

# Managing Transportation Impacts (Incorporating Parking Standards)

Supplementary Planning Guidance



July 2018



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Mae'r ddogfen hon ar gael yn Gymraeg / This document is available in Welsh

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# 1. INTRODUCTION

## **Purpose of Guidance**

- 1.1 The Welsh Government (WG) supports the use of Supplementary Planning Guidance (SPG) to set out detailed guidance on the way in which development plan policies will be applied in particular circumstances or areas. SPG must be consistent with development plan policies and national planning policies and guidance and may be taken into account as a material planning consideration in planning decisions.
- 1.2 This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's Local Development Plan 2006-2026 (see Section 2). It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use.
- 1.3 The SPG provides detailed guidance with regard to:
  - How the Council will consider the impacts of development on the routes that make up the local highway network.
  - The detailed information that applicants for planning permission should include with their submissions to enable the Council to make a fully informed assessment of transport impacts.
  - The Council's approach to quantifying and assessing the transport impacts of development proposals as part of its determination of planning applications.
  - The types of transport infrastructure and other mitigation measures which may be sought to address transport impacts.
  - How the Council will seek to secure the transport infrastructure and other transport measures required to mitigate transport impacts, enable development to proceed and support the implementation of Transport policies in the Local Development Plan.
  - The scope and content of Travel Plans required as part of the overall package of measures to mitigate impacts and support the implementation of LDP transport policies.
  - The parking standards which apply to different types of development in specific areas of the city.
  - How the impacts of developments upon Public Rights of Way will be considered and the likely requirements for mitigation.

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## 2. POLICY FRAMEWORK

### UK and National Policies

2.1 Relevant policies are summarised in Appendix 1.

### Cardiff Local Development Plan (January 2016)

2.2 Cardiff's Local Development Plan (LDP) covers the period 2006 to 2026 and sets out:

- The Council's Strategy, objectives and key policies relating to land use;
- Policies to promote and control development;
- Allocations of land for housing, employment and other uses;
- Policies and proposals to protect sensitive areas; and,
- Maps showing proposals and constraints.

2.3 The LDP provides for substantial growth in Cardiff's population and employment up to 2026. This expansion will produce significant increases in transport movements that will exert additional pressures upon Cardiff's transport network.

2.4 Modelling work undertaken to quantify the impact of the LDP indicates that demand for travel by car would increase by 41%, with 10% of new demand unable to be accommodated on the highway network due to lack of capacity. This would result in a 32% net increase in traffic and associated decrease in journey speeds and increase in journey times (approximately 41% or 7 minutes).

2.5 The LDP explains that adding to the capacity of the highway network to accommodate this increase in the volume of transport movements is neither affordable nor sustainable. Therefore, in order that the additional movements generated by urban expansion can be accommodated, the proportion of journeys made by car needs to decrease and the share of trips by sustainable modes of transport must increase to a level where there is a 50:50 split between car-based and walking, cycling and public transport journeys.

2.6 The LDP outlines the approach the Council will take to increase the proportion of people travelling by sustainable modes and to achieve the 50:50 modal split target. This will involve:

- enabling people to access employment, essential services and community facilities by walking and cycling through, for example, high quality, sustainable design and measures to minimise vehicle speed and give priority to pedestrians and cyclists
- developing strategic bus and rapid transit corridor enhancements and facilitating their integration with the wider transport network
- facilitating the transfer between transport modes by, for example, improving existing interchanges and developing new facilities such as strategically located park and ride facilities
- maximising provision for sustainable travel within new developments and securing infrastructure investment which can support modal shift within existing settlements.

2.7 These requirements are reflected in the following key transport policies which will be applied in the Council's assessment of the transport impacts of development proposals and determining

mitigation measures required to make developments acceptable. The policies can be read in full in the LDP ([www.cardiff.gov.uk/localdevelopmentplan](http://www.cardiff.gov.uk/localdevelopmentplan)).

Policy Reference	Policy Summary
EN13: air, noise, light pollution and land contamination	EN13 emphasises that development will not be permitted where it would cause or result in unacceptable harm to, for example, health, the quality of the countryside (see also EN5), because of air, noise, light pollution or land contamination. It also details the impact road traffic may have on levels of pollution and the effects of poor air quality on health, quality of life and amenity.
KP2 (A-H): LDP Strategic Sites	<p>KP2 (A-H) LDP Strategic Sites outlines the allocation of Strategic Sites A to H to "help meet the need for new dwellings and jobs". In policies KP2 (A) to KP2 (H), a detailed breakdown is provided for each Strategic Site setting out the key infrastructure and masterplanning requirements relating to each site.</p> <p>It outlines that the infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework.</p>
KP4: Master Planning Approach	<p>KP4 outlines masterplanning general principles for major developments. The principles with particular relevance to transport include the following:</p> <ul style="list-style-type: none"> <li>• High density residential and mixed-use development is focused along public transport corridors and in neighbourhood centres with lower densities provided elsewhere to deliver an overall range and choice to meet different needs;</li> <li>• Dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall master plan and effectively link into the wider network;</li> <li>• Walking, cycling and public transport will be attractive, practical and convenient travel choices for all;</li> <li>• Provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling.</li> </ul> <p>The masterplanning, good quality and sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the policies.</p>
KP5: Good Quality and Sustainable Design	<p>KP5 sets out requirements in relation to achieving high quality, sustainable design and making a positive contribution to the creation of distinctive communities, places and spaces. The principles with particular relevance to transport include the following:</p> <ul style="list-style-type: none"> <li>• Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;</li> <li>• Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;</li> </ul>

	<ul style="list-style-type: none"> <li>• Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities;</li> <li>• Accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles.</li> </ul>
KP6: New Infrastructure	<p>KP6 outlines the provision and/or contributions which will be required from new developments and the necessary infrastructure required as a consequence of the proposed development. With regard to transportation and highways, this may include access, circulation, parking, public transport provision, walking and cycling. It highlights that requirements will vary in different locations and will be dependent upon the scale and nature of proposed development. Indicative elements of transport infrastructure may include:</p> <ul style="list-style-type: none"> <li>• Routes and facilities for walking and cycling comprising both on-road and off-road improvements;</li> <li>• Rapid transit corridors, including heavy rail, light rail, tram train and bus rapid transit;</li> <li>• Key bus corridors and the wider bus network including bus priority measures and passenger facilities;</li> <li>• The rail network and rail services including new rail stations, station improvements and facilities for rail freight;</li> <li>• Transport interchanges to support integration between modes including bus and rail stations, facilities for bus and rail-based park and ride, park and share, passenger drop off, taxis, park and cycle, coach parking, overnight lorry parking and water transport;</li> <li>• Designated freight routes and freight transfer facilities;</li> <li>• The road network, particularly measures to make better use of existing highway capacity;</li> <li>• Transport by river (including Cardiff Bay); and</li> <li>• Port and shipping facilities.</li> </ul> <p>It emphasises the need for early identification of infrastructure requirements and a commitment from developers and service providers to work in partnership to ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.</p>
KP8: Sustainable Transport	<p>KP8 emphasises the impact of the location and form of developments on travel choices and demand. It sets out that "Development in Cardiff will be integrated with transport infrastructure and services in order to:</p> <ol style="list-style-type: none"> <li>Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.</li> <li>Reduce travel demand and dependence on the car;</li> <li>Enable and maximise use of sustainable and active modes of transport;</li> <li>Integrate travel modes;</li> <li>Provide for people with particular access and mobility requirements;</li> <li>Improve safety for all travellers;</li> </ol>

