



SUPPLEMENTARY PLANNING GUIDANCE
Parking Standards

For use alongside:

Local Development Plan – Adoption (2013) to 2021

PEMBROKESHIRE COUNTY COUNCIL

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1. The purpose of this Guidance

- 1.1 This Supplementary Planning Guidance (SPG) document builds on specific Development Plan policies, providing advice on Parking Standards for new developments. It relates to the Council's area of planning responsibility, which is the whole County but excluding the Pembrokeshire Coast National Park.
- 1.2 Within the National Park, the Pembrokeshire Coast National Park Authority is the Local Planning Authority. It has adopted a Local Development Plan for the National Park and also Supplementary Planning Guidance setting out Parking Standards for the National Park.
- 1.3 SPG documents do not form part of an adopted Development Plan but are intended to offer detailed guidance elaborating on the Development 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 elected members.
- 1.4 A draft version of this document formed a basis for public consultation. Following that consultation, an amended version was prepared, which was considered by the Council's Cabinet and took into consideration issues raised through the consultation process. A Report of Consultation has been prepared to accompany the final document.
- 1.5 This item of SPG was prepared in accordance with national planning policy and national transport guidance, in particular taking account of:
 - Planning Policy Wales, *Welsh Government*;
 - Technical Advice Note 18 – Transport (2007), *Welsh Government*;
 - Manual for Streets (2007), DCLG, *DfT and Welsh Government*;
 - Manual for Streets 2 (2010), CIHT; and
 - Encouraging Walking: Advice to Local Authorities (2000), *Department of the Environment, Transport and the Regions*.

1.6 The document should be read and used in conjunction with the Pembrokeshire County Council Local Development Plan, which was adopted in early 2013. The SPG elaborates on various policies, but in particular:

- SP 10 (Transport Infrastructure and Accessibility);
- GN.1 (General Development Policy), in particular criterion 5 and paragraph 6.6 (there is a specific reference to the intention to prepare this item of SPG in the latter); and
- GN.39 (Transport Routes and Improvements).

2 Background

2.1 Availability of car parking is a key element in managing car use and a major influence on people's choice of means of transport. The layout and amount of car parking available also affects the density and efficiency of developments, with poorly designed layouts or an excessive number of parking spaces undermining the objective of efficient land-use planning.

2.2 The parking standards are based on:

- Recognition that the availability of parking influences choice of means of transport;
- The objective of reducing reliance on the motor car and promoting other means of travel; and
- Making the best use of the existing transport network.

3 All-Wales Parking Standards

3.1 The parking standards within this document are based on (and in some instances replicate) the information in the Wales Parking Standards 2008 (prepared by the County Surveyor Society and usually referred to as the All-Wales Parking Standards), modified to reflect the circumstances found in Pembrokeshire. They will apply within the area of Council planning responsibility, which is the County, excluding the National Park. There are associated Local Parking Zones, as explained in section 4.

- 3.2 The All-Wales Parking Standards have been adopted by the regional transportation consortium for South West Wales, SWWITCH. They represent a fundamental departure from previous practice by introducing a requirement for Local Authorities to introduce a system of zones for parking purposes. This document provides guidance on the parking provision required, according to the type of development proposed and the zone in which the proposed development is located.
- 3.3 Zone 1 is spatially defined on maps that form a part of this document (see pages 27 to 37). Where development is proposed outside a Zone 1 location, applicants will be expected to indicate which of Zones 2 to 6 they consider their proposal is situated within and why they have reached this conclusion. In so doing, reference should be made to the sustainability of the location, including ease of access to services, facilities and regular public transport. In its evaluation of the proposal, the Council will consider whether the applicant's zoning indication is correct or otherwise and if necessary will propose an alternative.
- 3.4 Areas in Zone 1 are considered to be of historic and / or visual (townscape) value and particular care will be required to ensure that parking provision does not compromise their integrity. Consequently the standard parking requirement in zone 1 is very low.
- 3.5 Parking standards set out in this document indicate the **maximum** requirement in new developments. Only in exceptional circumstances should the maximum requirement be exceeded; in such instances an applicant would have to demonstrate, to the satisfaction of the Council, a need for additional parking, using a Travel Plan¹.

4 Local Parking Zones

4.1 Zone 1²

These are spatially defined areas within settlements that have significant visual (townscape) attractiveness and / or historic importance. These areas also perform well in terms of the attributes presented for zone 2 locations, specifically service provision, facilities and availability of travel choices.

¹ Travel Plans have been introduced by the Department for Transport to present long-term travel management strategies for a particular occupier or a specific site. They are used where there is a requirement to deliver sustainable transport objectives, to manage the demand for movement and to improve accessibility for everyone. Travel plans, where deemed necessary by the Council, will be provided by the applicant.

² Zone 1 areas are listed and mapped in Appendix 1.

4.2 Zone 2

These are areas outside Zone 1 that are well provided for in terms of services, facilities and travel choices, for instance town centre areas outside Zone 1. Locations in Zone 2 are within 400m walking distance of all Top Level and Prime Services³.

4.3 Zone 3

These are areas outside Zones 1 and 2 which are nonetheless reasonably well provided for in terms of services, facilities and travel choices and are typically suburban in nature. Locations in zone 3 are between 400m and 800m walking distance of all Top Level Services.

4.4 Zone 4

These are areas outside Zones 1 to 3 which are adequately provided for in terms of services, facilities and travel choices. Areas within Zone 4 have a 'Moderate'⁴ provision of nearby services and facilities. Areas in Zone 4 will have a service provision score of 8 points or more within 800m walking distance; the score may consist of any combination of 'Top Level' services and / or 'Prime' services.

4.5 Zone 5

These are areas outside Zones 1 to 4, frequently within rural settlements, with limited local provision of services and facilities and restricted travel choices. Areas in Zone 5 will have a service provision score of more than two points (but less than the Zone 4 threshold score of 8 points) within 800m walking distance; the score may consist of any combination of Top Level services and / or Prime services.

4.6 Zone 6

Areas within Zone 6 are likely to be either within small rural settlements or to comprise small clusters of buildings or individual buildings in the countryside. Car travel is likely to be required for most if not all journeys to access services and facilities and travel choices will be very limited. Areas in Zone 6 will have a service provision score of 2 or less within 800m walking distance.

³ 'Top Level' and 'Prime' services are listed in Appendix 2. A walking distance of 400m is considered as an 'acceptable walking distance' to services according to the DETR advice note 'Encouraging Walking' (2000).

⁴ 'Moderate' refers to the level of service and facility provision expected from a local centre.

5 Maximum Parking Standards for New Developments

5.1 Residential: New Build & Conversions

Parking Zone 1

<i>Type of Development</i>	<i>Residents</i>	<i>Visitors</i>	<i>Disabled parking (minimum)</i>
General Purpose Housing and Apartments	Nil	Nil	Nil
Special Purpose Housing	Nil	Nil	Nil

Parking Zones 2-4

<i>Type of Development</i>	<i>Residents</i>	<i>Visitors</i>	<i>Disabled parking (minimum)</i>
Houses	2 spaces per house	Nil	Nil
Apartments	1 space per apartment	Nil	Nil
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil	6% of total provision, minimum 1 space
Self-contained elderly persons dwellings (not wardened)	1 space per 2 units	1 space per 4 units	6% of total provision, minimum 1 space
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, minimum 1 space
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, minimum 1 space
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, minimum 1 space

Parking Zone 5

<i>Type of Development</i>	<i>Residents</i>	<i>Visitors</i>	<i>Disabled Parking (minimum)</i>
Houses	3 spaces per house	1 space per 5 dwellings	Nil
Apartments	1 space per apartment	1 space per 5 dwellings	Nil
Special Purpose Housing	Nil	Nil	6% of total provision, minimum 1 space
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil	6% of total provision, minimum 1 space
Self-contained elderly persons dwellings (not wardened)	1 space per 2 units	1 space per 4 units	6% of total provision, minimum 1 space
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, minimum 1 space
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, minimum 1 space
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, minimum 1 space

Parking Zone 6

<i>Type of development</i>	<i>Residents</i>	<i>Visitor</i>	<i>Disabled parking</i>
General Purpose Houses and Apartments	By agreement through Travel Plan	By agreement through Travel Plan	By agreement, through Travel Plan
Special Purpose Housing	By agreement through Travel Plan	By agreement through Travel Plan	By agreement, through Travel Plan

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

1. Garages may only be counted as parking spaces if they have internal dimensions that meet disabled access requirements of 6m x 3.6m. All properties with a garage must also have a 6m long driveway which has a width of not less than 3.6m.
2. 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.
3. 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.

