width, 2.4m for the wheelchair width, 10.0m for the total length, 3.6m for the wheelchair length, 4.0m for the car length, 2.4m for the car wheelbase, and 5.0m for the total length including the wheelchair. A 2.4m dimension is also shown for the car's front overhang.

Technical drawing showing the standard dimensions of car parking spaces for disabled driver's vehicles. The drawing includes a top-down view of a car with a wheelchair and a side view of the car with a wheelchair. Dimensions are provided in meters: 2.4m for the car width, 2.4m for the wheelchair width, 10.0m for the total length, 3.6m for the wheelchair length, 4.0m for the car length, 2.4m for the car wheelbase, and 5.0m for the total length including the wheelchair. A 2.4m dimension is also shown for the car's front overhang.



## *APPENDIX 3 - LANDSCAPING*

Planting should be used in car parks to relieve the monotony of areas of paving: to define or screen parking bays; and to provide visual features. Landscaping is seen as an integrated part of the design of parking areas and not as an after thought. Grass, ground cover plants, shrubs and trees used in car parks should be pollution resistant varieties, and in the case of trees should not be a type idng ahe sant varieties

## BOTANICAL NAME

### TREES

(Large – to be used only where space allows)

Acer (Negundo, Platanoides Forms)

Alnus

Birch

Crataegus

Gleditsia

Mespilus Germanica

Malus

Prunus

Robina

## COMMON NAME

Maple

Alder

Betula

Thorn

Honey Locust

Medler

Ornamental Plum

Cherry (ornamental & wild)

Locust Tree

Cotoneaster

Cornus

Elaeagnus

Escallonia

Forsythia

Hebe

Hypericum

Ligustrum

Cotoneaster

Dogwood

Elaeagnus

Escallonia

Forsythia

Veronica

St. Johns Wort

Privet

Rhamnus

Buckthorn



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Српска Република  
Republika Srbija



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## **Addendum to South Wales Parking Guidelines 1993**

### **Preface**

The National Assembly for Wales, in promoting more sustainable transport, requested the former South Wales Consortium of Local Authorities (COLA) to carry out a review of the 1993 South Wales Parking Guidelines.

COLA decided there was merit in developing the principle of a 'maximum' parking standard in the interim and to provide guidance on associated subjects. Accordingly, a draft "Addendum to the 1993 South Wales Parking Gui



step towards the preparation and adoption of fully revised standards.

1.6 This Addendum consists of seven elements:

- (i) Application
- (ii) The introduction of maximum parking standards
- (iii) Facilities for disabled people
- (iv) A system of Transport Assessments embracing the revised national transport agenda, as a development of Traffic

change to the **residential** parking guidelines.

- 3.2 While generally aspiring to reduce provision, nevertheless developers will be required to demonstrate to the local authority that the proposal will work in transport terms.

#### **4. FACILITIES FOR DISABLED PEOPLE**

- 4.1 The requirements of Section 111 of the Disability Discrimination Act' 1995 need to be taken fully into account when new developments are assessed. Consideration should include the number, size and management of the parking spaces. Effective consultation with Access Groups is essential to assess local needs. The 1993 Parking Guidelines provide guidance on the number of spaces that are likely to be required, but local circumstances need to be taken into account. At certain locations, and



Institute of Highways and Transportation Guidelines for Traffic Impact Assessment, where one or more of the following apply:

- (i) 100 trips in and out in the peak hour.
- (ii) 100 on-site parking spaces.
- (iii) Traffic to and from the development exceeds 10% of the two-way flow on the adjoining highway.
- (iv) Traffic flow to and from the development exceeds 5% of the two-way flow on the adjoining highway where congestion exists or will exist within the assessment period.

The traffic thresholds should normally be applied to peak hours, but other periods may also need to be assessed and these should be identified in the scoping study for the Travel assessment. Percentage traffic increases smaller than those in the IHT guidelines may be critical where there is a high percentage of heavy goods vehicles.

## 6. DEVELOPER CONTRIBUTIONS

6.1 Commuted payments in lieu of parking provision have been used by many authorities to require the provision of off-site parking where this cannot, or is not desirable to, be achieved on the site. Planning Guidance (Wales) Technical Advice Note 18: Transport, advises in paragraph 32 that local authorities should consider broadening the scope of commuted payments. Draft Planning Policy Wales advises in paragraph 12.9.5 that ***planning obligations may be used in appropriate circumstances to secure off-site improvements in public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved.***

6.2 The proposed introduction of maximum parking standards (see 3.1) means that there is no longer a basis for requiring commuted payments from developers in lieu of parking, which is not being provided on site. Planning obligations where appropriate in relation to transport should be based around achieving accessibility to the site by all modes, with the emphasis being on achieving the greatest degree of access by public transport, walking and cycling.

6.3 The use of planning obligations is encouraged as a means of promoting sustainable travel choices. Development Plans should indicate the likely scale and nature of contributions, which will be sought from developers in particular areas or on key sites.

6.4 Developers will continue to be expected to ensure adequate and safe access from the adjoining highway to their site - this may not be `traded off against contributions to other travel modes.

6.5 In the 1993 Parking Guidelines, operational parking only is required in the centres of Cardiff, Swansea and Newport. For developments in

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these locations, contributions from developers may be required at a lower level than elsewhere to reflect their high accessibility by public transport.

## **7. TRAVEL PLANS**

7.1 Local Authorities will require the production of Travel Plans, as a condition of planning consent, for significant new developments. Advice on the format of Travel Plans has been issued by ETSU, the Welsh Transport Advisory Group and the Department of Environment Transport and the Regions. Thresholds above which Travel Plans will be required as a condition of planning consent for new development, have been put forward in England by the DETR in the revised draft PPG 13: Transport (October 1999). It is felt that the same thresholds should be adopted in South Wales, until further detailed work has been carried out. These thresholds (as recommended in the draft revised PPG 13) are set out in paragraph 5.2 above.

## **8. DISCRETIONARY INTRODUCTION OF MORE STRINGENT PARKING AREAS**

8.1 Local Authorities should move towards the introduction of a system of parking standards on a zonal basis, where car parking requirements are reduced, to reflect differing levels of public transport accessibility. They will evaluate accessibility by public transport (and also by walking and cycling) throughout their areas in order to identify such locations.

## **9. PARKING PROVISION FOR CYCLES**

9.1 Provision for cycle parking should be provided as part of new  
is  
for the full revision of the Parking Guidelines.

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