	<p>vii. Maintain and improve the efficiency and reliability of the transport network;</p> <p>viii. Support the movement of freight by rail or water; and</p> <p>ix. Manage freight movements by road and minimise their impacts”.</p> <p>KP8 also demonstrates that achieving the 50:50 split between travel by car and sustainable travel is “necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network”. This has been demonstrated through local knowledge of the transportation network and research of travel behaviour, patterns and trends in combination with modelling work carried out by the Council.</p>
KP18: Natural Resources	KP18 highlights the need for development proposals to take full account of the need to minimise impacts on the city’s natural resources and minimise pollution, in particular air pollution from industrial, domestic and road transportation sources and managing air quality (iii).
T1: Walking and Cycling	The purpose of T1 is to exploit the potential for encouraging modal shift towards active travel by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging ‘active travel’ will help to minimise car use and support the Council in fulfilling its legal duty under the Active Travel (Wales) Act 2013 to develop, improve and maintain local walking and cycling networks.
T2: Strategic Rapid Transit and Bus Corridors	T2 requires development to be served by effective public transport through the development of new rapid transit routes, key strategic bus corridors and improvements to the wider city bus network.
T3: Transport Interchanges	Providing for interchange between transport modes is essential to the efficient functioning of the transport network and making sustainable travel options more practical and attractive. This is particularly important in relation to the public transport network. This Policy provides support for all forms of transport interchange that help meet these requirements and deliver the modal shift objectives of the LDP.
T4: Regional Transport Hub	T4 sets out the Council’s requirements with regard to the functionality and aesthetic quality of a central interchange and its integration with existing and future development within the Cardiff Central Enterprise Zone. The Policy will be implemented through a process of master planning undertaken in collaboration between the Council, developers, transport providers, the public and key stakeholders.
T5: Managing Transport Impacts	<p>The purpose of this Policy is to ensure that all new developments for which planning permission is required:</p> <p>i. Properly address the demand for travel and its impacts;</p> <p>ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;</p> <p>iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and</p>

	<p>disabled people with mobility impairments and particular access needs; and</p> <p>iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.</p>
T6: Impact on Transport Networks and Services	The purpose of T6 is to protect the transport network and its users from developments which may otherwise cause unacceptable harm to the operation and use of key transport networks and routes.
T7: Strategic Transportation Infrastructure	T7 provides support for three key elements of strategic transport infrastructure which are illustrated on the Constraints Map <sup>1</sup> with further detailed work informing the precise land take requirements.
T8: Strategic Recreational Routes	T8 sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside. It also accords with Planning Policy Wales which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.
T9: Cardiff City Region 'Metro' Network	The Cardiff City Region Metro is a proposal for a metropolitan-style, integrated public transport network extending across Cardiff and South East Wales. The 'Metro' is likely to be developed in phases over a number of years. Its purpose is to significantly enhance public transport accessibility across the region.

<sup>1</sup> [www.cardiff.gov.uk/localdevelopmentplan](http://www.cardiff.gov.uk/localdevelopmentplan)

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## 3. MANAGING IMPACTS ON THE HIGHWAY NETWORK

### Impacts on highway function

- 3.1 Through introducing new access points, and increasing flows or turning movements, new developments can potentially impact on the function of the highway. This can impact on a route for different modes of travel by:
- Making traffic queues longer at junctions
  - Increasing bus journey times, making services less reliable and attractive
  - Reducing green time for pedestrians and cyclists at junctions and crossings
  - Making roads busier and less safe and attractive as places and for people cycling and walking
  - Worsening air quality impacts.
- 3.2 Such impacts can potentially impair the operation of the local highway network, add to congestion problems and conflict with the LDP's objectives to increase sustainable travel and achieve modal shift.
- 3.3 In considering development proposals, the Council will assess the impact of developments on the function of roads directly serving a development, within the immediate vicinity of the site and within the wider highway network.
- 3.4 For these reasons, it is essential that Transport Assessments provide all of information necessary to enable the Council to fully quantify and understand the impacts of development on the function of roads and wider highway network and to identify measures to mitigate these impacts and make the development acceptable in relation to the LDP's sustainable transport policies. Section 4 and Appendices 2, 3 and 4 provide detailed information on what is required from Transport Assessments, Travel Plans and Transport Statements submitted to the Council through the planning process.

### Movement and Place Function

- 3.5 The highway network in Cardiff is comprised of a number of different types of roads which have different functions (see Table 3.2 below). Manual for Streets (MfS) and Manual for Streets 2 (MfS2) also make the important distinction between roads, which have a primary 'movement' function and streets where the 'place' function (the attributes that make the street function as a social space) are considered to take precedence over the 'movement' function.
- 3.6 Development-related trips can also impact on the 'place' function of streets. Increases in motorised traffic through residential streets can diminish their amenity and safety for walking and cycling and other activities such as children's play. These impacts potentially conflict with the sustainable neighbourhoods and modal shift objectives of the LDP. Transport Assessments should identify these impacts and suitable measures for mitigation.
- 3.7 Crucially, MfS recognises that even roads with a primary 'movement' function can include sections where a 'place' function predominates or moderates the movement function,

depending on the adjacent land uses. For example, where a main or secondary distributor road passes through a district shopping centre or next to a school the 'place' function of the road may be accorded a greater degree of importance relative to the function of conveying through traffic.

- 3.8 In locations on a road where the 'movement' function is diminished by the 'place' function, this can present the opportunity to facilitate movement by other modes, particularly walking and cycling. For example, the introduction of new or improved crossing facilities for pedestrians and cyclists can help to reduce the severance effect of a road which carries high volumes of traffic and increase opportunities for walking and cycling.
- 3.9 In addition to other requirements, Transport Assessments should therefore assess the impacts of developments on the 'movement' and 'place' functions of affected roads and streets in accordance with the principles in MfS and MfS2.