5.2 Office Development

Parking Zones 1-2

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

Parking Zone 3

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

Parking Zone 4

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

Parking Zones 5-6

<i>Development</i>	<i>Requirement</i>	<i>Development</i>	<i>Requirement</i>
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

All Parking Zones

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of office development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of office development	6% of total provision, minimum 1 space, or where appropriate agreed through a Travel Plan

Notes relating to parking standards at Office Developments in all zones

1. 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.

5.3 Retail Development

Parking Zones 1-2

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Shops (<200m ²)	1 commercial vehicle space	1 space per 60 m ²
Shops and small supermarkets (201-1000m ²)	2 commercial vehicle spaces	1 space per 40m 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

Parking Zones 3-4

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
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

Parking Zones 5-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Shops (All sizes)	By agreement, through a Travel Plan	By agreement, through a Travel Plan

All Parking Zones

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of retail development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of retail development	6% of total provision, minimum 1 space, or where appropriate agreed through Travel Plan

Notes relating to parking standards for shops in all zones

1. 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.

5.4 Retail Warehousing and Commercial Repair Garages

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All types of warehousing and commercial repair garage development	Nil	Nil

Parking Zones 2-5

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Retail Warehousing (non-food) (non-DIY) (>1000m ²) ⁵	3 commercial vehicle spaces	1 space per 30m ²
Retail Warehousing (DIY & Garden Centres) (>1000m ²) ⁵	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) ⁵	3 commercial vehicle spaces	1 space per 80m ²
Commercial Repair Garage	1 car/lorry space per car/lorry service bay	2 car/lorry spaces per service bay
Service Stations (MOT, exhausts, tyres etc)	1 lorry space & 20% of GFA	2 car/lorry spaces per 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

Parking Zone 6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All types of warehousing and garages development	By agreement through a Travel Plan	By agreement through a Travel Plan

⁵ Proposals below 1000m² by agreement through a travel plan.

Parking Zones 2-6

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of Retail Warehousing and Garages development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of Retail Warehousing and Garages development	6% of provision for car parking, minimum 1 space, or where appropriate agreed through a Travel Plan

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

1. 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.

5.5 Industry and industrial warehousing

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Small Industry (<1000m ²)	1 van space	Nil
Industry	1 space per 1000m ²	Nil
Highly Technical Industry	1 space per 1000m ²	Nil
Industrial Warehouses	1 space per 1000m ²	Nil
Storage Warehouses	1 space per 1000m ²	Nil

Parking Zones 2-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Small Industry (<1000m ²)	1 van space	1 space
Small Industry (<100m 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

All Parking Zones

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of Industry and Industrial warehousing development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking (minimum)</i>
All classes of Industry and Industrial warehousing development	6% of provision for car parking, minimum 1 space, or where appropriate agreed through a Travel Plan

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

1. Operational requirements:

GFA* m²	Minimum m²
100	70
250	85
500	100
1000	150
2000	200

* Gross Floor Area

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

2. For premises up to a maximum of 235m² gross floor area, an application to provide an extension of up to 20% of GFA will not require additional parking. This allowance will only be made once and any parking displaced by the extension must be relocated.
3. Vehicles should be able to enter and leave the site in forward gear.
4. 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”.

5.6 Places of Entertainment

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All development types	1 commercial vehicle space	Nil

Parking Zones 2-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
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 5 seats
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats
Stadia	1 commercial vehicle	1 space per 15 seats

All Parking Zones

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of Places of Entertainment development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of Places of Entertainment development	6% of provision for car parking, minimum 1 space, or where appropriate agreed through a Travel Plan

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

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

5.7 Hotels and Restaurants

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All development types	1 commercial vehicle space	Nil

Parking Zones 2-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
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 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

All Parking Zones

<i>Type of Development</i>	<i>Motor cycle parking provision</i>
All classes of Hotel and Restaurant development	5% of provision for car parking

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of Hotel and Restaurant development	6% of provision for car parking, minimum 1 space, or where appropriate agreed through a Travel Plan

Notes relating to parking standards for Hotels and Restaurants in all zones

1. 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.
2. 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.
3. Vehicles should be able to enter and leave the site in forward gear.

5.8 Community Establishments

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All development types	1 commercial vehicle space	Nil

Parking Zones 2-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
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 floor-space
Chapels of Rest	3 commercial vehicle spaces	Nil
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

5.9 Educational Establishments

Parking Zone 1

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
All Educational Establishments	1 commercial vehicle space	Nil

Parking Zone 2-6

<i>Type of Development</i>	<i>Operational</i>	<i>Non-operational</i>
Day Nurseries & Creches (new build property)	1 commercial vehicle space	1 space per 2 full time staff
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, 1 space per 20 students of age 17 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

All parking zones

<i>Type of Development</i>	<i>Disabled parking provision (minimum)</i>
All classes of Educational Establishments development	6% of provision for car parking, minimum 1 space, or where appropriate agreed through a Travel Plan

6 Minimum Cycle Parking Standards

Parking Zones 1 to 4

<i>Type of Development</i>	<i>Cycle Parking Provision</i>
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
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

Type of Development (continued)	Cycle Parking Provision (continued)
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
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

Parking Zones 5-6

Type of Development	Cycle Parking Provision
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
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 500m ²
Non-food	1 stand per 500m ²
Supermarkets	1 stand per 1000m ²
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

Type of Development	Cycle Parking Provision (continued)
e) Industry and Industrial Warehousing	
Industry	1 stand per 500m ²
Industrial Warehousing & Storage Centres	1 stand per 500m ²
f) Places of Entertainment	
Assembly Halls: Commercial Social	1 stand per 10 staff 1 stand per 30 seat
Cinemas, Theatres & Conference Centres	1 stand per 10 staff
Stadia	1 stand per 20 seats
g) Hotels & Restaurants	
Hotels	1 stand per 5 bedrooms
Public Houses	1 stand per 5 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 10 staff
Fitness Clubs	1 stand per 10 staff
Leisure Clubs & Sport Clubs	1 stand per 10 staff
Libraries	1 stand per 10 staff
i) Educational Establishments	
Day Nurseries & Crèches	1 stand per 30 children
Nursery, Infants & Primary Schools	1 stand per 50 children
Secondary Schools & Colleges of Further Education	1 stand per 5 staff, 1 stand per 100 students and 1 stand per 6 students of age 17
j) Transport Facilities	
Park & Ride and Car Parks	1 stand per 20 car park spaces

Notes relating to cycle parking standards for all zones

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.

Appendices

Appendix 1 – Zone 1 Areas

- A1.1 Each town centre within the Council's area of planning responsibility has a Conservation Area, in recognition of the historic and townscape value of the areas concerned. Therefore Zone 1 areas have been defined for each town centre.
- A1.2 Additionally, there are several villages within the Council's planning area which also have Conservation Areas, recognising similar qualities to those in the town centres. In many of these villages, the traffic and parking issues are of a modest scale and would not justify a Zone 1 designation. However, there are three larger villages with Conservation Areas where a Zone 1 designation is justified. In each case the historic form of the village is of a linear nature, bisected by the main village road.
- A1.3 The towns and villages for which Zone 1 areas have been defined are listed below:

