



Blaenau Gwent County Borough Council
Cyngor Bwrdeisdref Sirol Blaenau Gwent

Draft Supplementary Planning Guidance

Access Car Parking & Design

April 2012

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Blaenau Gwent County Borough Council
Draft Supplementary Planning Guidance

Access, Car Parking and Design

1.0 INTRODUCTION

- 1.1 This Draft Supplementary Planning Guidance (SPG) has been produced to provide guidance on access, circulation and parking in the planning process.

proposed development is likely to function in transport terms and what effect, beneficial, adverse or otherwise the development will have on the surrounding highway network. A TIS would be required to identify how necessary infrastructure and services would be provided.

- 3.2 This document provides guidance on Transport Assessment and reflects TAN 18:Transport and the Department for Transport's (2007) 'Guidance on Transport Assessment' publications.

Travel Plans

- 3.3 Travel plans have a significant role to play in achieving a reduction in road traffic by enabling organisations to manage their travel needs and encourage more sustainable modes of travel. A travel plan is a package of measures designed to reduce car use (especially single occupancy vehicles) from new developments by supporting alternative modes of transport and reducing the need to travel in the first place. Guidance on Travel Plans is given below.

Car Parking

- 3.4 This document introduces revised guidelines for parking. These are based on the document 'Wales Parking Standards - 2008' produced by the County Surveyors Society, but have been developed to be appropriate for Blaenau Gwent. The Parking Guidelines are a material consideration in individual planning applications.
- 3.5 Paragraph 8.4.2 of Planning Policy Wales Edition 4 (2011) states that 'Car Parking Provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan'.
- 3.6 Technical Advice Note 18: Transport (2007) supplements Planning Policy Wales and states that 'Maximum car parking standards should be used at regional and local level as a form of demand management' and that for new development, regard should be given to alternative transport modes, economic objectives, public and shared parking arrangements.
- 3.7 Therefore, this document introduces "maximum" parking standards. A system of zones is also introduced for parking standards, based on the Wales Parking Standards.
- 3.8 This new approach to transport, with the change from predicting and providing for cars to managing traffic and reducing car dependency, means a new role

Design

- 3.9 This section gives some guidance on specific points, but Manual for Streets (MfS), published in 2007 by the Department of Communities and Local Government, the Department for Transport and the Welsh Assembly Government, and Manual for Streets 2 (MfS2), published in 2010 by the Chartered Institution of Highways and Transportation, give more in depth guidance on design.
- 3.10 In the past, cars dominated layout designs. Today much greater emphasis is placed on walking, cycling and the use of public transport and this needs to be

- x An assessment of committed developments in the area;

- 4.6 As advised in TAN 18, there may be instances where the transport network is particularly sensitive and consequently the thresholds for the requirement for a TA will be lower. Developers are advised to contact the Council to discuss the potential requirement for TA on developments below the thresholds in Table 1. A threshold might be relaxed where the planning application is for a specific occupier who provides evidence that unusually low trip generation is likely.
- 4.7 All new schools, hospitals and other healthcare facilities should be subject to a TA. The level of detail should be proportionate to the scale of the development, although the TA should clearly set out how the proposed location meets the principles of sustainability.
- 4.8 Where a number of small / medium piecemeal developments are proposed in close proximity to one another it may be appropriate to undertake one overarching assessment and this could be done as part of a comprehensive study.
- 4.9 As part of the development of the Transport Assessment Strategy, the Council will enter into negotiations / planning obligations with developers in order to secure satisfactory accessibility to new development by all modes of travel. The level and form of provision will be determined in relation to the nature and scale of development and specific local circumstances.
- 4.10 In certain circumstances the Council will require a review of TA assumptions (e.g. trip generation and traffic distribution) to be undertaken 1 year after substantial occupation with a financial bond in place, should subsequent transport related improvements be necessary. This review will be based on forecast traffic generation versus observed traffic generation. Should the latter be materially higher, then at the discretion of the Highway Authority, the financial bond could be used for improvements.