### User Hierarchy

- 3.10 Policy T5 of the Local Development Plan 'Managing Transport Impacts' states:  
"In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to developments which through their design and layout give priority to movements by sustainable travel modes and reflect the user hierarchy in Department for Transport Manual for Streets".
- 3.11 Transport Assessments (TAs) should explain how the MfS user hierarchy (see Figure 3.1) has been applied to the design of and layout of the development and the mitigation measures included in the Transport Implementation Strategy (TIS).

**Figure 3.1: Manual for Streets User Hierarchy**



## Highway Network

- 3.12 The highway network in Cardiff is made up of roads defined within the Department for Transport (DfT) Carriageway Hierarchy (Well-maintained Highways Code of Practice for Highway Maintenance Management, London: DfT), shown in Table 3.2 below. The Hierarchy provides general definitions of the different types of roads within Cardiff's local highway network in terms of their function and characteristics. In addition to referencing the basic features of roads, the Hierarchy provides an indicative classification of each road category in terms of the 'movement' and 'place' functions as defined by Manual for Streets (MfS).
- 3.13 The Council will make reference to the Hierarchy when considering the impacts of development proposals on the characteristics and function of particular roads.
- 3.14 A flexible approach needs to be taken when using the Hierarchy to define the characteristics and function of particular roads/streets. This is because some roads may not wholly match all aspects of the description given within the Hierarchy. Furthermore, some routes which fall within the same category may actually differ in terms of the volumes of movements they experience, the number of trip attractors they serve or their relative importance as routes for buses, cycling or walking etc.

**Table 3.2 The Carriageway Hierarchy**

Carriageway Hierarchy				
Category	Hierarchy Description	Type of Road General Description	Type of Road Basic features	Examples of function (Manual for Streets classification)
1	Motorway	Limited access Motorway regulations apply	Routes for long distance traffic. Fully grade separated and restrictions on use.	Movement Function
2	Strategic Route	Trunk and some Principal 'A' roads between Primary Destinations	Routes for long distance traffic with little frontage access or pedestrian traffic. There are usually few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.	Movement Function
3a	Main Distributor	Major Urban Network and Inter-Primary Links Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas, parking may be restricted at peak times and there	Predominantly movement function, with some transitional areas where the place function is stronger e.g. Penarth Road

			are positive measures for pedestrian safety.	
3b	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have very high levels of pedestrian activity with some crossing facilities including zebra crossings. On street parking is generally unrestricted except for safety reasons	Rural areas: movement function between villages with stronger place function within village settlements e.g. Michaelston Road, St Fagans.  Urban areas: place function.  e.g. Merthyr Road, Cowbridge Road East
4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial interconnecting roads with random pedestrian movements and uncontrolled parking	Rural areas: movement function between villages with stronger place function within village e.g. Drope Road.  Urban areas movement function e.g. Excalibur Drive
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.	Rural: movement urban: place

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## **Active Travel Network**

- 3.15 Increasing the number of trips made by walking and cycling will make an important contribution towards achieving the 50:50 modal split target required by the LDP, as well as providing an opportunity for promoting health and wellbeing. The Planning for Health SPG provides more information on this. By providing a practical alternative to the car, particularly for short trips, active travel infrastructure and other supporting measures represent very important elements of the package of measures that the Council will seek to secure to mitigate development impacts, where appropriate.
- 3.16 LDP Policy T1 provides support for developments which enable daily travel by walking and cycling by combining high quality, sustainable design, permeable networks of routes, measures to manage vehicle speed, safe and convenient connections to the strategic cycle network and existing neighbourhoods and trip attractors and good supporting infrastructure.
- 3.17 Opportunities for travel by walking and cycling can be maximised through the master planning of development sites. Policies KP2(A) to KP2(H) of the Adopted Local Development Plan specify walking and cycling components of the 'essential/enabling' infrastructure that the Council will seek to secure when determining planning applications for those sites.
- 3.18 In considering proposals for development on smaller, non-strategic sites, the Council may also seek to secure development layouts and off-site improvements to routes and user safety which serve to maximise the ease of access by walking and cycling.
- 3.19 On-site active travel infrastructure will generally be secured by way of conditions of planning consent whilst off-site measures will be secured through S106 Planning Obligations, Section 278 agreements or Grampian conditions, as appropriate.

## **Strategic Bus Corridors and Wider Bus Network**

- 3.20 Increasing the proportion of trips made by public transport is essential in order to manage demand for car travel and achieving the LDP 50:50 modal split target.
- 3.21 Policies KP2 (A) to KP2(H) identify the development of on-site and off-site bus and rapid transit infrastructure as infrastructure which is essential to enable the development of the strategic sites covered by those policies.
- 3.22 Policy T2 of the LDP identifies specific roads as strategic bus corridors and provides support for their development and enhancement as well as support for the development of future rapid transit routes and the development and improvement of the wider city bus network.
- 3.23 Where the Council's analysis of TAs and other relevant information provides evidence of negative transport impacts, the Council will seek to secure mitigation of those impacts through the following courses of action (either individually or in combination):

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- maximising the provision of public transport infrastructure including interchange facilities within the master plans and layout of development sites as required by Policies KP(A) to KP2(H);
  - securing infrastructure on and/or off-site as appropriate including bus lanes, bus gates and junction modifications that enhance the function of roads identified as strategic bus corridors in Policy T2 by maximising service frequencies, minimising journey times and achieving maximum journey time reliability;
  - securing improvements to the wider local bus network by way of bus priority measures, interchange facilities, junction and service improvements.
- 3.24 Where necessary, on-site infrastructure will be secured through the development and agreement of site layout plans, masterplans and parameter plans and by way of conditions of planning consent. Provision of off-site measures will generally be secured by way of S106 Planning Obligations or Section 278 agreements and 'Grampian' conditions where appropriate.
- 3.25 Accessibility should be a primary consideration when designing for public transport facilities and infrastructure (e.g. bus stops and bus shelters), for example, ensuring bus stops are located in close proximity to key services and trip generators. Passengers are also pedestrians and/or cyclists at either end of their public transport journey and so consideration also needs to be given to the wider physical environment and connectivity as well as the waiting environment. For example, appropriate infrastructure such as cycle parking should be co-located with public transport stops. Under the Equalities Act (2010) services must also be fully accessible for people with disabilities and consideration should also be given to users with other accessibility needs such as parents/carers travelling with young children and prams/buggies. Transport for London (TfL) guidance on Accessible Bus Stop Design is a useful reference document.