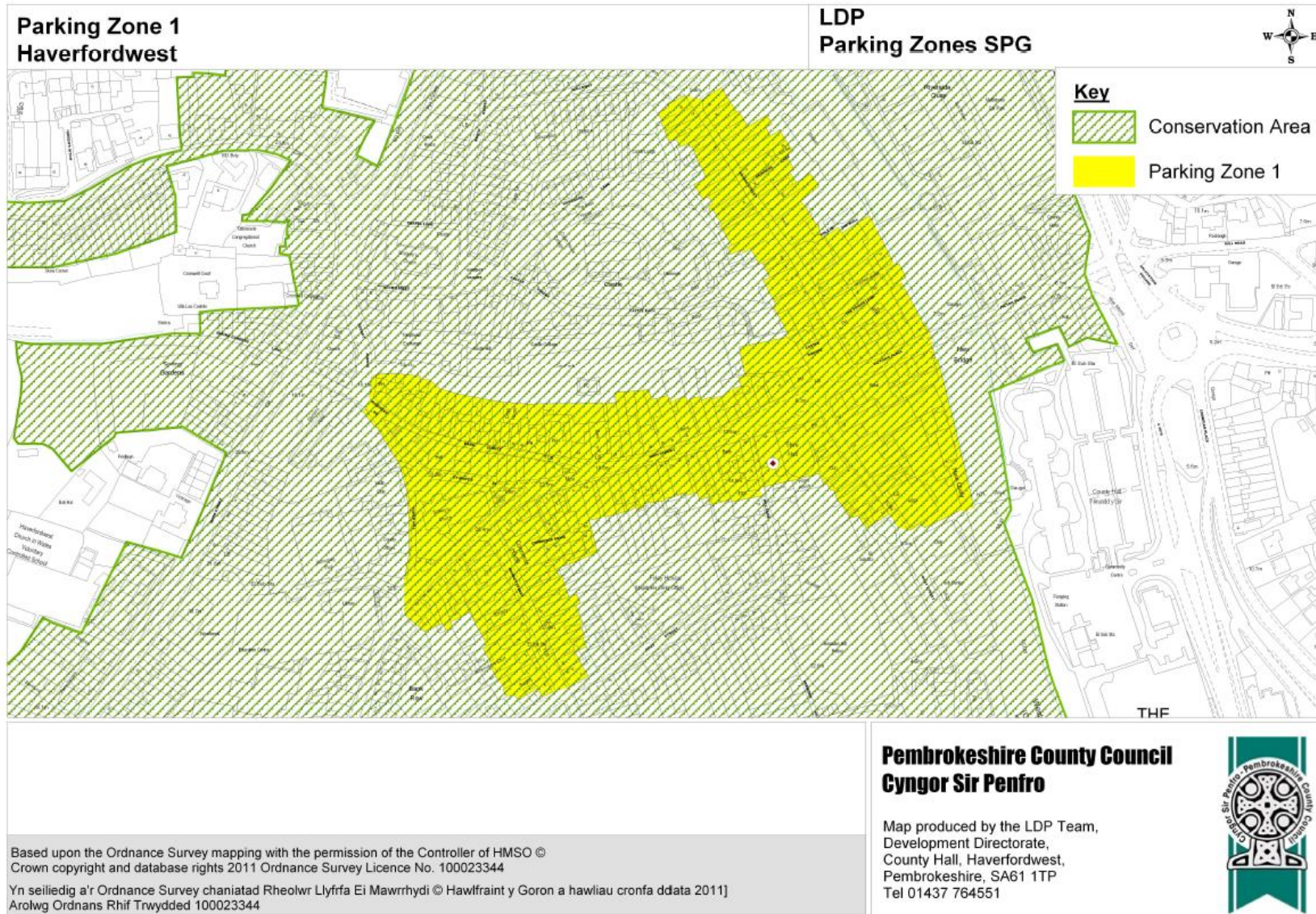
Towns

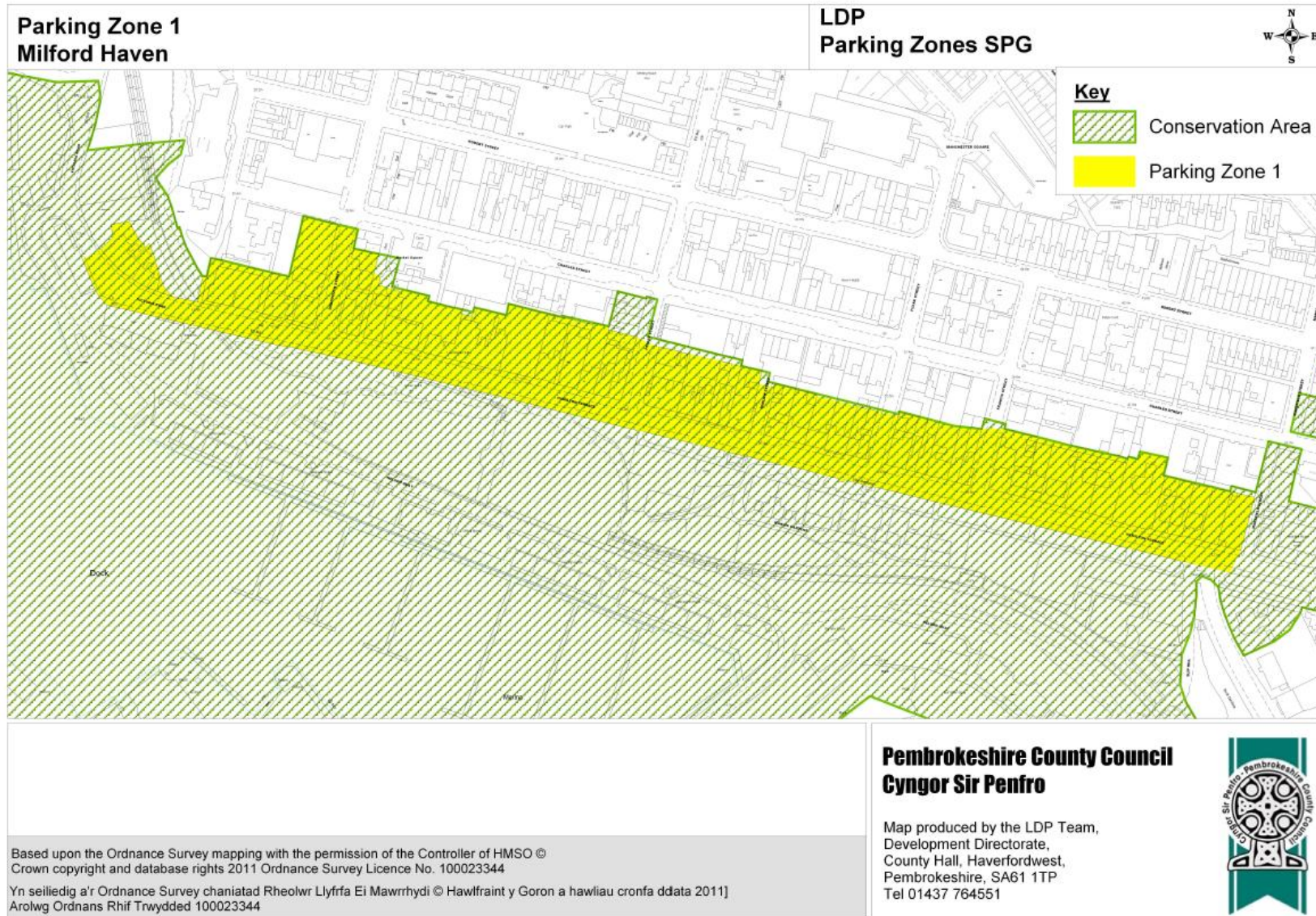
Haverfordwest Town Centre
Milford Haven Town Centre
Pembroke Town Centre
Pembroke Dock Town Centre
Fishguard Town Centre
Goodwick Town Centre
Neyland Town Centre
Narberth Town Centre