Travel Plans

- 4.11 The following guidance outlines the types of development for which a Travel Plan is appropriate, the size of that development, the transportation measures considered appropriate, criteria covering the circumstances in which the various measures should be considered and modal split targets. Consideration is also given to implementation, enforcement and monitoring issues. Travel Plans would form part of a Section 106 agreement related to the development proposed.
- 4.12 Development proposals that will have a significant transport implication will be required to be accompanied by a Travel Plan before any granting of planning permission. The implementation of Travel Plans will be secured through a condition or planning obligation on the planning permission. Key elements of a travel plan should include:
- x The setting of short and medium term targets for different modes;
 - x The identification of enforcement measures, if targets are not met;

- 4.26 These guidelines cover all built up and rural areas. The level of parking to be provided may depart from the guidelines by providing less parking, where it can be demonstrated that there would be no unacceptable impacts on highway safety, free flow of traffic or amenity.
- 4.27 The following Parking Zones are considered appropriate for Blaenau Gwent. Where a development lies adjacent or close to the zone boundary, the level of provision of parking will primarily be according to the zone within which the site lies, but levels of accessibility will be taken into account and should be discussed with the Council prior to the submission of a planning application. The Zones are based on the Wales Parking Standards, but have been renumbered as two of the zones within the above document have not been used (1 & 6), as they are not strictly applicable to Blaenau Gwent (Refer to map attached at Appendix 2).

Zone 1 – Town Centres

This relates to the town centres of Ebbw Vale, Tredegar, Brynmawr and Abertillery, which are destinations for most activities not met within local communities. The town centres have a full range of retail activity and many commercial businesses, all within walking distance. The towns are the focus of the local bus network. The built up density is high with little private car parking. There are significant parking restrictions and sufficient public off-street car parking provision.

Zone 2 – Urban

The zone includes the areas surrounding the towns identified above and other urban areas which contain the range of basic local facilities generally within 400m walking distance. The settlements have regular and frequent bus services to a range of destinations offering practical access to most but not all essential facilities. The curtilage of the areas e area10setwxDC 0 Tc 8ef destina

it should be noted that some of these factors are outside direct planning control:

- (a) accessibility to and the service provided by the public transport system;
- (b) the availability of private buses or the extent of car pooling;
- (c) the relative proportions of full time / part time / local catchment of labour;
- (d) shift patterns;
- (e) accessibility by walking and cycling;
- (f) the existing and possible future congestion in streets adjacent to the development;
- (g) accessibility to and the availability of public and/or private car parking space in the vicinity;
- (h) Topography of the area.

4.29 Section 106 Agreements may be negotiated with developers and these can include a number of measures to mitigate the potential impact of development and to address concerns.

4.30 All parking areas other than residential parking areas off low-trafficked, low speed, minor residential roads should be designed to allow vehicles to enter and leave the site in forward gear. Safe pedestrian access routes and circulation must be provided within all new parking areas.

4.31 Where Travel Plans are required as a condition of planning consent and supported by a bond, appropriate relaxation of the parking requirements may be made following acceptance of the details of a submitted travel plan, provided that measures to enforce compliance with the Travel Plan are included within a Section 106 Agreement.

4.32 In certain circumstances, e.g. Conservation Areas, relaxations of the standards may be allowed in order to preserve environmental conditions.

4.33 The absence of parking standards for a particular land use does not mean that no parking provision will be required, for example no specific guidelines are included for veterinary surgeries, funeral homes and churches. The provision of parking in such developments will be considered on an individual basis in order to 5 Tdsupportede p-15ed in or -1.1irproriTj

- f) Places of Entertainment / Community Establishments
- g) Hotels and Restaurants
- h) Educational Establishments.

