



Volume 2

Parking Zone Plans



SPG17

PARKING STANDARDS

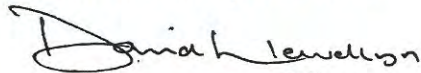


PARKING STANDARDS

The purpose of this Supplementary Planning Guidance (SPG) is to expand upon the Council's existing planning policy on parking contained within the adopted Unitary Development Plan. It will inform the public and the development industry of the Council's requirements in relation to parking provision for all forms of development balanced against the availability of alternative transport and community facilities. It will also assist in the preparation and submission of planning applications and achieve a common approach to the provision of parking facilities associated with new development and change of use throughout the County Borough of Bridgend. This document has been formulated and co-ordinated by the Communities Directorate of the Council and is based on an initial guidance document prepared by County Surveyors Society (CCS) Wales on behalf of all the unitary authorities in Wales. This document was adopted by Bridgend County Borough Council at its meeting of 21st September 2011.

This SPG will be a material consideration in the determination of all planning applications for development within the Townscape Heritage Initiative area of Bridgend, including applications for renewal of consents.

The Council would urge anyone seeking to submit an application for land-use development within the County Borough to consider this SPG and to contact the Local Planning Authority in advance of submitting an application to discuss the issues which are raised in this document on a site specific basis.



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21 September 2011

Bridgend County Borough Council

Parking Standards 2011

Guidance on Parking Zones

1 Introduction

- 1.1 This guidance is intended to support Bridgend County Borough Council's Parking Standards 2011 for local application in the county borough. It therefore represents Bridgend County Borough Council's Supplementary Guidance on Parking Standards on the determination of parking opportunities and accessibility requirements for all classes of land-use developments in the county borough for which planning permission may be sought and whose transport requirements would have an impact on surrounding infrastructure and the environment.
- 1.2 In 2008, a working group of local authority officers from Wales prepared the Wales Parking Standards 2008 on behalf of the County Surveyors' Society (CSS). The CSS Standards have already been adopted by Sewta, the regional transport consortium for south-east Wales. Other local authorities in Sewta and in the other transport consortia in Wales are currently in the process of adopting the Standards as a framework for developing local Supplementary Planning Guidance on parking. This approach is endorsed by the Sewta Regional Transport Plan (paragraph 4.14.2) where "the development of local car parking strategies and policies by individual local authorities (either as free-standing documents or as part of their LDP process)" will be supported and expressed in Policy CPP1 thus: "Sewta supports a consistent approach to car parking standards across the region."
- 1.3 The purpose of the CSS Parking Standards is to guide local authorities and the development industry in the provision of parking for all types of development in Wales. It reflects regional policy on transport contained in the *Regional Transport Plan*, guidance set out in *Planning Policy Wales 2002* and *Technical Advice Note (TAN) 18: Transport* in relation to Welsh Assembly Government advice to reduce reliance on the private car, improve accessibility that encourages walking, cycling and the use of public transport.
- 1.4 In this respect *Planning Policy Wales 2002* (paragraphs 8.4.2&8.4.5) requires that local authorities ensure that new developments provide lower levels of parking than have generally been considered in the past. Indeed, it further suggests that minimum parking standards are replaced by a new regime of maximum parking standards for private non-residential development. However, pragmatic consideration will have to be given to parking levels in areas that are, for example, not well served by public transport or; by walking and cycling facilities or; where traffic congestion brought about by high demand for kerbside parking is known to exist or predicted to occur.
- 1.5 In recognition of this, the previous Standing Conference Parking Guidelines (1993) were amended in an Addendum in 2001 so that the previously recommended minimum standards became maximum standards. This amendment has served as the authority's Parking Guidelines since then. However, the Addendum no longer applies and has now been superseded by the new Parking Standards.
- 1.6 It is now considered appropriate to provide local authority officers, the development industry and the general public, with an up-to-date set of Parking Standards which embrace the requirements of *Planning Policy Wales 2002*, together with subsequent policy guidance contained in both *Manual for Streets* and *TAN 18: Transport*.
- 1.7 The CSS Parking Standards contain an Appendix on sustainability criteria for calculating deductions to the base parking requirements of land-use development. These address issues such as, for example, proximity of local amenities, accessibility to public transport facilities, availability and proximity to walking and cycle routes and the potential for improving them and encouraging their use through measures such as travel plans. Travel Plans are likely to encourage walking, cycling and the use of public transport the nearer local amenities and public transport facilities are to any particular development, particularly higher density/occupancy developments.
- 1.8 With the introduction of *Planning Policy Wales 2002* and *Technical Advice Note 18: Transport* in 2007, it has become apparent that locations of journey origins (i.e. residential locations) may have to be treated differently from journey destinations (i.e. workplaces, retail centres, schools, etc.). Maximum parking standards at the latter end can be applied by restricted parking provision and adherence to Travel Plan measures that encourage employees, visitors and customers to consider alternative forms of transport to the private car.
- 1.9 The situation at journey origins is somewhat different in that, whilst maximum parking levels are still considered to be applicable, any reduction in the provision of parking must be carefully considered. Reduced provision should also take account of kerbside availability and convenience of public transport and emergency access considerations. This approach draws on the distinction between car ownership and car use and that it is the latter that imposes external costs on society.
- 1.10 Therefore limiting car parking provision at journey destinations rather than origins, would help to redress the modal imbalance. On this basis, the journey origin location will need to cater for space for the parking or storage of cars. Consequently a drastic reduction of parking spaces at residential locations should be avoided although some level of limited reduction may be appropriate in certain circumstances. Stringent parking standards in residential locations could therefore lead to haphazard parking on residential streets which may compromise highway safety.