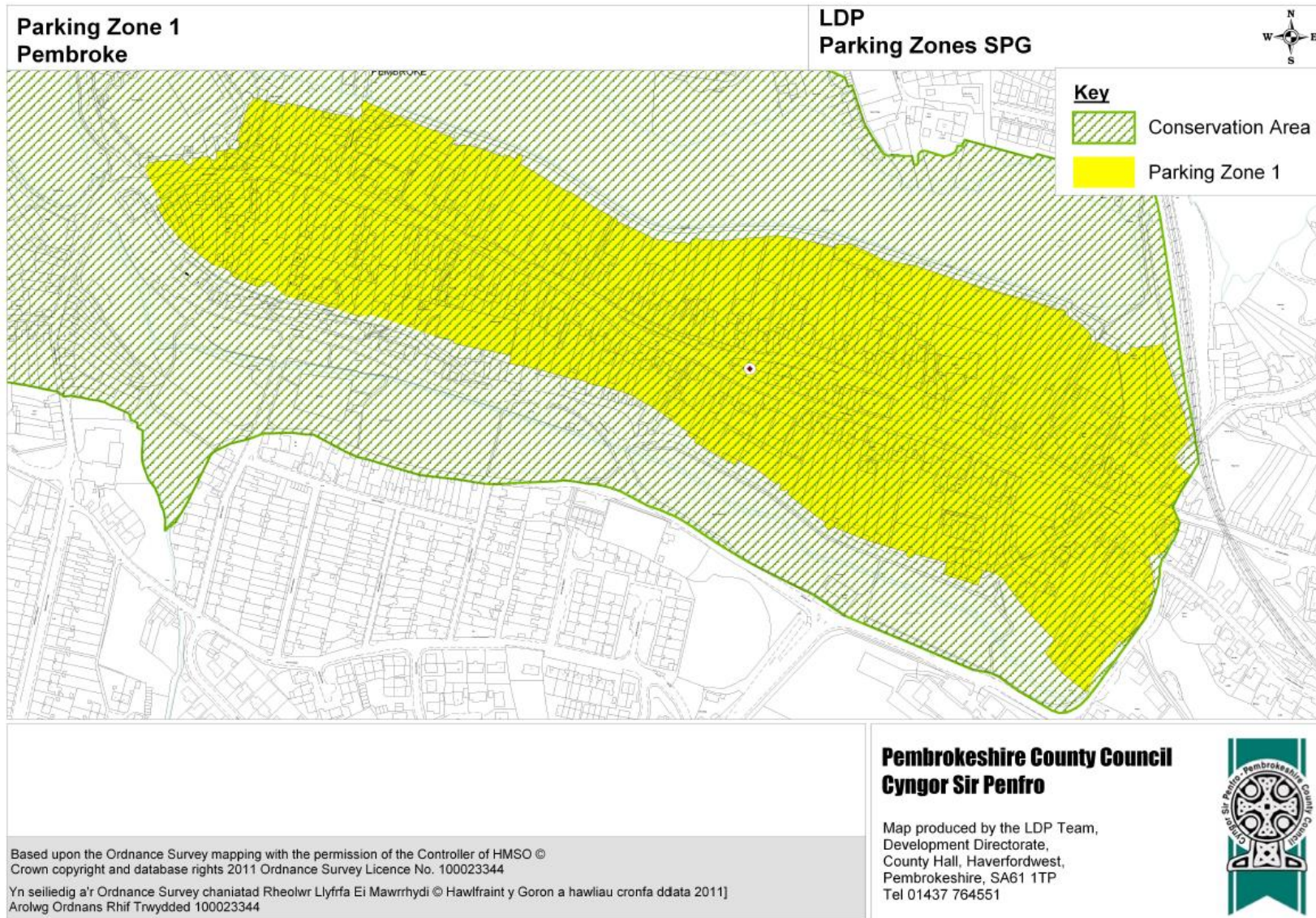
Villages

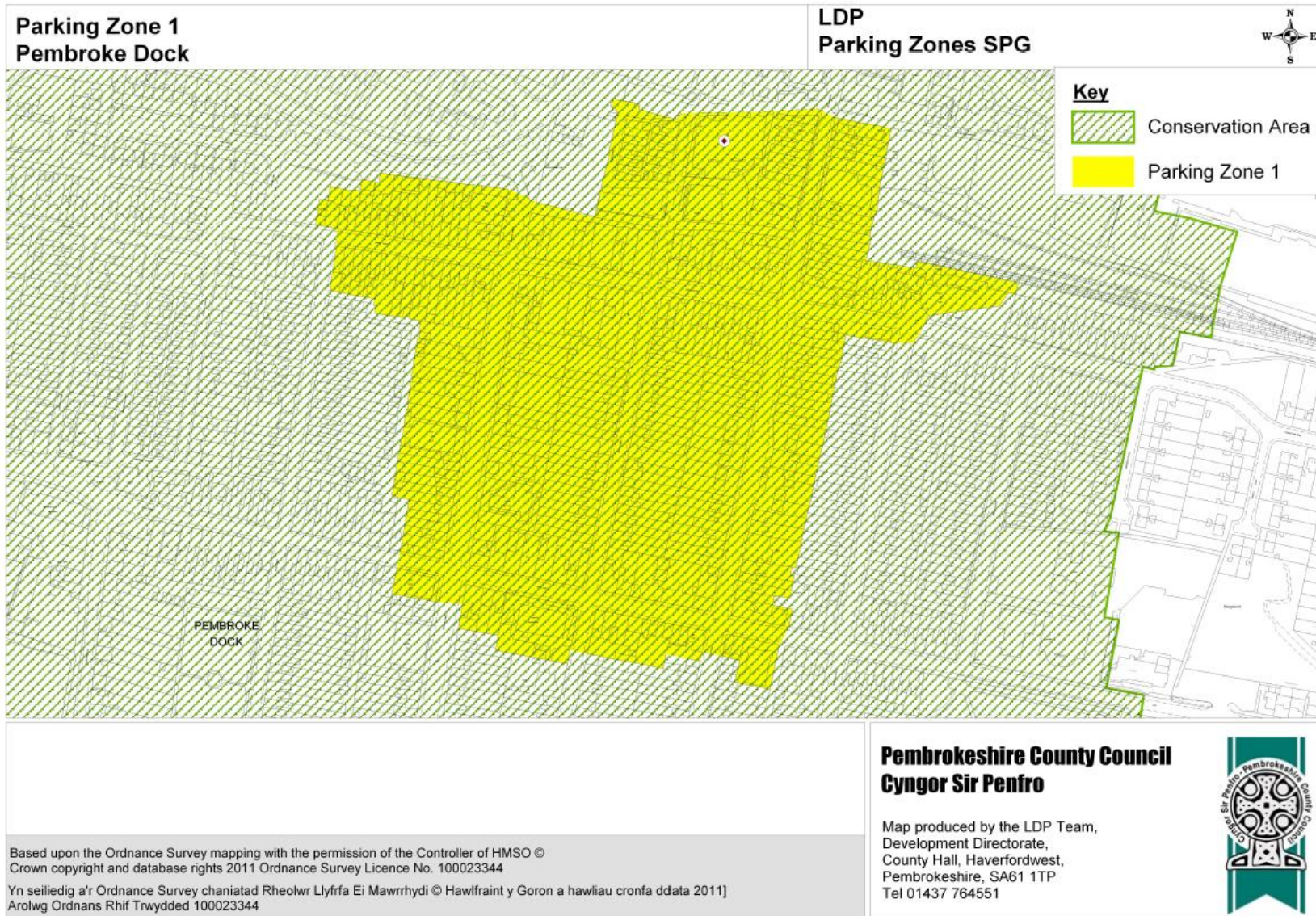
Llangwm Village Centre
Penally Village Centre
St. Dogmaels Village Centre

