



acstro

Parking Appraisal

**Nos. 40 – 48 Bedwlwyn Road
Ystrad Mynach**

November 2025

Table of Contents

1 Introduction 1

2 Planning Policy 1

3 Existing Uses 6

4 Proposed Use 7

5 On Street Parking Availability 8

6 Summary 10

Appendices

Appendix 1 Parking Survey

Revision History

A	7 th November 2024	First Issue
B	10 th December 2024	For pre-app submission
C	27 th November 2025	Sustainability Matrix

1825-ACS-ZZ-XX-RP-T-001-C Parking Appraisal.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2025 Acstro Limited

1 Introduction

- 1.1 Acstro has been appointed by Wales and West Housing Association to prepare a Parking Appraisal in respect to the proposed development of the site of Nos. 40 – 48 Bedwlwyn Hall, Ystradmynach.
- 1.2 The site comprises of the former Palace Cinema (Nos 46-48), most recently used as a bingo hall, and a children's day nursery (Nos. 40–44). The existing site has no off-street car parking provision.
- 1.3 The proposal is to redevelop the site to construct 24 one-bed affordable apartments, with no off-street car parking provided.

2 Planning Policy

- 2.1 The following policies provide guidance on parking provision associated with new development.

[Future Wales - The National Plan 2040](#)

- 2.2 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.3 Policies 11 and 12 relate to national and regional connectivity, respectively. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. Active travel must be an essential and integral component of all new developments.
- 2.4 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations. In this case the application site is in an accessible location being closely related to Ystrad Mynach's town centre amenities, with easy access to good public transport.

[Planning Policy Wales \(12th Edition\)](#)

- 2.5 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.6 In terms of transport related policies paragraph 4.1.1 states that "the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport".
- 2.7 Paragraph 4.1.10 states that "the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling."
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 The proposal aligns with these policies in that the development is in a sustainable and accessible location where its future residents can access a wide range of amenities and public transport services on foot and will not be reliant on car transport to serve their day-to-day needs.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.10 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.11 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.12 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.13 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government's sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

Caerphilly County Borough Supplementary Planning Guidance – Car Parking Standards (2017)

- 2.14 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2014, which sets out parking provision maxima based on the development type and location. The SPG describes six location types or zones of development, each with differing levels of accessibility to services and sustainable modes of travel. Maps of the County are provided showing the extent of each zone and the application site falls within a 'Zone 4 – suburban or near urban' location.
- 2.15 For the existing and proposed uses of the site the following parking provision is recommended.

Land Use	Parking Standard Recommendations	Notes
Bingo Hall	1 car parking space per 8m ² Floor Area	
Children's Day Nursery	1 space per 2 full-time staff	<p>In an area must be provided for the picking up and setting down of children within the curtilage of the school premises.</p> <p>In the case of Day Nurseries in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of.</p> <p>This should be assessed when the nursery is at full capacity. Where part-time staff are employed they should be aggregated to their full time equivalents.</p>
Residential	<p>1 parking space per bedroom</p> <p>1 visitor parking space per 5 homes</p>	<p>For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.</p>

Table 1 Parking Standards SPG Recommendations

- 2.16 Schedule 6 of the Parking Standards sets out a methodology that can be employed to ascertain an individual site's sustainability. This relates to a method of scoring points in relation to a site's proximity to services, facilities and sustainable transport infrastructure.
- 2.17 The site score 7 points and this generally allows for a reduction of 1 space per dwelling for residential use or a 20% reduction in non-residential development parking provision.

Sustainability Criteria	Details	Sustainability Points
<u>Walking Distance to Local Facilities:</u> 200m = 3 points, 400m = 2 points or 800m = 1 Point. Facilities include a foodstore over 1000m ² , post office, community medical practice, primary/secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	<u>Facilities within 200m</u> None <u>Facilities within 400m</u> Lidl Supermarket Oakfield Surgery, Oakfield Street Allied Pharmacy, Bedwlwyn Road Ystrad Mynach Post Office, Penallta Road	2 Point x 2= 4 Points
<u>Walking Distance to Public Transport</u> Access to bus stop or railway station within: 300m = 3 Points 400m = 2 Points 800m = 1 Point	Siloh Chapel Bus Stop, Bedwlwyn Road (200m walking distance)	3 Points
Cycle Route Within 200m 1 Point Cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas	None	0 Points
Frequency of Public Transport 10 minutes = 3 Points 20 Minutes = 2 Points 30 Minutes = 1 Point Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	Bus Stops Within 800m <u>Siloh Chapel Bus Stop</u> Service Nos. 7, 50, 51, C9, C16 & C17 Total of 22 buses stop here between 7am & 7pm Average frequency between 7am & 7pm = 1 bus every 33 minutes	0 Points
	Total	7 Points