2 Application of Standards

- 2.1 Section 5 of the Bridgend Parking Standards identifies parking zones which are derived from the CSS Parking Standards. These identify 6 general hierarchical parking zones ranging from City centres (zone 1) to Deep Rural (zone 6). The zones denote the level of parking that a development would attract and on a sliding scale based on accessibility criteria; the higher the location in the zonal hierarchy, the less parking opportunities that are allocated.
- 2.2 However, these Bridgend Parking Standards contain only four zones compared to the 6 zones identified in the CSS Standards as there are no City and Deep Rural locations in the county borough. There are Zones 2 (Town Centre) to 5 (Countryside) locations. The zones are broadly based upon the distance from commercial centres. Consequently new development closer to such facilities would tend to require lower levels of parking than those situated more remotely.
- 2.3 The Table below sets out the criteria used in defining the characteristics of the four zones applicable in Bridgend and includes appropriate parking zone plans contained in a separate Appendix. The four parking zones applicable in Bridgend county borough are:
- Zone 2 – Town Centre (Sub-regional Shopping Centre)
 - Zone 3 – Urban (District Shopping Centre)
 - Zone 4 – Suburban (Local Shopping Centre)
 - Zone 5 – Countryside (All other areas)
- 2.4 Key accessibility characteristics of an area are determined by the availability of walking and cycle facilities, proximity to public transport facilities (bus route, a bus stop, a bus station, a railway station) and public car parking facilities. These are then considered in a hierarchical order. For example, a bus station would score higher than a bus stop. The proximity of a location to a bus route is calculated by an optimum distance of 400m based on a walking speed of 4.8km/h. A location close to a railway station that serves regional or national destinations would score higher than a location close to a local railway station. Consequently, locations that are well served by public transport services would require fewer parking opportunities.

