

## **Parking Statement for Proposed Development at, 29 Station Road, Port Talbot.**

### **Conversion of Upper Building Floors to 4 No Residential Flats.**

#### **1. Introduction**

Station Road is situated in Neath Port Talbot, the street contains a range of mixed-use commercial premises at street level with most businesses being fast food take away outlets. The floors above the ground level frontage businesses have mixed use, a number of these floors appear vacant, while others offer a mix of residential and commercial use.

There is no amenity space to the front of the property which accesses directly onto the footway along Station Road. Beyond the footway, limited waiting parking (1 hour Monday to Saturday 8 to 6) is available for shoppers, while on the opposite side of Station Road space is given up to a taxi rank.

To the rear of the property, the curtilage of the building directly abuts a road which provides service access to business properties along Station Road with space allocated for the loading and unloading of vehicles. Beyond this is a car park which serves the Grand Hotel.

The proposed development is well serviced by public transport with Port Talbot Parkway bus/rail interchange located south of the property, just a 3-minute walk away.

#### **2. Reference Documents**

The following documents have been referred to in the preparation of this Parking Statement.

- Local Development Plan, (2011-2026), adopted January 2016. Parking Standards, Supplementary Planning Guidance, (October 2016)
- Neath Port Talbot County Borough Council, Local Development Plan, (2011-2026), adopted January 2016.

### 3. Policy Context

The Neath Port Talbot Council, Parking Standards, Supplementary Planning Guidance, (October 2016) sets down the principles associated with vehicular parking and transportation facilities which should be taken into consideration when considering a new development or change of use.

Further Welsh planning policy sets out the national strategy and planning context for parking in Wales and requires local authorities to ensure that new developments provide lower levels of parking than have generally been achieved in the past. The basis of this requirement is to encourage modal shift from traditional private motor vehicles to mass public transport systems, walking and cycling.

A fundamental departure from previous parking standards and practices is the Wales Parking Standards' requirement for Local Authorities to introduce a system of zones for parking purposes into their Local Development Plans. 27 Station Road is in an area designated as Zone 2.

“Zone 2 – Town Centre or City Centre Fringe.

The centre of towns which local people regard as their destination for most activity which is not met within their own local community. The area has a full range of retail activity and many commercial businesses, all within walking distance. The area is the focus of the local bus network and is likely to contain a railway station. Built density is high with little private car parking. There are significant parking restrictions and substantial amounts of off-street car parking available to the public.”

Section 3 (Application of Parking Standards) of the Neath Port Talbot Parking Standards states: -

3.0.2 The interpretation of the parking requirements as outlined in the Wales Parking Standards 2014 is that of maximum standards - i.e. ‘not more than’ figures. This is reflected in the NPT Parking Standards set out in the document.

3.0.3 The inclusion of a sustainability tool (Appendix F) in the NPT Parking Standards makes it possible to reduce the level of parking required by a development. The criteria measures the sustainability of a development in terms of walking distance to local facilities, public transport and cycle routes and frequency of local public transport.

#### Section 3.2.2 of the Parking Standard States

In assessing the parking requirements for a particular development, the planning authority will need to take into account the following factors in relation to the development and its location:

- Accessibility to and the service provided by the public transport system.
- The availability of private buses or the extent of car pooling.
- The relative proportions of full time / part time / local catchment of labour.
- Accessibility by walking and cycling.
- The existing and possible future congestion in streets adjacent to the development.
- Accessibility to and the availability of public and/or private car parking space in the vicinity.

#### **4. Parking Proposal**

As set out in Section 4 (Neath Port Talbot Parking Standards by Land Use) of the parking standards the proposed development would require 1 space per bedroom. It is evident from the details attached to this planning application that sufficient space does not exist within the curtilage of the property or along the adjoining highway to provide any parking provision at this development and that the minimum requirement of 1 space per residential unit set out in Appendix F (Sustainability) cannot be met.

Application of these requirements would inevitably lead to difficulties with the development and meeting the broader objectives of the Local Development Plan to deliver low-cost quality housing.

Given the policy context captured above, in particular the transport and environmental objectives of the Welsh Government, as adopted by Welsh Councils, which include accessibility to local amenities and reduced reliance on the car through modal shift, the proposed development should be permitted as set out in the absence of any allocated parking.

While the minimum requirement of 1 space per residential unit set out in Appendix F cannot be achieved due to the location of the property, its designation as Zone 2 for parking purposes, with direct access to a full range of retail activity and businesses and the Port Talbot Parkway bus/rail interchange just a 3-minute walk away from the premises, more than offsets the lack of parking provision available to this development.

To further mitigate the lack of parking opportunity the development will benefit from the provision of cycle stands for residents use.

Due to the nature of the site, its location and accessibility to local amenities and public transport it is clear the development will be attractive to occupants without vehicles and car ownership levels will be lower than at comparable out of town developments. This could, if considered appropriate, be reinforced with contractual arrangements with tenants or property owners, though in this instance this is not considered necessary.

While parking for residents at the development is as set out above, the property is well serviced in respect of deliveries with rear access and limited waiting parking to the front of the premises.