Design

- 4.36 It is a requirement that most types of applications for planning permission are accompanied by a 'Design and Access Statement'. Guidance on the content of Design and Access Statements is contained within Technical Advice Note (TAN) 12: Design (2009) and SPG on Residential Development – A Model Design Guide for Wales and A design Guide for Householder Development.
- 4.37 MfS is a material consideration in determining planning applications and applicants should have regard to it in forming their proposals. Applicants will be expected to demonstrate in their Design and Access Statement how they have used MfS.

- x Ensure paths are direct, well lit, open and clear of hiding places;
 - x Set paths in landscape strip to avoid nuisance to neighbouring properties;
 - x If possible keep paths away from sides and rear of properties;
 - x Avoid planting hedges that may obscure the line of a path or make access physically difficult;
 - x Keep the widths of new paths sufficiently wide to make them seem inviting and easy for everyone to use.
- 4.50 Developers should bear in mind the needs of the less able and disabled. Steep gradients steps and stiles can cause difficulties for wheel chair users, the elderly and for these with pushchairs. Paths should be properly drained and although it is appreciated that would not be environmentally acceptable for most rural paths to be surfaced, in certain circumstances paths should be surfaced (contact Countryside Section, Disability Wales for further advice).
- 4.51 There is no general rule applying to the width of public rights of way and the width is a matter of fact to be determined in each case. Sometimes the width is formally recorded on the Definitive Statement, or it may be the width between fence or hedge boundaries, or the width may also be that which the public have customarily enjoyed.
- 4.52 In the absence of specific evidence a reasonable useable width is usually considered to be 2 metres for a footpath, 3 metres for a bridleway and 5 metres for a byway.
- 4.53 In the case of an enclosed footpaths and bridleways greater widths should generally be provided, this should usually be 3 metres for footpaths and 4 metres for bridleways.
- 4.54 Cyclists are legally entitled to use bridleways but not footpaths. Where it is intended for a route to be upgraded for cyclists, for example by resurfacing a bridleway, care should be taken to ensure that the surface is suitable for

APPENDICES

Table 1: Use Classes

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
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Tables a1 & a2 Notes

1. Where communal parking is provided, it must be conveniently sited and should be in a location that is also overlooked which will thereby enhance its security. Depending on local context, designated parking secured by a

b) Office Developments

Table b1: Offices: Zones 1 & 2 (Use Class B1 and A2)	
Development	Requirement
Offices (< 1000m ²)	1 space per 25-35m ²
Offices (> 1000m	

c) Shops

Table c1 : Shops: Zones 1 & 2		
Type of Development	Operational Requirement	Maximum Requirement
Shops (< 200m ²)	See Note	1 space per 60m

4. For premises up to a maximum of 200m² 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. Increases in transactions at supermarkets are not proportional to increases in floor area. Extensions of 33% of gross floor area produce a 10% increase in transactions.
- 6 The non-operational standard includes employees parking.
7. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the store servicing area in a forward gear.

e) General Industry, Distribution and Storage



f) Places of Entertainment / Community Establishments

Table f1 : Places of Entertainment/ Community Establishments: Zone 1		
Type of Development	Operational	Maximum 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 Hall	1 commercial vehicle space	1 space per 8 m ²
Assembly Halls (Social) e.g. Unlicensed Club, Community Centre	1 commercial vehicle space	1 space per 10 m ²
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats
Health Centres & Surgeries	1 space per practitioner (See Note 3)	Nil
Public Leisure Centres	1 commercial vehicle space	Nil
Fitness Clubs, Leisure Clubs & Sports Clubs (See Note 6)	1 commercial vehicle space	Nil
Libraries	1 commercial vehicle space	Nil
Table f2 : Places of Entertainment/ Community Establishments: Zones 2, 3 & 4		
Type of Development	Operational	

Tables f1 & f2 Notes

1. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.
2. In Zone 1 there may be a relaxation of parking for entertainment facilities where there is available public car parking.
3. Practitioner to include doctor, dentist, nurse, health visitor etc.
4. Consideration must be given to the provision of a coach parking area where appropriate and to cycle and motorcycle parking.
5. 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.