### **Operational Railway Network**

- 3.26 Cardiff's rail network has seen a significant increase in trips and the growth is projected to continue. Policy KP6 provides for development of the rail network as required to enable new development. Policy KP8 highlights the need for developments to be integrated with transport infrastructure and services. Development can impact on the railway network by contributing to the ongoing growth in the number of journeys undertaken on the network but also, for example, through an increase in traffic using level crossings. Where TAs and other relevant information provides evidence of impacts, appropriate mitigation will be sought, particularly where safety may be compromised.

## 4. TRANSPORT ASSESSMENTS, TRANSPORT STATEMENTS AND TRAVEL PLANS

### Transport Assessments and Transport Statements

- 4.1 Transport Assessments (TAs) provide the means of identifying, quantifying and understanding the scale of anticipated transport impacts of a proposed development, including potential air quality impacts. TAs should provide information to enable decision makers to understand how the proposed development is likely to function in transport terms. They should also provide a comprehensive and consistent review of all the potential transport impacts of a proposed development so that they are easily understood by the Local Authority and the public. TAs inform consideration of the physical infrastructure and other transport measures required to mitigate the impact to ensure that a development accords with LDP policies with an agreed plan to mitigate any adverse consequences.
- 4.2 The strategic sites set out in the LDP include major greenfield sites which could have significant impacts on already congested corridors. Therefore it is important that modelling included in TA's take account of likely background growth in traffic on the network and the potential impacts of a specific development in combination with the likely impacts of other neighbouring sites that will be brought forward during the plan period. This is to ensure that impacts are not overlooked and that appropriate mitigation can be provided.
- 4.3 The WG policies on TAs within the planning process are contained in Planning Policy Wales (Edition 9 November 2016) (PPW). PPW (paragraph 8.7.2, p 124) states: "The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA" (see Table 4.1 below).

**Table 4.1: Thresholds for Transport Assessments and Travel Plans**

Use Class	Use	Indicative Thresholds by Use Class for Transport Assessments and Travel Plans
A1	Retail (food and non-food)	>1,000 m <sup>2</sup>
A2 & B1	Business	>2,500 m <sup>2</sup>
B2	General Industrial	>5,000 m <sup>2</sup>
B8	Warehousing & Distribution	>10,000 m <sup>2</sup>
C1	Hotels	> 1,000 m <sup>2</sup>
C2	Residential Institutions	>2,500 m <sup>2</sup>
C3	Dwelling Houses	> 80 dwellings
D1	Non-residential institutions	>2,500 m <sup>2</sup>
D1	Education	>2,500 m <sup>2</sup> (All new and expanded school facilities)
D2	Cinemas & Conference Facilities and Leisure Facilities	>1,000 m <sup>2</sup>
Other	Stadia	>1,500 seats
Sui Generis	Student Accommodation	> 25 students

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- 4.4 TAN 18 (2007) indicates that the output of the TA should be a **Transport Implementation Strategy (TIS)** that addresses relevant transport objectives for the site, guided by policies in the development plan and the issues identified in the analysis of movements. A TIS is required for all applications subject to a TA.
- 4.5 Requirements regarding the contents of the TA and the TIS are provided in TAN 18 Annex D. Annex D sets out that the TA should be based on the person and freight trips generated by a development. It gives the aims of undertaking the TA and producing a TIS as:
- understanding the transport impacts of the development;
  - clearly communicating the impacts to assist the decision making process;
  - demonstrating the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
  - mitigating negative transport impacts through the design process and secured through planning conditions or obligations;
  - maximising the accessibility of the development by sustainable modes;
  - contributing to relevant development plan objectives relating to accessibility of services and modal share.
- 4.6 The guidance in TAN 18 further explains that any mitigation should be proposed in a TIS which should "set objectives and targets relating to managing travel demand". It states that the TIS should also include "targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites" (p. 36/37). Appropriate planning conditions and obligations may be used in relation to monitoring where necessary and where fairly and reasonably related to developments.
- 4.7 Section 9 of TAN 18 states that SPGs should be used to provide additional detail on the requirement for TAs to be produced alongside planning applications. Accordingly, it is strongly recommended that this section be read in conjunction with the explanatory notes and checklist of requirements which are provided in the appendices to this document (Appendix 2) and the Junction Assessment Tool guidance which is available on the Council's website. These are intended to assist the progress of planning applications by providing guidance to assist applicants in producing Transport Assessments (TAs) required through the planning process which can be approved in a timely manner and to ensure that any TA which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application. A pre-application service is provided by the Council. Developers are encouraged to engage with the Council through this process as early as possible. The critical junctions to be included in the TA should be agreed with the Council.
- 4.8 Before submission to the Council, it is strongly recommended that all TAs are independently audited using the Transport Assessment Guidance and Checklist. The Checklist has been developed to assist developers in producing TAs and to ensure that a robust methodology is used which properly quantifies and analyses the transport impacts of a development and provides the evidence necessary to inform the identification of appropriate mitigation measures.

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- 4.9 Completed audit checklists should be submitted along with the TA and they will be reviewed by the Council. Where deficiencies in the TA have been found as a result of the audit, it is likely that amendments will be requested and this may delay the progress of the planning application.
- 4.10 In some cases, developments which fall below the size thresholds where a TA would be required may have transport impacts which warrant investigation and assessment. Examples of such developments could include developments which require direct access onto major arterial routes or strategic bus corridors or where they may affect parts of the highway network or specific junctions which experience particularly high volumes of traffic flows or other problems. In such instances, the Council will ask the applicant to prepare a Transport Statement (TS) providing a qualitative and quantitative assessment of the existing transport conditions in and around a development site and the transport impacts of the development in terms of trip generation. It should also set out in detail the measures that will be taken to address those impacts. Appendix 4 outlines what should be included in a Transport Statement.

### **Travel Plans**

- 4.11 A Travel Plan is a long term management strategy for an occupier (or group of occupiers) of a site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed (Good Practice Guidelines: Delivering Travel Plans through the planning process DfT 2009). Travel Plans are now considered an essential part of transport policy. It is strongly recommended that the explanatory notes in Appendix 3 should be used in conjunction with the guidance and checklist of requirements to ensure that any Travel Plan which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application.
- 4.12 The thresholds at which Travel Plans will be required are outlined in Table 4.1. Travel Plans will also be required for:
- Smaller developments which could generate significant amounts of travel in, or near to, areas with air quality issues and in other locations where there are local initiatives or targets for the reduction of road traffic, or the promotion of public transport, walking and cycling
  - Developments where a Travel Plan would help address a particular local traffic problem associated with a planning application which might otherwise have to be refused on local traffic grounds, for example, where overspill parking might occur from developments with low or nil off-street parking provision
  - Smaller developments which may form part of incremental development, or be near to other developments and potentially contribute to an impact of overall area wide travel demand.
- 4.13 The Council will seek to secure travel plans and financial contributions towards their implementation through the planning process and using planning obligations where appropriate.