Walk distances defined as the distance along the most appropriate route from the point of origin (or centre of development) to the facility and back to the point of origin

Table 2 Site Sustainability Score



Figure 1 Nearby Amenities

3 Existing Uses

- 3.1 The bingo hall has a floor area of approximately 360m². Based on the Parking Standards requirement of 1 space per 8m², this equates to a recommended car parking provision of 45 spaces.
- 3.2 The day nursery (Nursery Rhymes) is registered for 83 places. Staff numbers are not known but have been estimated based on the minimum staffing levels for day nurseries in Wales that are specified by Social Care Wales. Those staffing levels are as follows:
- One adult to three children under 2 years
 - One adult to four children aged 2 years
 - One adult to eight children aged 3 - 7 years
- 3.3 Based on these ratios a minimum staffing level of between 10 and 28 is required to care for 83 children. The mid-point of this range is 19 staff members and based on this number, the Parking Standards SPG's ratio of 1 parking space per 2 staff equates to a total of 10 parking spaces.
- 3.4 In total therefore the existing use of the site would generate demand for around 55 car parking spaces based on the parking provision recommended by the adopted Parking Standards. There are three parking spaces provided for the nursery that are accessed from the rear lane. There is a shortfall of 52 spaces in off-street parking provision and this parking demand must therefore be accommodated in nearby streets and public car parks.

Land Use	Parking Demand (Based on Default Parking Standards Recommendations)	Parking Demand Based on 20% Reduction (see 2.17)
Bingo Hall	45 Spaces	36 Spaces
Children's Day Nursery	10 Spaces	8 Spaces
Total	55 Spaces	44 Spaces

Table 3 Application of Parking Standards SPG Recommendations to Existing Uses

4 Proposed Use

- 4.1 The proposed 24 one-bed flats equate to 24 car parking spaces if the default Parking Standards ratio of 1 space per bedroom is applied.
- 4.2 However, a reduction of 1 space per dwelling is permitted due to the site's sustainability score (see 2.17) and therefore no on site car parking provision is required.
- 4.3 The application of the Parking Standards requirement for visitor parking (1 space per 5 homes) is considered unnecessary in this case given that there is ample on-street parking available on nearby streets and the availability of a public car park (Oakfield Street Car Park) within around 100m of the site.
- 4.4 Any concerns that the lack of car parking spaces within the proposed development are not justified as there is clear evidence that car ownership rates of social / affordable housing, particularly in flats is considerably lower compared to owner occupied housing. The differences are evident from a review of 2021 Census data for Caerphilly (authority area).
- 4.5 The Census data shows that only 45% of households living in flats¹ have access to a car or van whereas the comparable rate for households living in houses or bungalows almost twice this at 83%. Similarly, the car ownership rates for those living in social rented accommodation is significantly lower than for households of different types of tenure. Only 53% of social rented households have access to a car. This compares to 74% for private rented households and 82% to 96% of owned households.

Accommodation Type	Total No of Households	No cars or vans in household		1 car or van in household		2 or more cars or vans in household	
Whole house or bungalow	69838	12010	17%	29365	42%	28463	41%
Flat, maisonette, apartment, caravan or other mobile or temporary structure	6417	3489	54%	2533	39%	395	6%

Table 4 Car Ownership v Accommodation Type (Caerphilly Council Area) 2021 Census

Tenure Type	Total No. of Households	No cars or vans in household		1 car or van in household		2 or more cars or vans in household	
Owned: Owns outright	27449	5072	18%	12904	47%	9473	35%
Owned: Owns with a mortgage or loan or shared ownership	24282	956	4%	8205	34%	15121	62%
Rented: Social rented	14325	6778	47%	5693	40%	1854	13%
Private rented or lives rent free	10204	2697	26%	5096	50%	2411	24%