Parking Zones Criteria

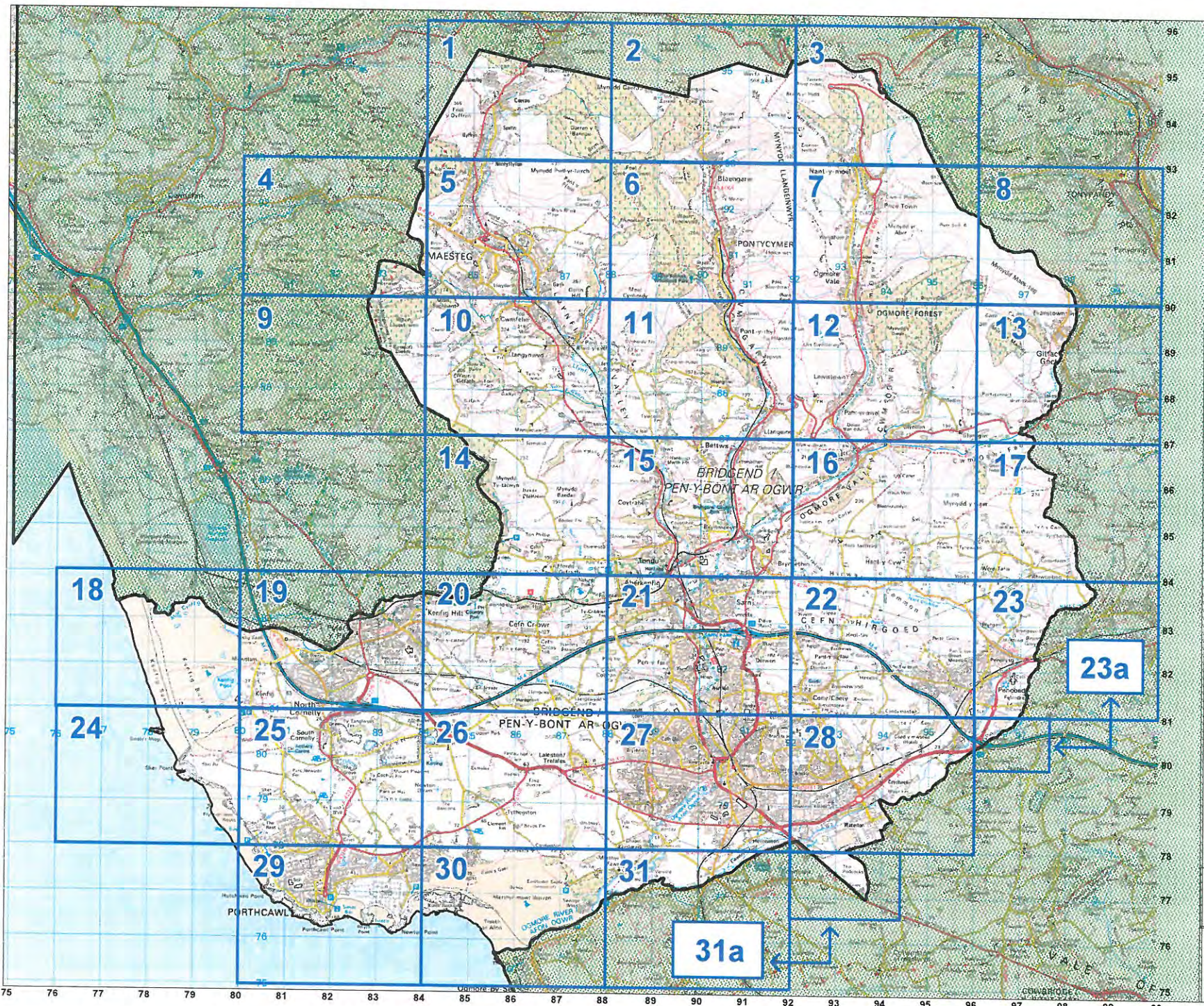
Zone	Land-use characteristics	Transport characteristics
2	<ul style="list-style-type: none"> a. Sub-regional shopping centre/ town centre b. Civic amenities e.g. government offices, libraries etc. c. Mostly commercial rather than residential. Where residential development exists it is of high-density. d. Main post office/sorting office. 	<ul style="list-style-type: none"> a. Focus of local bus network b. Bus station c. Railway station with direct services to national destinations d. Availability of off-street parking* e. Pedestrianised streets f. Availability of cycle routes g. Availability of cycle parking facilities
3	<ul style="list-style-type: none"> a. District shopping centre b. Post office 	<ul style="list-style-type: none"> a. Range of bus routes offering up to 6 buses per hour b. Range of bus destinations offering access to sub-regional centres c. A number of basic local facilities within 400m walking distance d. Rail station with direct access to local/regional destinations e. Availability of off-street parking* f. Availability of cycle parking facilities
4	<ul style="list-style-type: none"> a. Local shopping centre b. Mainly residential with some local facilities c. Post office d. Doctors surgery and/or other basic amenities. 	<ul style="list-style-type: none"> a. At least hourly bus service to town centre. b. Local facilities including a local centre within 400m walking distance c. May have a railway station d. Availability of off-street parking e. Availability of cycle parking facilities
5	Mainly residential, industrial units, areas of sparse development and not in close proximity to commercial centres	Little or no public transport access, limited or non-existent cycle network, no railway stations.