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## 5. PLANNING CONDITIONS, PLANNING OBLIGATIONS AND TECHNICAL STANDARDS

### Planning Conditions

- 5.1 Planning conditions may be imposed to secure on and/or off site transport measures and facilities as may be required by a proposed development, in line with paragraph 8.7.5 of Planning Policy Wales (November 2016) and Government standards set out in the Welsh Government Circular 016/2014 'The Use of Planning Conditions for Development Management'.
- 5.2 In relation to access, circulation and parking, conditions may be used to:-
- specify the number of parking spaces, their size and layout;
  - control the management and use of parking spaces, (for example) to limit the use to certain categories such as Blue Badge holders;
  - secure the removal of parking spaces after a specified period or when access to the site is improved by public transport, walking and cycling;
  - control the design of delivery areas, specifications for goods vehicle parking and manoeuvring;
  - secure the provision of cycle parking and changing facilities, and safe pedestrian and cycle routes;
  - secure the provision of on-site facilities for public transport, such as bus lanes, stops, shelters, boarders, real-time information units and CCTV;
  - require the preparation of a Travel Plan and/or aspects of a Travel Plan to be implemented;
  - restrict permitted development rights, where an otherwise permitted change of use could cause a material deterioration in local conditions;
  - Crime Prevention Through Environmental Design (CPTED) or community safety initiatives, such as improved street lighting, alley gating, ambassador schemes, provision of CCTV, etc.;
  - consideration/specification of surface finishes, including implications for sustainable drainage. Any works requiring new drainage will need consideration of the receiving drainage network and communication with the owner of that asset;
  - ensure the housing and other layouts are designed to allow refuse lorries to manoeuvre and to ensure that the collection vehicle is able to reach within 25m of all dwellings.
- 5.3 Conditions attached to a planning permission are enforceable against any developer who implements the permission and any subsequent occupiers of the development.

### Planning Obligations

- 5.4 Guidance on Planning Obligations is set out in the Cardiff Planning Obligations SPG (2017).
- 5.5 The requirement to prepare a Travel Plan and the implementation of specific components of the Plan can be secured through Planning Obligations. Planning Obligations are normally the most appropriate means of securing the provision of physical measures outside the site boundary and financial contributions to support services or activities required for Travel Plan implementation. They are also likely to be the most effective mechanism for enforcing performance targets, for example, in relation to imposing sanctions and financial penalties where these are required to provide an incentive for Travel Plan delivery.

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## **Section 38 and Section 278**

- 5.6 Under section 38 of the Highways Act 1980, the highway authority<sup>2</sup> can enter into a legal agreement with a developer to adopt a highway provided the highway has been constructed to a specified standard and to the satisfaction of the local highway authority.
- 5.7 Under section 278 of the Highways Act 1980, the highway authority can enter into a legal agreement with a developer (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to, the public highway.
- 5.8 The approval process for Section 38 and Section 278s will vary as appropriate to the nature and scale of the development and a separate process will normally undertaken for both the Section 38 and Section 278 elements of the development. Guidance on these processes is provided in Section A of the Technical Design Standards, which are outlined below.
- 5.9 Where matters affected by the works forming part of S278s are subject to Planning Condition(s), the location and cross section for example, the Council expect the developer to have discharged those conditions prior to entering into a S278 agreement. Design of the works subject to 278 must thereafter accord with the details agreed through the planning permission and discharge of condition(s).

## **Technical Design Standards for roads and highways**

- 5.10 Technical Design Standards have been developed for matters relating to roads and highways. These are live technical documents which will be updated by the Council from time to time, as necessary. It should be ensured that the most up to date information available is referred to and that other relevant design guidance is also referenced (see Section 8).
- 5.11 For residential streets, the general principle of the development should be in accordance with guidance in the Cardiff Residential Design Guide SPG and also informed by the expectations presented in the Liveable Design Guide<sup>3</sup>. The detailed design will require the application of the standards and guidance as set out in the Technical Design Standards, Section B – Residential Development Roads.
- 5.12 Industrial and Commercial Roads should be designed in accordance with guidance in Section C – Industrial and Commercial Estate Roads. Further reference should be made to Section B – Residential Development Roads, which provides guidance on design philosophy. Reference will also be required to Section D – Advice on Design Elements, which provides advice on implementing common highway features.
- 5.13 Standard details for construction of roads to an adoptable standard are set out in Section E – Highway Construction Details. The designer should seek guidance where it appears that there is a difference in the guidance between these standards and the principals set out in the Sections A to D or the requirements in documents referred to in those sections.

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<sup>2</sup> Normally Cardiff Council except on Trunk Roads where this will be with the Welsh Government

<sup>3</sup> <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/liveable-design-guide/Pages/default.aspx>

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- 5.14 Where necessary designers may need refer to the standard details in the Manual for Construction of Highway Works – Volume 3: Highway Construction Details<sup>4</sup>, but any use of these details should be agreed with the Council.

### **Audits**

- 5.15 A Design and Access Statement (DAS) can ask for accessibility and access information where this is material. Carrying out this review at the design stage through the use of a suitable and sufficient schematic Audit (accompanying a DAS) should resolve issues to avoid an additional cost impact.
- 5.16 All planning applications that include changes to the highway and new roads for adoption need to be accompanied by a Combined Audit (CA) in accordance with Cardiff Council's CA Manual or other similar, agreed, standard (for example, the DfT manual 'Quality Audit in the Street Design Process'). The CA should be embedded in a TA or TS where appropriate. There is an expectation that Stage 1 is required as part of the design process.