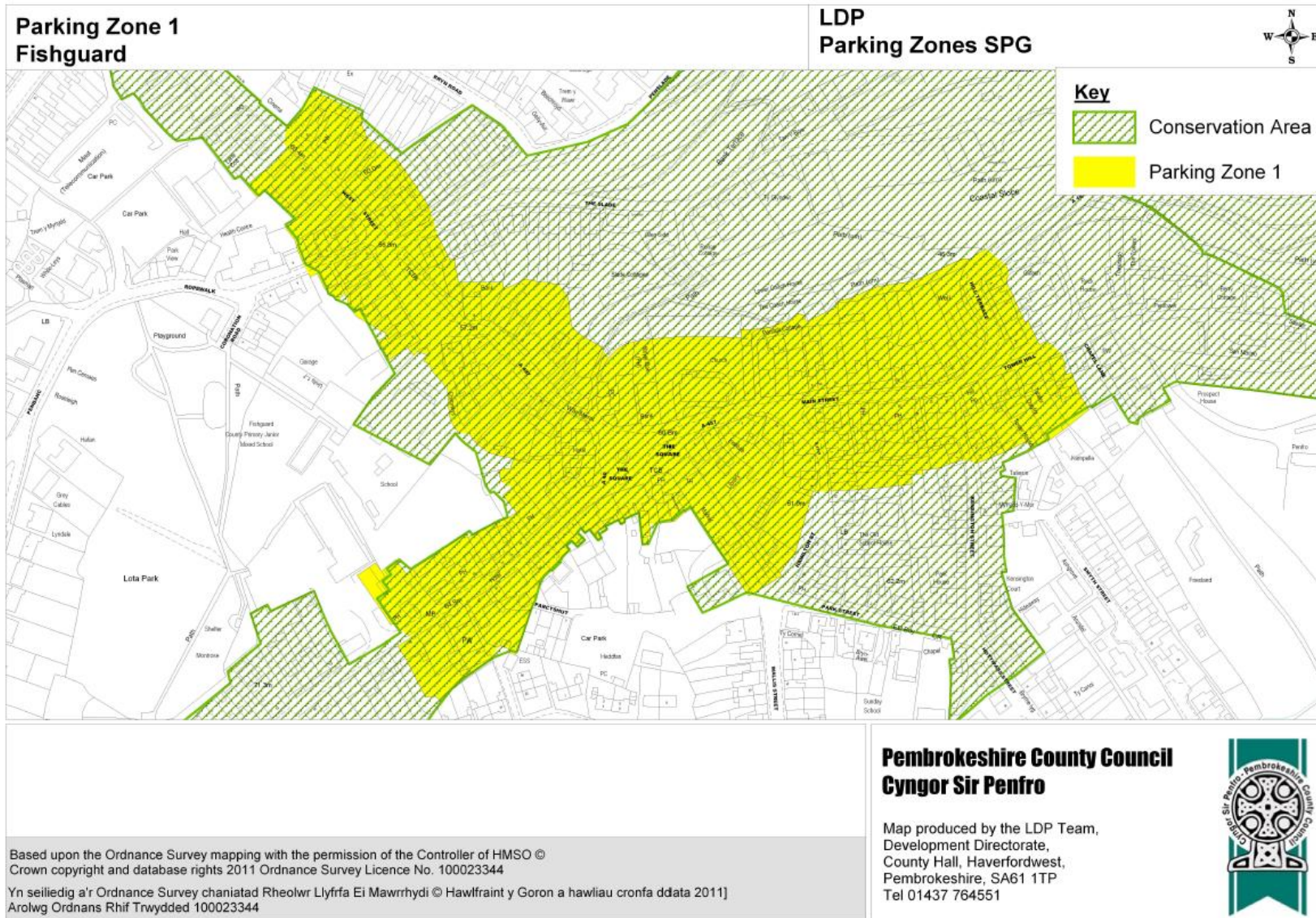
- A1.4 The maps that follow show each of the Zone 1 areas. In each case, these are areas which are well-provided for in terms of service availability, facilities and availability of travel choices.