g) Hotels and Restaurants

Table g1: Hotels and Restaurants: Zone 1		
Type of Development	Operational	Non-operational
All development types	See Note 1	Nil

Table g2: Hotels and Restaurants: Zones 2, 3 & 4	
Type of Development	Operational

- 7 In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.

h) Educational Establishments

Table h1 : Educational Establishments: All Zones		
Type of Development	Operational	Non-operational
Day Nurseries & Creches, (new build property)	See note 1	space per 2 full time staff
Day Nurseries & Creches, (converted property)	Included in non-operational requirement	1 space per 2 full time staff (See Note 3)
Nursery/Infants/Primary Schools	1 commercial vehicle space	2 spaces per classroom & 3 visitor spaces
Secondary Schools	1 commercial vehicle space	1.5 spaces per classroom, 1 space per 20 students of age 17 and 3 visitor spaces. Bus parking as required
Colleges of Higher/Further Education (See Note 6)	1 commercial vehicle space 1 space per each member of teaching staff,	1 space per 2 ancillary staff, 1 space students and 5 visitor spaces.

Table h1 Notes

1. For new and converted day nurseries

Infants - Formal schools ages 3 to 7

CYCLE PARKING GUIDELINES

1. Short stay parking and long stay parking is considered separately in the following tables. Short stay parking addresses the needs of customers or other visitors to a development, whereas long stay parking is applicable to the

Type of Development	Cycle Parking Provision	
	Long Stay	Short Stay

a) Residential

Apartments

1 stand per 5 bedrooms

Purpose built student accommodation

1 stand per 2 bedrooms

Self contained elderly persons accommodation

1 stand per 20 bed spaces

MOTORCYCLE PARKING GUIDELINES

1. Motorcycle parking should be located in a safe, secure and convenient location where other vehicles cannot encroach or obstruct the motorcycle parking area.
2. Motorcycles are prone to theft. For reasons of security, motorcycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance. Surrounding high walls or shrubbery should be avoided as they could provide cover for thieves. In certain instances the introduction of CCTV or other security means could be necessary. In particular these facilities should be located where other larger vehicles, such as vans, could not be used to steal the motorcycles.
3. Robust anchor points must be provided to lock the motor cycles to, but the design of the anchor points must be such that they are able to accommodate a wide range of motorcycle wheel sizes, but without affording easy leverage for bolt croppers or other equipment used for the purposes of theft. Care must also be taken to ensure that locking facilities do not present a trip hazard to pedestrians, disabled persons and particularly people with sight problems.
4. Covered motorcycle parking would clearly be of benefit to riders, particularly for long-term parking, as would the supply of convenient litter bins as riders have little space for carrying surplus articles. It is also important to consider the supply of lockers for storage of rider's protective clothing and helmets.
5. Motorcycle length and width dimensions are generally reduced when parked, as the front wheel will be turned to a locked position. The effective length and width vary between about 1600mm to 2300mm (length) and 650mm to 900mm (width). A bay size of 2.8m x 1.3m is recommended.
6. A further consideration is that of disabled riders. It is suggested that provision be made for disabled riders by way of special marked-out bays of increased size. Any rider experiencing reduced mobility and strength will benefit from extra room to position themselves to the side of their bike when manoeuvring or mounting. As the rider population ages, stiffness and reduced range of movement will make this a common issue.
7. Motorcycle parking bays should not be surfaced with bitumen based material as it can soften in hot weather, causing the stand of the motorcycle to sink and the bike to topple. Concrete surfaces should avoid this problem.

PARKING GUIDELINES FOR DISABLED PEOPLE

It is recommended that appropriately positioned parking places, preferably within

or fallen leaves obscure the road markings, the purpose of the bay is still apparent.







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& K L H I 5 H J H Q H U D W L R Q 2 I z F H U

Title : Car Parking Zones

Scale 1 : 80000

KEY

-  Zone 1 - Town Centre or City Centre Fringe
-  Zone 2 - Urban
-  Zone 3 - Suburban or near urban
-  Zone 4 - Countryside