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<sup>4</sup> <http://www.standardsforhighways.co.uk/mchw/vol3/index.htm>

## 6. PARKING GUIDANCE AND STANDARDS

### Parking Standards

- 6.1 The availability of parking spaces and their location can influence travel choices. Excessive provision can serve to stimulate demand for car travel and perpetuate reliance on the car. The application of parking standards to new developments is therefore an important tool in managing demand for travel by car and encouraging a shift to sustainable transport modes. These objectives are balanced against the need to manage pressures on on-street parking space and the negative impacts of oversubscription of space including congestion, hazards, visual intrusion and harm to residential amenity. Reference should also be made to the Council's Parking Strategy for further information on how parking is managed in Cardiff, including residents parking schemes.
- 6.2 The Council's parking standards are outlined in Tables P.1 to P.12 as follows. **The parking standards are maximum parking standards and should be used in conjunction with the guidance set out in this section.**

**Table 6.1: Reference List**

Table No	Use Class	Standards
P.1	A1	Retail and Wholesale: Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors.
P.2	A2	Financial and Business: Banks, building societies, estate and employment agencies, professional & financial services and betting offices, as well as call centres and conference facilities.
P.3	A3	Food, Drink, Entertainment: For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes. Public houses, wine bars or other drinking establishments (but not night clubs).
P.4	B1	Business: Offices, research and development, light industry appropriate in a residential area.
P.5	B2	General Industrial: Industrial process other than that falling within Class B1.
P.6	B8	Storage or distribution: General industrial, storage or distribution (including open air).
P.1	C1	Hotels, boarding and guest houses where no significant element of care is provided.
P.8	C2	Residential: Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
P.9	C3	Dwelling houses: Family houses, or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.

P.9	C4	Houses in multiple occupation by unrelated residents with shared kitchen/bathroom amenities.
P.10	D1	Non-residential Institutions: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law courts. Non-residential education and training centres.
P.11	D2	Parking Standards for Assembly and Leisure: Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).
P.12	Sui Generis	Sui Generis e.g. garages, car sales, purpose built high density student housing, houses with multiple occupants with over 7 or more residents.

- 6.3 These SPG parking standards relate to specific land uses within the Town and Country Planning Use Classes Order 1995, but do not cover every possible land use or type of development. As such, any proposed land use or development not specifically mentioned will be considered on a site specific basis and on its individual merits. **The absence of parking standards for a specific use does not mean that no parking provision will be required or that there is no restriction on provision.**
- 6.4 Different standards are applied to the central area of Cardiff. The boundary for the Central Area is shown on figure 6.1.
- 6.5 The Central Area has been informed by two principal considerations:
- i. The need to encourage modal shift in order to achieve the 50:50 modal split target in the LDP
  - ii. Policies relating to the management of Council-controlled on-street and off-street car parking in the Council's Parking Strategy.
- 6.6 The Central Area includes the City Centre and Cardiff Bay Areas and the large residential areas which extend outwards from the core shopping centre into the wards of Grangetown, Canton, and Cathays. A number of the city's principal trip attractors are located in the area including the City Centre, Cardiff Bay the Cardiff Enterprise Zone, and the LDP Strategic Site focussing on Cardiff Central Station and Central Square. The Central Area also includes a number of existing industrial/business land uses including the employment areas around Penarth Road/Leckwith Road to the west of the City Centre and employment uses around Ocean Way and Tremorfa to the east/south East.
- 6.7 The Central Area broadly aligns with the boundary of the Cardiff Controlled Parking Area (CPA) and Residential Parking Areas as defined in the Council's Parking Strategy.
- 6.8 Limiting the provision of parking in these central areas of the city is necessary to manage the demand for travel by car to central Cardiff and encourage travel by public transport, walking and cycling in order to achieve the Local Development Plan target of a 50:50 modal split.
- 6.9 The Parking Standards support these objectives by allowing for a lower quantity of car parking spaces within new developments in the Central Area than the standards for developments in the

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Outer Area. In both the Central Area and Outer Area, the minimum level of cycle parking provision has been calculated using an analysis of TRICS in order to provide, where appropriate by use class, sufficient cycle parking for 30% of employees to travel by bike, in line with the 50:50 modal split target and aspirations for significantly increasing trips made by cycling.

- 6.10 For mixed use developments, the standards relating to each use should be used to calculate the overall total parking level.
- 6.11 There may be scope for applying standards flexibly in exceptional circumstances where the specific use or nature of development or its occupation or management warrants this. Where the standards are applied flexibly the Council may impose conditions to limit permitted development rights or to control management and occupancy.
- 6.12 Changes of use will generally be subject to the same standards as new development for the same use class. Reduced numbers of parking spaces will be sought where the proposed use is demonstrably less traffic intensive than the previously approved use.
- 6.13 Changes of use involving the subdivision of properties to create additional units can potentially result in the intensification of use and an increase in the level of demand for car parking. In areas where there is a high concentration of single dwellings that are in multiple occupation, or have been subdivided into multiple flat/bedsit/apartment units, levels of on-street parking may already be oversubscribed. In locations where these circumstances exist, proposals for the further subdivision of existing dwellings will need to be carefully considered in light of the likely impacts of any intensification upon existing parking pressures. In exceptional circumstances, the likely parking impacts of a proposal may warrant a flexible application of the standards in this SPG with the effect that permission may not be granted unless additional off-street parking space can be provided within the curtilage of the building.
- 6.14 For the avoidance of doubt, parking standards that relate to floor area are GROSS floor area (GFA), unless stated otherwise.
- 6.15 The **Residential parking standards** do not include a requirement for visitor parking. The design and layout of parking spaces will be reviewed and may not be considered in accordance with the maximum standards if dimensions are found to be able to accommodate parking above the maximum permitted. For example, where due to its proposed dimensions a driveway to a dwelling can be shown to have the capacity to accommodate a greater number of vehicles than permitted under the parking standards, a reduction in the dimensions may be required. For the purpose of the standards, garages are not counted with the parking provision for residences.
- 6.16 Standards for **non-residential development** include both the operational parking space required for servicing a development (e.g. loading/unloading)/HGV parking and non-operational parking (e.g. employee and visitor/shopper parking).

Table P.5: B2 General Industry							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking -- undercover, secure and suitable for long term use	Minimum visitor stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All industry	1 per 1000sqm	2 per 100sqm	1 per 200sqm	1% - 5% of parking spaces	5% of total parking spaces, and a further 5% of spaces should be enlarged standard spaces	6 spaces plus 2% of total capacity parking spaces, and a further 2% of spaces should be enlarged standard spaces
Non central	Industrial units (<500sqm)	1 per 50sqm	2 per 100sqm	1 per 1000sqm			
	Industrial units (501 - 1000sqm)	1 per 60sqm	2 per 100sqm	1 per 1000sqm			
	Industrial units (1001 >)	1 per 120sqm	2 per 100sqm	1 per 1000sqm			