Table 5 Car Ownership v Tenure Type (Caerphilly Council Area) 2021 Census

¹ Flats, maisonettes, apartments, caravans or other temporary structure

5 On Street Parking Availability

- 5.1 The streets around the site are subject to various parking controls and restrictions. Adjacent to the site on Bedwlwyn Road parking between 8am and 6pm (Mondays to Saturdays) is restricted to a 1 hour stay with no return within 1 hour. Parking here is unrestricted outside of these times.
- 5.2 There are sections of unrestricted kerbside parking available on Bedwlwyn Road, Beech Embankment and Pengam Road. Oakfield Street car park is located within around 100m of the application site and provides some 68 spaces. Parking charges apply between 8am and 6pm on Mondays to Saturdays and Bank Holidays. Charges range from 40p for one-hour to £10 for a weekly ticket. Parking is free between 6pm and 8am.
- 5.3 The location of all cars parked on the streets within the study area and at the Oakfield Street Car Park is shown in Appendix 1 and a selection of photographs from the survey are provided below. The survey found that on-street parking adjacent to the site, on Pengam Road and in the Oakfield Street car park was light and ample spare capacity exists in the event that any demand for parking is generated by the proposed development.

Appendix 1 Parking Survey



Figure 2 Bedwlwyn Road Outside Application Site



Figure 3 Pengam Road Towards High Street

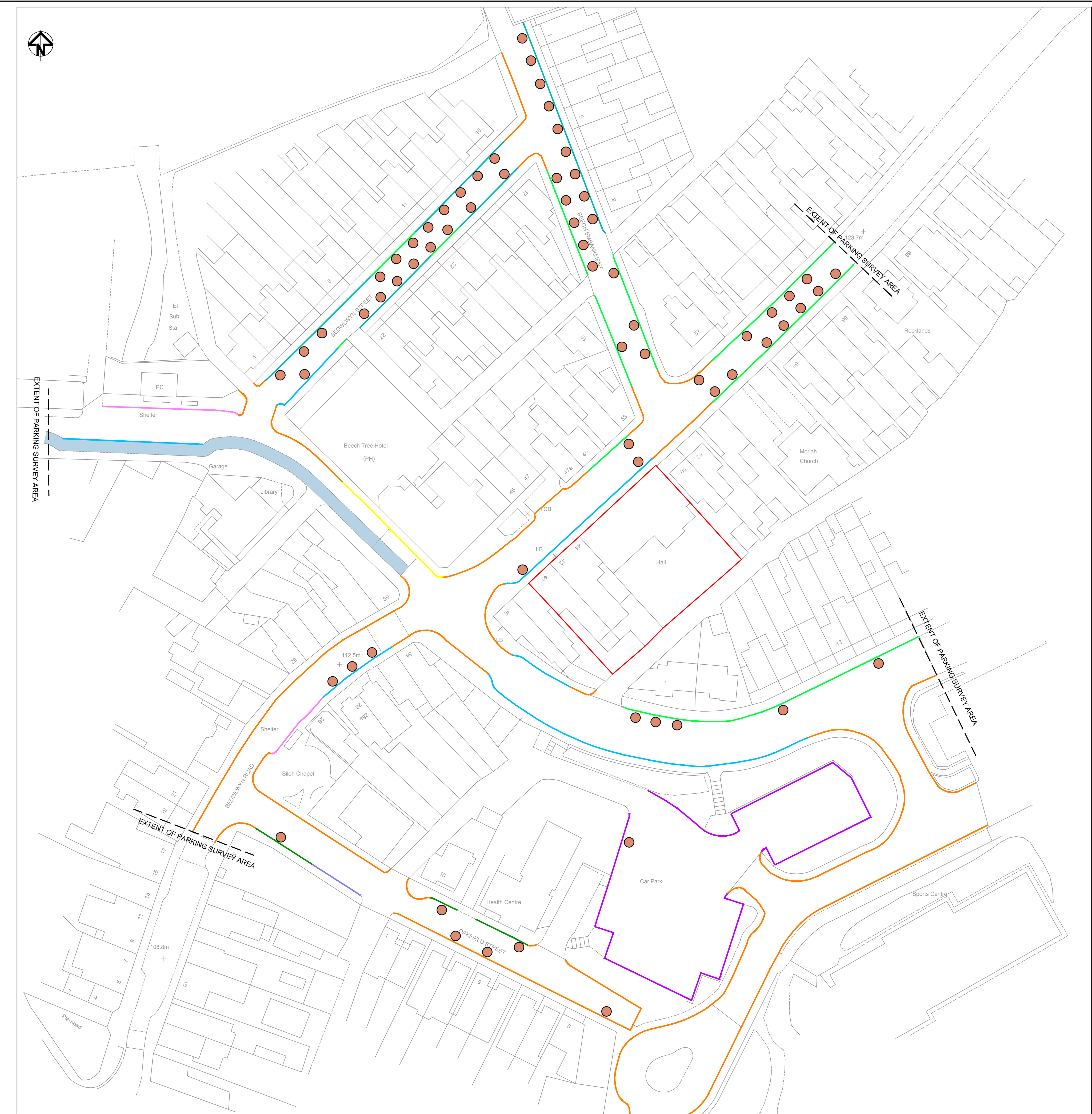


Figure 4 Oakfield Street Car Park

6 Summary

- 6.1 The salient issues are summarised below:
- 6.2 The application site currently consists of a bingo hall and children's day nursery. The proposal is to redevelop the site to provide 24 affordable flats. The site has no off-street parking provision and all parking demand that is generated must be accommodated on nearby streets and public parking.
- 6.3 Based on the Council's 2017 adopted Parking Standards' recommendations, the existing use of the site generates demand for around 44 car parking spaces, with only three off-street parking spaces provided.
- 6.4 Due to the site's sustainable and accessible location the adopted Parking Standards permit zero parking provision for one-bed dwellings. On this measure, the redevelopment of the site will reduce the demand for on-street parking by 44-spaces.