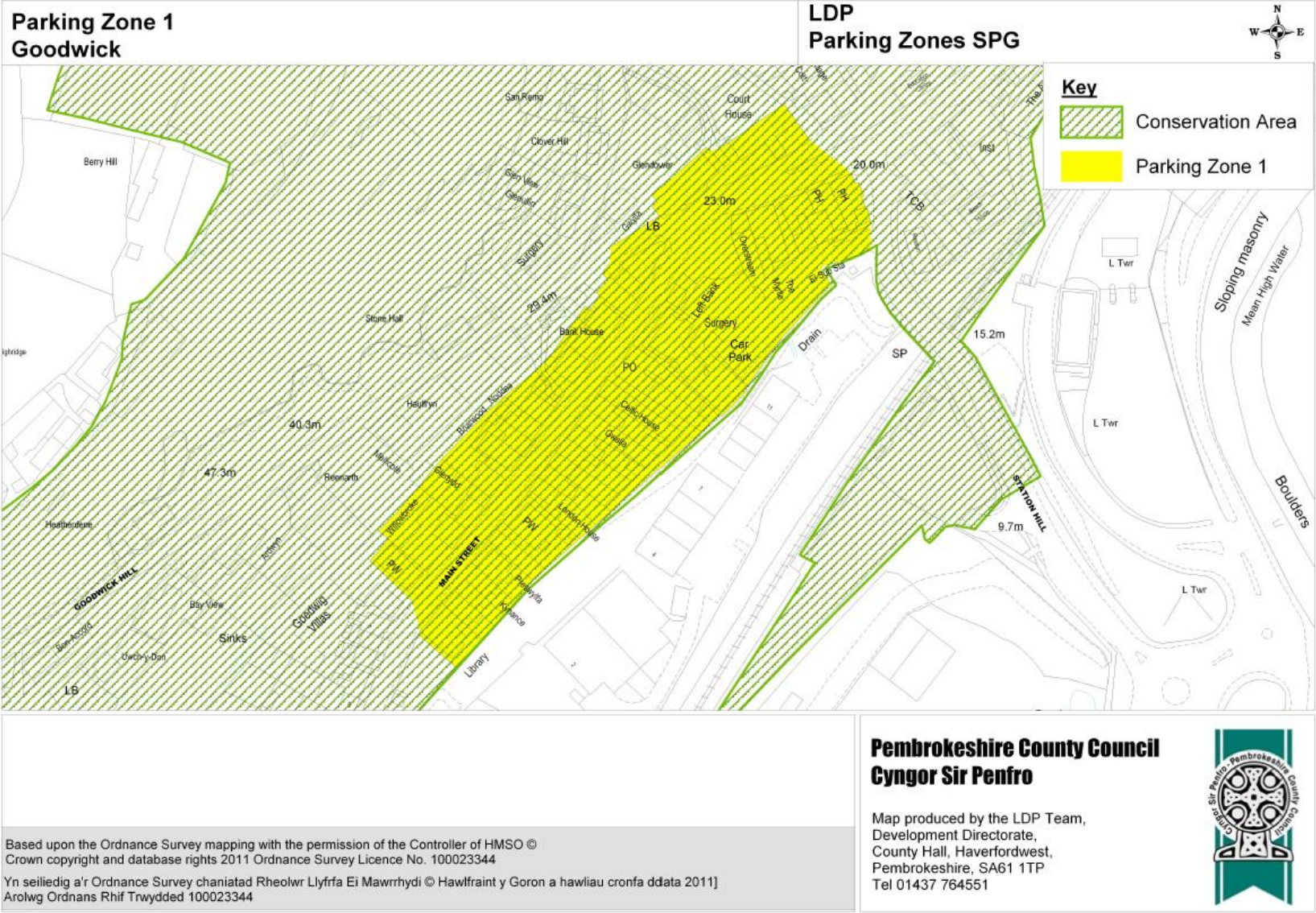


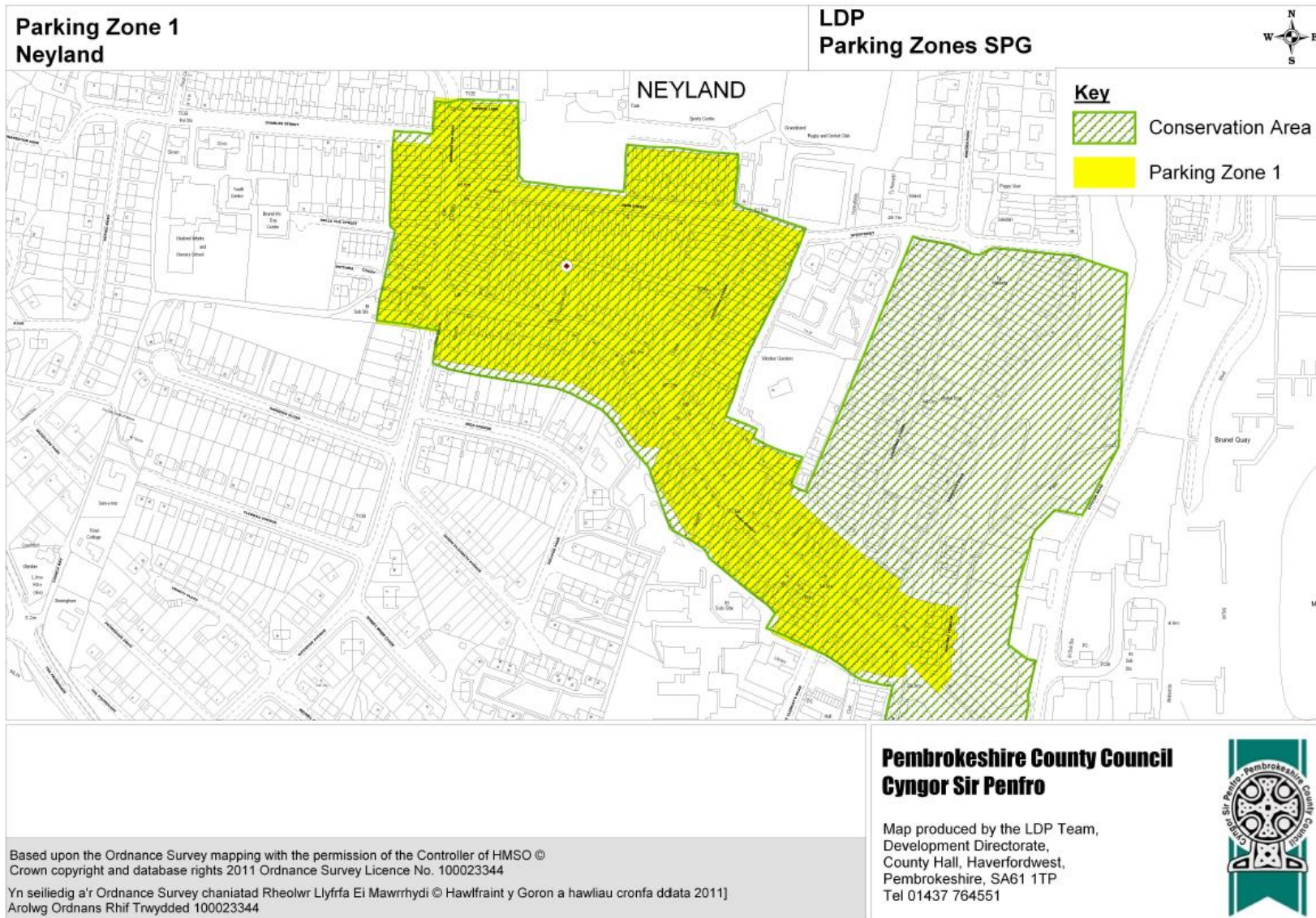


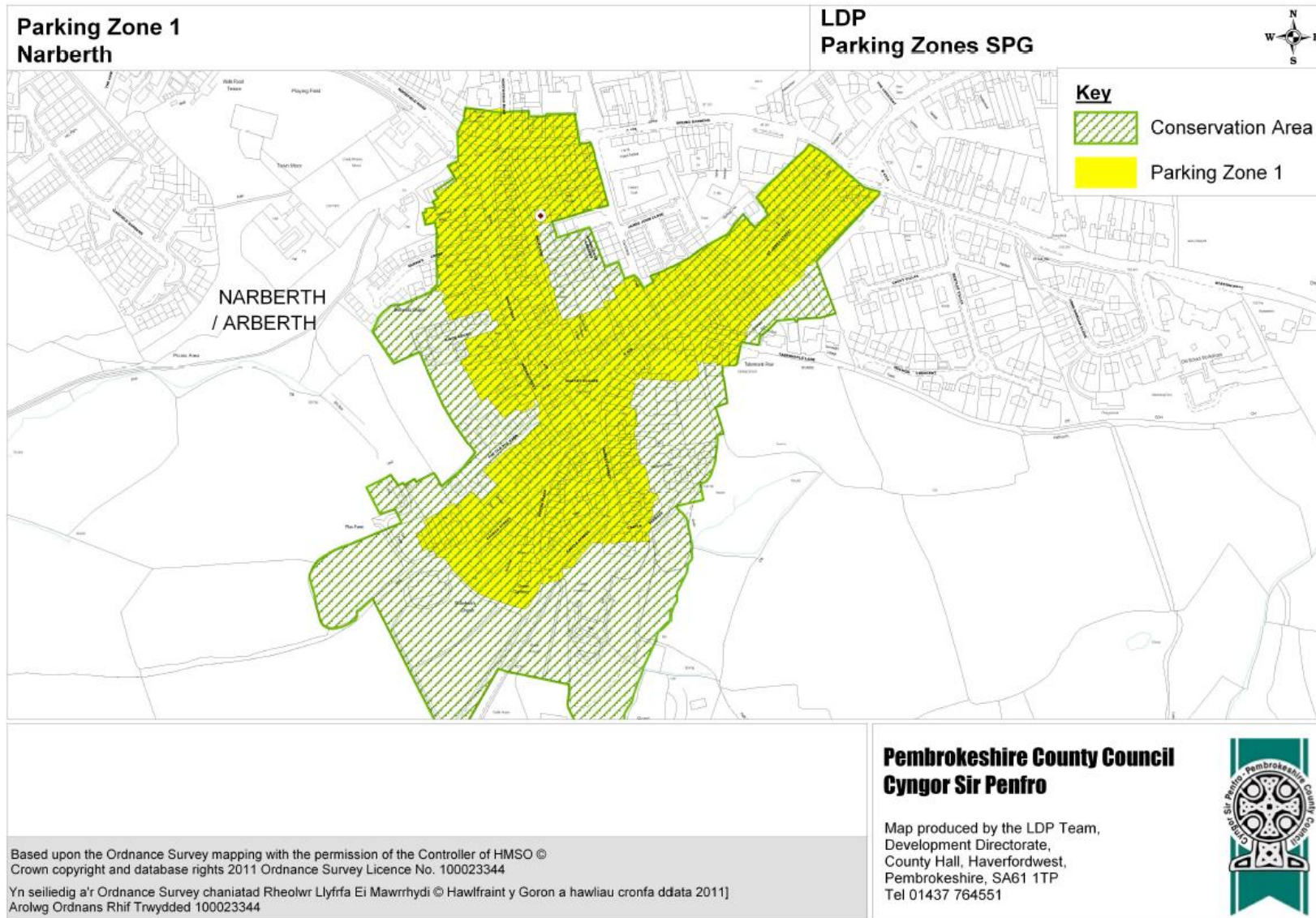


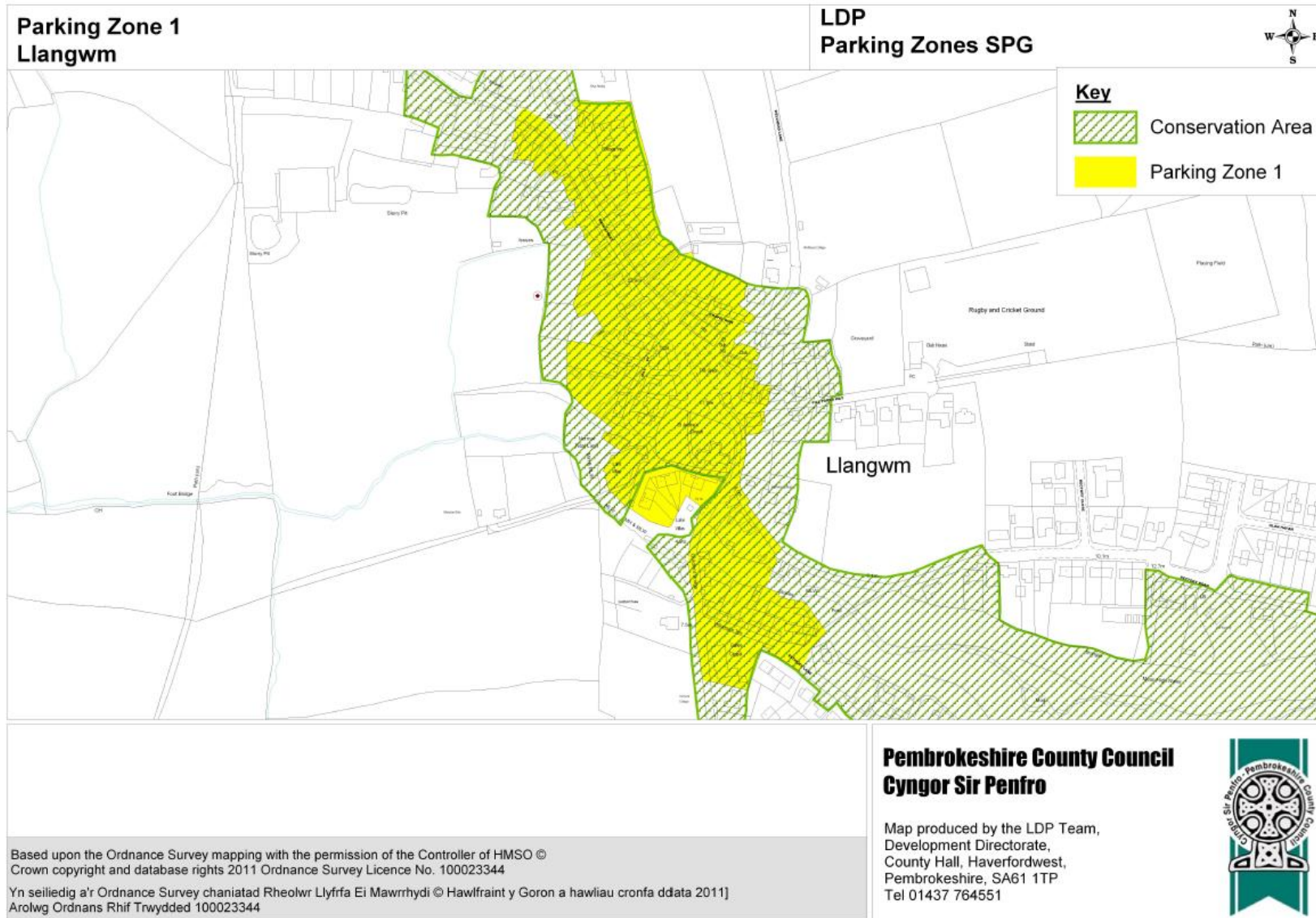


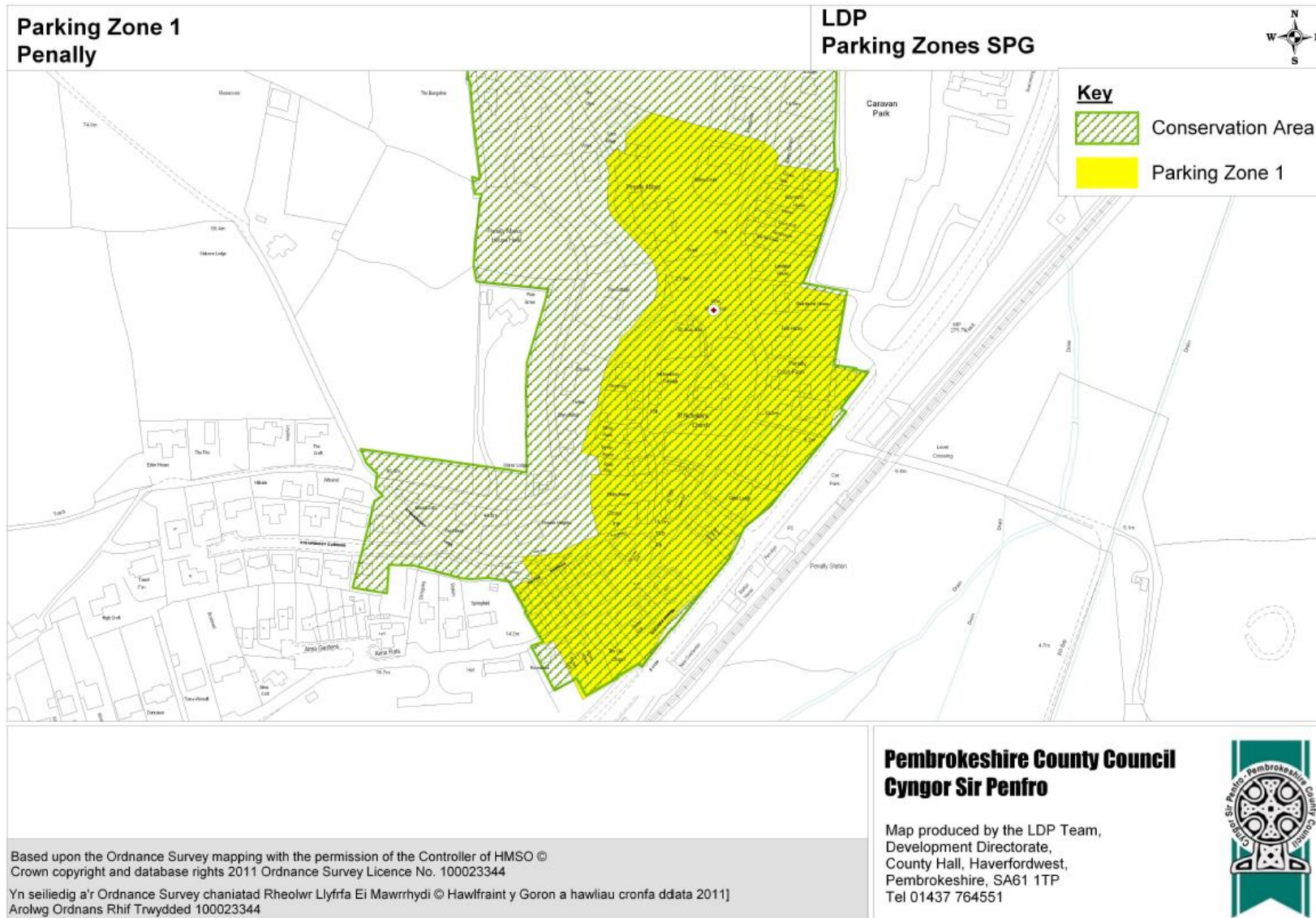


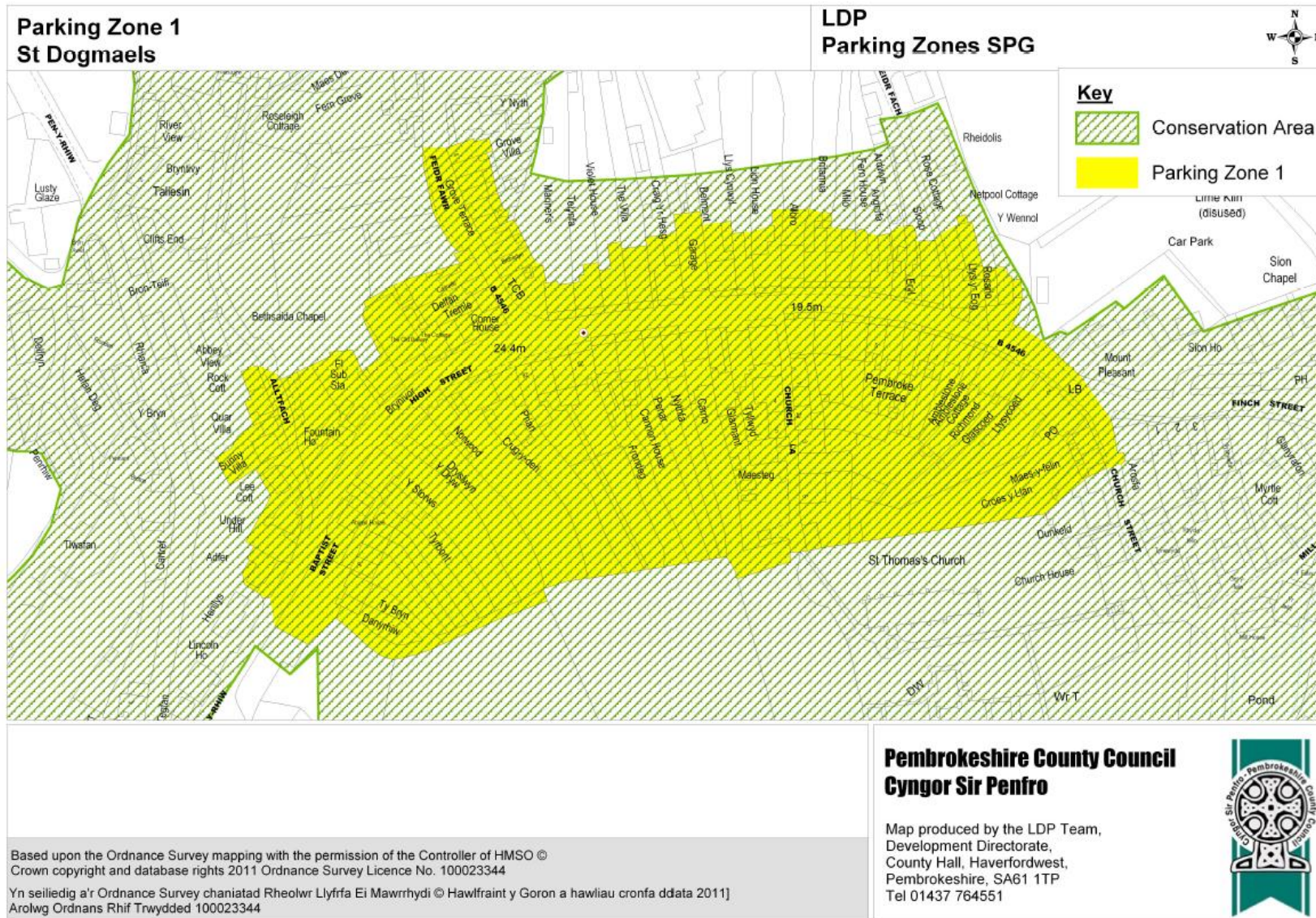












Appendix 2 - Weighting of Services⁶

	Top Level Services				Prime Services			
	Food Store	Post Office	Daily Train ⁷ Service	Frequent Bus ⁸ Service	Infant/Primary School	Public House	Pharmacy	Community Hall/Centre or Meeting Place
Weighted service provision	5 points	3 points	2 points	2 points	3 points	2 points	2 points	2 points