- Notes:**
1. The commercial centres identified in the UDP or its replacement document have been taken as the basis of the zonal areas.
 2. No Zone 1 was identified within the county borough. On a regional level this only relates to major cities such as Cardiff, Swansea and Newport.
 3. The 400m walking distance has been measured from the heart of the commercial centres and not the periphery.

- 2.5 The four zones identified in these Standards have been determined by sets of parameters relating to the accessibility profile of a location and the availability of amenities that are accessible by a range of transport modes in proximity to the proposed development. Therefore a combination of the accessibility profile of an area and the availability of amenities determine the level of parking provision that a developer would be required to provide.
- 2.6 Likewise, development locations that are in close proximity to other amenities such as shopping, leisure facilities, etc., would be deemed to require fewer parking opportunities as such locations or destinations are likely to be situated in town centres that would have access to public off-street car parks or to private non residential parking facilities that encourage cross visitation.
- 2.7 Generally, town centre locations particularly in district shopping centres would require fewer parking opportunities because they are well served by pedestrian routes, are highly accessible by a range of public transport infrastructure and services including taxis and have a wider range of amenities that facilitate joint trips. The three major town centres of Bridgend, Maesteg and Porthcawl identified in the UDP therefore constitute the topmost hierarchy in the county borough which is Zone 2.
- 2.8 The district shopping centres identified in the UDP constitute Zone 3 in this Guidance and they are characterised by the availability of a post office, civic amenities, appropriate retail facilities and commensurate employment opportunities. In accessibility terms, a Zone 3 location must have all or most of the transport characteristics identified in the Table above. The following settlements are in Zone 3:
- Pyle and Kenfig Hill
 - Pencoed
 - Litchard and Penyfai
 - Aberkenfig
 - Maesteg
 - Nantyllyllon and Caerau
 - Blaengarw and Pontycymmer
 - Ogmere Vale
 - Nantymoel and Pricetown
- 2.9 Development sites and trip destinations in the above settlements would tend to have slightly less stringent parking allocations than similar developments in Zone 2.
- 2.10 Zone 4 locations are principally characterised by residential (or suburban) developments with the availability of some other amenities such as a local post office, a corner shop, a GP's surgery and a school. The accessibility profile particularly relating to the level of public transport availability in Zone 4 may be very low as bus services may not be as regular although local facilities may lie within a 400m walking distance. A Zone 4 location may have a relatively easy access to a railway station that is served by local bus services thereby promoting use of integrated transport. Large housing estates would tend to have most of the land-use and accessibility characteristics of Zone 4.
- 2.11 Zone 5 in Bridgend county borough captures all other areas not identified in Zones 2 to 4.
- 2.12 It should be noted that the zones identified in this Guidance may be subject to variation in future as a result of further developments which may introduce further community facilities or give rise to improved transport facilities which may result in an area being re-designated in zonal terms.

3. Use

- 3.1 Local authority officers, the development industry, the general public and those who are affected by or interested in parking policies in relation to the development control process, are therefore advised to refer to the appropriate parking zones map to establish the zone where their site is located.
- 3.2 Once they have established its location within any particular zone, they should then refer to the main parking standards document.
- 3.3 For example, if they have an office development in Zone 4 that is greater than 1000m² gross floor area, they will go to page 17 of the main document and establish that the base figure for parking is 1 parking space per 40m²
- 3.4 They will then calculate a base parking figure.
- 3.5 Once this is established, they will then turn to the Sustainability Index in Appendix 5 and calculate the sustainability 'index' of the site via a calculated points value.
- 3.6 From this points value, they will be able to calculate a reduction in the base parking value to provide a final parking requirement for the site.
- 3.7 It is possible that there may subsequently be further reductions in final parking requirements after use of a unit has commenced as a result of a successful travel plan, sustained public transport use and parking management regimes.



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Bridgend County Borough Council
Parking Standards
Map Index

Not to Scale
Date 19/01/2010

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