- 6.5 There is however clear evidence that car ownership rates for households living in flats and living in social rented accommodation is significantly lower than average. Census data shows that only 45% of households living in flats have access to a car or van whereas the comparable rate for households living in houses or bungalows almost twice this at 83%. Similarly, the car ownership rates for those living in social rented accommodation is significantly lower than for households of different types of tenure. Only 53% of social rented households have access to a car. This compares to 74% for private rented households and 82% to 96% of owned households. It is highly likely therefore that the majority of residents of the proposed one-bedroom flats won't have access to cars or vans and that the demand for parking generated by the development will be very low.
- 6.6 A parking survey has been undertaken and this shows that there are ample opportunities for any parking demand that is generated by the development to be accommodated on surrounding streets or in the nearby Oakfield Street public car park.
- 6.7 It is a fundamental principle of current planning policy that development occurs in accessible and sustainable locations where residents will not be reliant on car transport to access essential services. This reduces the need for car travel, car ownership and car parking demand. It also prevents social exclusion for people without access to cars.
- 6.8 "Future Wales - The National Plan 2040" instructs that planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations. In this case the application site is in an accessible location where a car-free development is considered appropriate.

Appendix 1 Parking Survey



- Key
- Parked Vehicle
 - Unrestricted Kerbside Parking
 - Disabled Badge Holders Only
 - Double Yellow Line - No Waiting at Any Time
 - Loading Only Mon - Sat 8-10 am & 4-6 pm
 - 1 Hour Parking Mon - Sat 8 am - 6pm No Return Within 1 Hour
 - Mon - Sat 8 am - 6 pm Resident Permit Holders Only
 - Bus Stop
 - Zig-Zag Markings (No Waiting)
 - Cycle Route
 - Application Site
 - Oakfield Street Car Park

A	First Issue	07-11-24
<div>acstro</div> <div>Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandoello SA19 6BJ</div> <div>E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</div>		
Project	BEDWLYN ROAD YSTRAD MYNACH	
Drawing	ON-STREET PARKING SURVEY 06:00 06/11/24	
Drawing No.	1825-ACS-XX-ZZ-DR-T-002-A	
Scale	1:500 @ A1	

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page consists of a light blue gradient with large, flowing, curved shapes in a darker blue, creating a sense of movement and modernity.

acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com