

## ANGLESEY AND GWYNEDD JOINT LOCAL DEVELOPMENT PLAN (2011 – 2026)

### PUBLIC EXAMINATION:

#### Hearing Session 16 – Monitoring and Implementation and Miscellaneous Issues



### [1] Action Point 40 (S16/PG40) – Policy TRA 2

Consider whether the reference to parking standards in Policy TRA 2 aligns with national planning policy and propose matters arising changes if required in light of the assessment.

#### 1.1 Councils' Response

1.2 At present, Gwynedd Council's Transport and Street Care Service Street Care refers to the County Surveyors' Society of Wales Parking Standards (2014) when considering the details of planning applications.

1.3 The Isle of Anglesey County Council uses a combination of County Surveyors' Society of Wales Parking Standards (2008) and Supplementary Planning Guidance Parking Standards (2008), which refer to PPW and Technical Advice Note 18's requirements. In accordance with the TAN, reference is made to the need to bear in mind that Anglesey is a rural area with a dependency on the car in several places.

1.4 As a result, both Councils alike consider the location of land uses and their accessibility.

1.5 After discussion with the relevant services within both Councils the intention is to prepare Supplementary Planning Guidance, which will relate to parking standards. The intention is to work together to prepare this guidance within 12 months of the Plan's adoption. It is intended to include a reference to the commitment to prepare the additional Guidance as a Matters Arising Change to Appendix 9 of the Plan, which lists the supplementary planning guidance that are anticipated to be required after the adoption of the Plan.

1.6 Hoffai'r Cynghorau gyflwyno Newidiadau Materion sy'n Codi isod i Bolisi TRA 2 a'i eglurhad er mwyn gwella eglurder. Yn ychwanegol i hynny, cymerir y cyfle i gyflwyno Newid Materion sy'n Codi i gael gwared o baragraff 7.1.44a a gafodd ei gyflwyno fel Newid a Ffocws. Gwneir y Newid yma oherwydd nad dyma oedd y lleoliad cywir ar ei gyfer ond ar ben hynny oherwydd bod Newidiadau Materion sy'n Codi arfaethedig i eglurhad Polisi TRA 2 yn ei ddisodli. The Councils would like to introduce the following Matters Arising Changes to Policy TRA 2 and its explanatory text in order to improve clarity. In addition to that, the

opportunity is taken to introduce a Matters Arising Change to delete paragraph 7.1.44, because it had been included in the wrong place and moreover because Matters Arising Changes to the explanatory text that accompanies Policy TRA 2 replaces it.

1.7 Here are the Matters Arising Changes:

7.1.44a ~~In line with national policy and guidance, maximum car parking standards should be used within the Plan area as a form of demand management.~~

#### **POLICY TRA2: PARKING STANDARDS**

**Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards.**

**In exceptional circumstances, proposals may be granted if it can be demonstrated that parking requirement can be satisfactorily met off-site, either by direct provision or, exceptionally, through payment of commuted sums.**

**The provision of appropriate coach parking facilities to encourage bus and coach visitation the plan area's Service Centres is encouraged.**

**Explanation:**

**7.1.44a In line with Planning Policy Wales and Technical Advice Note (TAN) 18 Transport, the demand for parking spaces for cars should be managed and the parking provision for other modes of transport, such as cycling should be encouraged. The Councils' Parking Standards Supplementary Planning Guidance, are informed by Planning Policy Wales, TAN 18 and the County Surveyors Society Parking Standards (2014). All in all, the maximum parking standards seek to attain a balance between parking needs for different modes of transport, capacity of the road system, accessibility of public transport, and avoidance of congestion, displacement, danger and visual intrusion. Where opportunities arise, for example, shared parking for commercial and industrial uses will be encouraged, in order to reduce the provision.**

7.1.45 There may be instances where adequate parking cannot be incorporated within a development site, but could be provided in an equally accessible location nearby. In such instances, consideration will also be given to permitting development where a commuted sum is paid to enable upgrading of existing off-site parking provision, improvements to public transport provision, and additional bus shelters on along existing public transport routes. ~~for example, the upgrading of existing public transport infrastructure.~~

7.1.46 In regards to coach parking facilities, the importance of coach visitors is increasing and the provision of suitable parking is important to attract tourists and shoppers to visit centres that are popular with visitors and Service Centres within the Plan area. Such provision will enable the effective management of coach borne visitors and bring substantial benefits to the local economy.