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## Cycle Parking Standards

- 6.17 The importance of cycling facilities such as changing rooms, showers and lockers in encouraging more people to cycle cannot be underestimated. Such facilities will be sought in appropriate circumstances where long stay cycle parking is required, as determined by the land use above. At employment developments where the location makes it possible for employees to travel to work by active modes, the Council will seek to ensure that the development incorporates changing and shower facilities to facilitate anticipated levels of trips in the short term and sufficient to accommodate anticipated growth in these modes and modal shift in line with the 50:50 modal split. This approach is also supported by the Active Travel Act (Wales) 2013 and the Active Travel Design Guidance should be referred to<sup>5</sup>.
- 6.18 The standards for the provision of cycle parking for different types of development set out within Tables P.1 to P.12 represent minimum provision for all areas of Cardiff, which must be provided in addition to other vehicle parking.
- 6.19 Cycle parking should be provided in a safe, secure and convenient position and also be located close to the intended destinations. Wherever possible, it should be located within the curtilage of the development. Where appropriate, dropped kerbs provided adjacent to cycle parking can aid easy access for cyclists. Stands should be visible and positioned so they do not obstruct pedestrians or people with disabilities. They should be clearly signposted and highlighted by defined areas, such as the use of surface changes, colour or texture. In order to maximise security, cycle parking should be prominently located in places which maximise surveillance. They should be overlooked by passers-by, well lit and, where possible, viewed by CCTV or security guards.
- 6.20 Sheffield-type stands, which provide two cycle parking spaces and allow both the frame and wheels to be secured onto the 'n' shaped stand, are considered appropriate for short stay parking for most situations. Alternatives will be considered, but should offer at least the equivalent capacity, robustness and degree of protection for users. Stands which incorporate effective security and innovative design will be encouraged.
- 6.21 Short stay parking, which provides for the needs of visitors or customers to a building for a few hours, should be located as close as possible to the visitor entrances of a building and, ideally, within 30m. Long stay parking, which provides for the needs of employees, commuters and residents for longer periods, is more appropriately provided undercover and within a building where possible. All cycle parking should be overlooked or provided with surveillance.
- 6.22 Residential and long stay cycle parking should be secure and sheltered. The shelter may be in the form of accommodation within buildings, in cycle sheds or other sheltered structures and can include cycle lockers or cages located in close proximity to the main building access. For houses, where cycle parking is not specifically accommodated within individual dwellings (e.g. where garages are not available), appropriate alternative secure and sheltered provision should be made. Where communal cycle parking is provided, it is often better to have several small groups of stands rather than one large facility. Cycle provision should be designed into a scheme from the outset to ensure adequate provision is made available from first occupation. Reference should be made to the Cardiff Residential Design Guide and other relevant guidance. Innovative

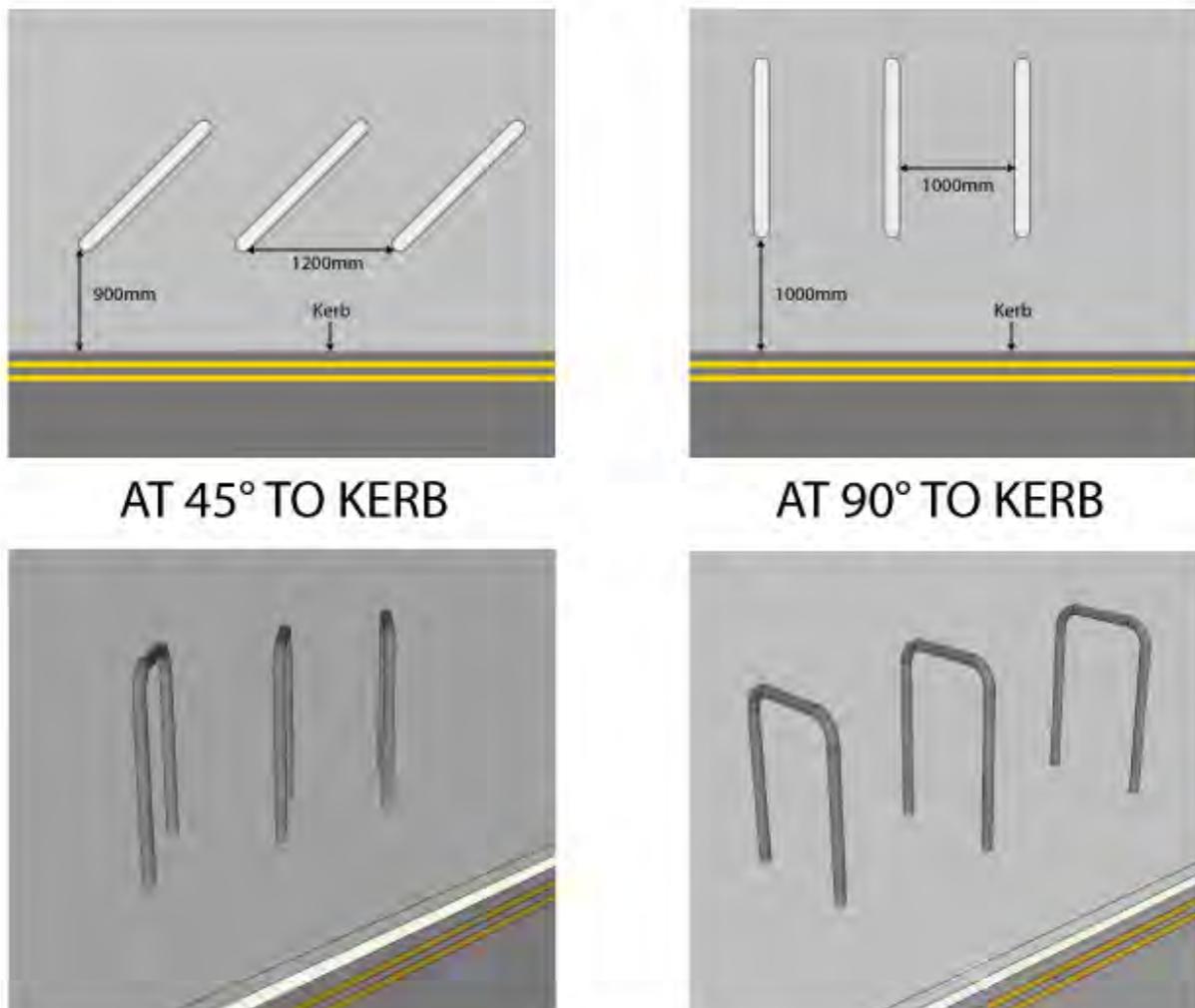
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<sup>5</sup> <http://gov.wales/topics/transport/walking-cycling/activetravelact/implementation>

approaches to cycle storage and facilities, such as two tier storage systems and lockers for cycle helmets, are encouraged.