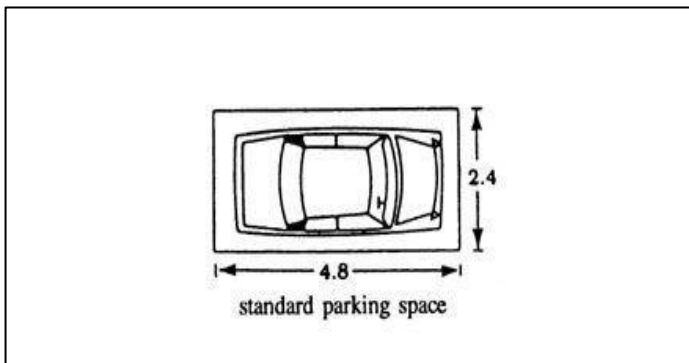
⁶ Services and associated scores have been adapted from those set out in the Local Development Plan Evidence Base paper 'Rural Facilities Survey' (October 2010).

⁷ To qualify for 2 points, a 'daily train service' is taken to be one that includes at least 1 journey between 8am and 10am, a further journey between 3pm and 5pm and at least one journey every two hours between these times, Monday to Saturday. This level of service will provide a realistic alternative mode of transport to the car, in particular for travel to and from work and school.

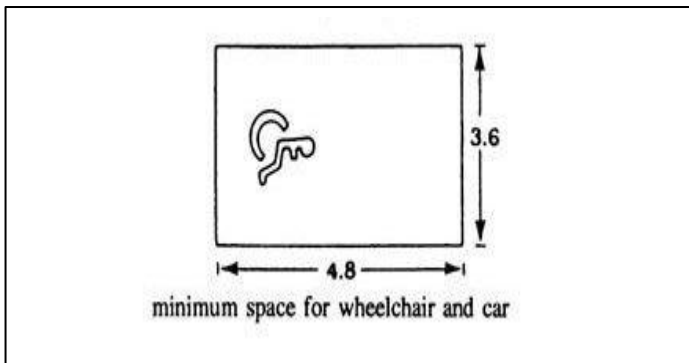
⁸ To qualify for 2 points, a 'frequent bus service' is taken to be one that operates approximately hourly (or better) between 8am and 5pm, Monday to Saturday. This level of service will provide a realistic alternative mode of transport to the car, in particular for travel to and from work and school and for local shopping trips.

Appendix 3 - Minimum Size of Parking Spaces

Minimum size – standard parking space

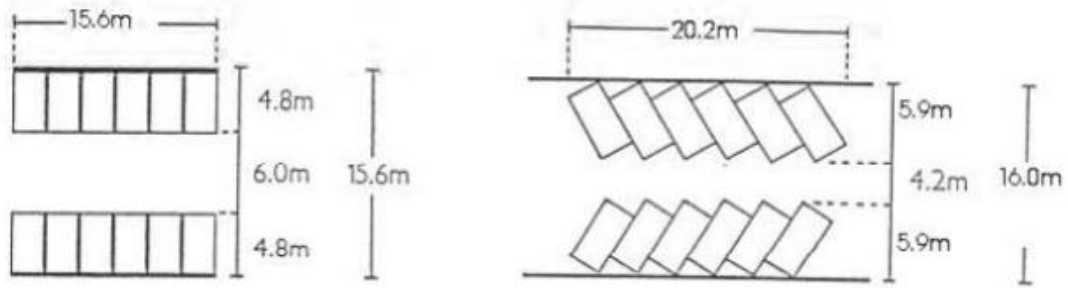


Minimum size - Disabled Parking space



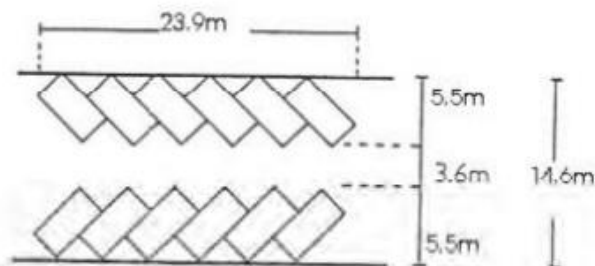
Appendix 4 – Layout of Parking Areas

A4.1 Alternative ways of arranging 12 parking spaces are shown below:

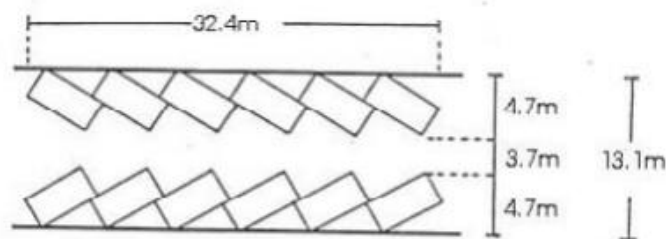


90° PARKING

60° PARKING



45° PARKING



30° PARKING

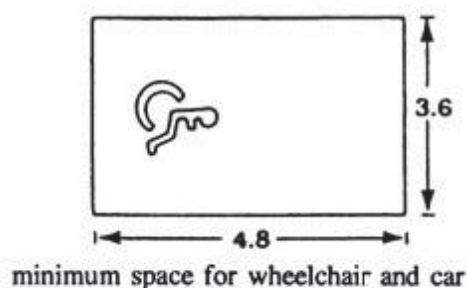
Appendix 5 – Access for the Disabled

A5.1 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, the Chronically Sick, Disabled Persons (Amendment) Act, 1976 and the 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 building are also within the scope of these Acts.

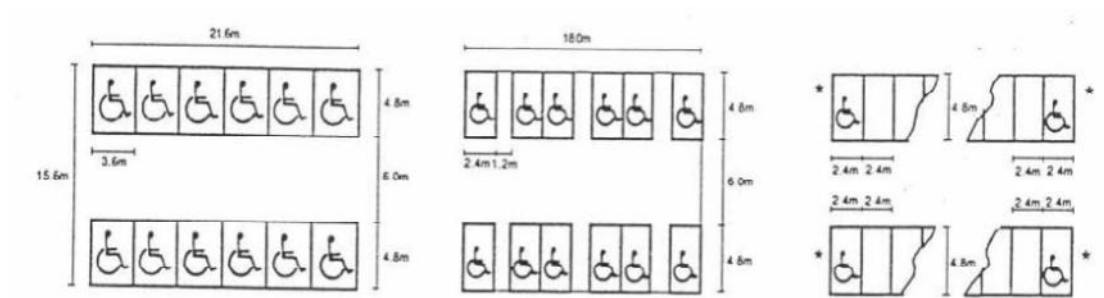
A5.2 Developers should give particular consideration to the following aspects:

- The appropriate positioning of parking spaces for those with disabilities, preferably within 50 metres of the facility served by the car park. These should be of adequate size and number.
- Provision of appropriately signed pedestrian routes between the parking spaces for those with disabilities and the facilities that they serve.
- Relative levels of the parking spaces for those with disabilities, and the floor levels in the facilities they serve. Pedestrian routes between these two areas should be as close to level as possible, with gradients of less than 5% wherever this is feasible.

A5.3 The standard dimensions for car parking spaces are 4.8m x 3.6m, as shown below:



A5.4 Alternative ways of arranging parking spaces for those with disabilities are shown below:



Appendix 6 – Vehicle Bays

A6.1 Vehicle bays must be of sufficient size and be located so that a vehicle can be manoeuvred within the site, for example a 12m rigid lorry requires a minimum of 105m² to allow it to leave a site in forward gear.

A6.2 Further details of good design practice can be found in highway authority design standards (where available) or in '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

For refrigerated vehicles, the maximum width is 2.65m.

A6.3 All vehicles should be able to enter and leave a site in forward gear.

A6.4 Further guidance on parking layouts can be found in the Department for Transport's 'Manual for Streets' (2007).