- 6.23 Stands should be positioned so that they can be properly used and do not cause a safety hazard. The diagram below outlines the positioning which is expected for on-street cycle parking. Reference should also be made to the Active Travel Design Guidance (for example, p.276) to ensure that the footway meets the minimum footway width requirements set out in the guidance.

Figure 6.2 Cycle Parking



### Car Parking for People with Disabilities and Mobility Impairments

- 6.24 Standards on the number of designated parking bays for disabled people are set out in Tables P.1 to P.12. Previously these have been based on advice contained within the 'Parking Guidelines of the Standing Conference on Regional Planning in South Wales' (Revised Edition 1993) and the Department of Transport Traffic Advice Leaflet 5/95 'Parking for Disabled People' and have now been updated in line with BS8300, 'Design of buildings and their approaches to meet the needs of disabled people'.
- 6.25 The parking standards for people with disabilities represent minimum provision and should be provided in addition to the standard car parking provision. Where a reduced number of car

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parking spaces below the maximum level are provided, the level of car parking provision for disabled people should be maintained in the same proportion as if the overall number of spaces was up to the maximum level. At certain locations, and where the proportion of disabled people is known to be higher, the ratio of parking for disabled people may need to be increased. The needs of disabled people (including designated spaces) will also need to be considered in developments where no off-street car parking is proposed. Enlarged standard spaces are 3.6m by 6m. These spaces provide flexibility as they can be adapted to be parking spaces designated for use by disabled people.

- 6.26 Guidance on parking layout and appropriate streetscapes for use by disabled people can be obtained from *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* DfT (2002) and *Part M: Access to and use of buildings – Volume 2: Buildings other than dwellings* (2015). Such an approach is required by the *Equalities Act, 2010*.
- 6.27 Part M (*Access to and use of buildings*) provides technical guidance on *Buildings Regulations* about access to and use of buildings. Guidance on access in the planning system (*'Planning and Access for Disabled People – A Good Practice Guide'* published by the Office of Deputy Prime Minister 2006; BS 8300: 2010 *'Design of buildings and their approaches to meet the needs of disabled people - Code of Practice'* 2009 and *Design Commission for Wales, Design and Access Statements in Wales* 2017) recommends provision of an access statement to identify the philosophy and approach to inclusive design adopted, the key issues of the particular scheme, and the sources of advice and guidance used. An additional benefit of providing an access statement is that it should set out, at the time of the planning application, most of the information needed by a building control body, thereby assisting the dialogue between the applicants and building control. Design of disabled parking provision must comply with all current legislation.

### **Car Parking for People with Young Children**

- 6.28 In shops and buildings to which the public have access and in public car parks, spaces should be reserved for people needing to transfer young children to and from the car. Parking for people with young children should be:
- Marked with a suitable symbol;
  - Provided at a medium width of 3.6m, to include 1.2m access zone between parking bays;
  - Located close to the main accessible entrance to the building.

### **Parking Layout and Design**

- 6.29 The principles outlined in Chapter 8 of the *Manual for Streets* should be taken into account for the layout and design of parking areas. Through good design, car parking (public and private) must give consideration to safety for pedestrians, cyclists and vehicles, for example, through appropriate separation of vehicles/persons and lighting/CCTV as appropriate. Pedestrians should be considered first in the design process, in accordance with the user hierarchy set out in *Manual for Streets*. It should also address issues of security, visual amenity and access requirements. Access and circulation arrangements must accommodate the needs of all users with a particular emphasis on vulnerable groups. Entrances and exits must not present a hazard to road users, pedestrians and cyclists or interfere with safety and the movement of traffic. It is

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important that the provision and design of car parking space is well integrated with a high quality public realm. The Park Mark standard may also be usefully referenced and applied where appropriate.

- 6.30 Alternative parking layouts with specific provision for car clubs and/or accommodation of shared use vehicles will be encouraged where appropriate.
- 6.31 All off-street car parking spaces should have minimum dimensions of 5.0m x 2.5m (Manual for Streets 2007), with a minimum manoeuvring space of 6.0m behind a car parking bay. Where car parking spaces are provided in a linear layout, a minimum bay length of 6.0m is required.
- 6.32 Garages should have a minimum internal width of 3.2m with an internal length of 6.0m. Where garages are provided, a minimum driveway length of 5.5m is required from the back edge of the adjacent footway (or highway/verge where there is no footway). Where garages are also used to provide cycle parking (see 6.22), an additional width of 0.75m plus additional length of 1m should be provided to allow cycles to be independently stored/removed without first moving any parked car.

### **Parking Standards for Motorcycles**

- 6.33 Well-placed and designed motorcycle parking can help to improve the appearance of an area, reduce obstructions to pedestrians by reducing random parking, theft and damage to secured motorcycles.
- 6.34 Parking should be provided in a safe, secure and convenient position with good surveillance and, wherever possible, within the curtilage of the development. Standard spaces should be 2.5m by 1.5m. Parking must be positioned so as not to obstruct pedestrians and/or people with disabilities. Motorcycle parking should also be on a level surface and be clearly sign-posted and well-lit. Consideration should also be given to the provision of appropriate anchor points.
- 6.35 Best practice guidance on the design of Powered Two Wheeler parking is provided in the Department of Transport, Local Government and the Regions' Traffic Advice Leaflet 2/02.

### **Design for Refuse Collection**

- 6.36 For guidance on access for refuse collection vehicles and refuse collectors please refer to the Council's current guidance on Waste Collection and Storage Facilities.

### **Car Clubs**

- 6.37 Car club parking spaces can be provided at workplaces, residences and on-street. Car Clubs can contribute to mitigating transport related impacts and there are a number of advantages to developers in providing car clubs and their use in meeting parking standards and environmental mitigation. Existing planning guidance emphasises the benefits of high density housing development and for developments where a reduced amount of parking is sought, a developer may be required to provide on-site car club provision, including appropriate parking reserved for the scheme.

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- 6.38 Carplus, a national charity promoting responsible car use and which seeks to establish a national network of car club providers, is a useful source of car club information.

### **Electric Vehicles**

- 6.39 The availability of and demand for electric vehicles is projected to increase. Further to KP5 viii, provision to enable charging for electric vehicles will be encouraged, particularly within public and/or communal car parks. Electric Vehicle charging is a developing technology and Cardiff Council will seek to ensure that charging points are installed in line with the current technical requirements at the time of application. Where there is an opportunity for developments to include vehicle charging points the Council will encourage their provision and seek to secure an appropriate level of provision through the planning process. In view of the anticipated changes in the nature of EV technology and demand for EV provision, as well as forthcoming revisions to Planning Policy Wales which will reflect these changes, Cardiff Council will develop further guidance relating specifically to the implications of EV.