
DEVELOPMENT CONTROL POLICY

GUIDANCE NOTE 11

Parking Standards in Bury

May 2007



This guidance note is primarily aimed at developers, architects and those who intend to submit planning applications to Bury MBC's Planning Department. The contents include:

- Introduction
 - Background
 - Policy context
 - Applying the Parking Standards
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PRE-TEXT

This pre-text to the Development Control Policy Guidance Note No.11 sets out the details of the consultation and publicity steps that were undertaken during the preparation of this Supplementary Planning Document (SPD)

This Supplementary Planning Document (SPD) has been produced in the form of a Development Control Guidance Note. It is intended to support policies contained in Bury's adopted UDP (adopted 31st August 1997). This Note provides a more formal basis to advice which is given to applicants on a regular basis and is now a material consideration in the determination of planning applications.

This SPG was approved for a consultation exercise by the Council's Executive on the 10th January 2007. This was after a period of internal consultation with Officers in various Sections of the Council. Views were sought from members of the public and private organisations and relevant interest groups over a six-week period (23rd January 2007 to 6th March 2007). Copies of the Draft SPD were made available for inspection at the planning reception desk and in the Borough's main libraries. Further copies could also be obtained on request and the draft was also made available on the Council's website.

The draft SPD was revised in the light of the comments received through the consultation process. The revised version went to the Council's Executive on the 30th May 2007 and was formally adopted.

In accordance with the requirements in PPS12, a Statement of Consultation document was drawn up, which outlined the representations received and the Authorities response to these. This statement is available for inspection on request, together with the adopted version of the SPD.

Any queries you may have regarding this Note, the Bury UDP or Bury's Local Development Framework should be directed to the Planning Policy Team on 0161 253 5283.

1 - INTRODUCTION

- 1.1 Levels of available parking can be an influential factor in determining peoples' choice of mode of transport. There are many conflicting and competing issues concerning parking standards, which are outlined below. These issues need to be addressed in line with current planning guidance, and with regard to the parking situation that exists in Bury.
- 1.2 The purpose of this Supplementary Planning Document (SPD) is to expand upon parking policies contained within the Bury UDP and in other relevant planning guidance. Parking standards and design issues are addressed for vehicles, cycles and Two-Wheel Motorised Vehicles (TWMVs) e.g. motor cycles.
- 1.3 The objectives for this SPD are as follows:

Objective A:

To ensure that the level of car parking associated with a development proposal or particular use is appropriate, in order to support a reduction in reliance upon the private car. This encourages use of more environmentally friendly and sustainable modes of transport in line with national, regional, sub-regional and local planning guidance.

Objective B:

To set specific standards to ensure appropriate levels of car parking for residential developments within defined areas of high accessibility, which offer a choice of sustainable transport modes.

Objective C:

To encourage an integrated approach to specific land uses and transport networks by improving the physical and social links between them.

Objective D:

To ensure that parking facilities are inclusive and cater for end users in a safe and non-threatening manner.

2 - BACKGROUND

- 2.1 Census data¹ indicates that the percentage of Bury residents who travel to work by private motor vehicle has increased since 1991. More recent figures² demonstrate that traffic growth in Bury is higher than Greater Manchester and national figures. Bury also has the lowest levels of walk and cycle to work rates in the North West.³ These issues have knock on effects, such as higher levels of atmospheric pollution, congestion, health problems and increased pressure on land (for example, car parking can take up a large amount of space in developments and can reduce densities). On a localised scale, parked vehicles can also become safety hazards, obstructions to vehicular and pedestrian movement and/or a nuisance.
- 2.2 Equally, we need to ensure the vitality and viability of our shopping centres and local businesses - in a way that promotes sustainable development patterns. It is recognised that users of retail and business developments need certain levels of parking to cater for their own needs. Therefore, it is important to ensure that these issues are balanced in a fair and consistent manner.

Please note: terms used throughout this note are clarified in Appendix 4.

3 - POLICY CONTEXT

- 3.1 This note has been informed and is based on a series of national, regional, sub-regional and local policies, the contents of which are shown below.

Planning Policy Statement 3: Housing

- 3.2 Planning Policy Statement 3 (PPS3): Housing (November 2006) states that Local Planning Authorities should develop residential parking standards for their areas with stakeholders and communities. The expected levels of car ownership, the importance of promoting good design and the need to use land efficiently should be taken into account.

Planning Policy Statement 6: Town Centres

- 3.3 Planning Policy Statement (PPS) 6: Planning for Town Centres aims to promote the vitality and viability of town centres, by planning for growth and development. The design issues outlined in this SPD take into account the sister document of PPS6 '*Planning for Town Centres: Guidance on Design and Implementation Tools*' (2005).

¹ Data from the 1991 and 2001 Censuses for the percentages of residents aged 16 – 74 in employment.

² Figures taken from Greater Manchester Transportation Unit Report No. 1140 'Transport Statistics in Bury' (2005).

³ Figures taken from 2001 Census data, the effects of which have been examined by the Chartered Society of Physiotherapy (2004).

Planning Policy Guidance Note 13: Transport

- 3.4 National policy guidance specifically relating to transport is contained in Planning Policy Guidance Note 13 (PPG13): Transport (March 2001). PPG13 recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys. Therefore, it is essential that the amount of parking for new developments and the expansion and change of use of existing developments is reduced to help to promote sustainable travel choices (paragraph 49, PPG13).
- 3.5 Annex D of PPG13 contains maximum national parking standards and thresholds for a limited range of use classes. This advice states that local planning authorities can adopt more rigorous standards (paragraph 53, PPG13).
- 3.6 PPG13 also states that the amount of safe and secure cycle parking in developments should be *increased* to promote cycle use. Parking policies need to contain adequate parking provision for motor cycles / TWMVs, and designated parking spaces for people who are disabled, in accordance with current good practice.
- 3.7 Use of shared parking should be encouraged in town centres and as part of major proposals where the parking patterns of end users are compatible.

Regional Spatial Strategy for the North West

- 3.8 Regional Spatial Strategy for the North West (RSS – previously referred to as ‘Regional Planning Guidance 13’) which was published on 31st March 2003, reflects the guidance contained in PPG13. In particular, paragraph A4.2 (Appendix 4, RSS) states that local parking standards should take on board:

- policy linkages with development plans and local transport plans;
- accessibility of public transport;
- levels of walking and cycling;
- regeneration and economic activity;
- accessibility within rural areas;
- standards within neighbouring authorities;
- availability of alternative on-street and off-street parking;
- shared use of spaces; and
- mixed-use developments.

RSS 13(RPG 13) recognises that the North West contains areas of differing levels of accessibility. Two sets of parking standards have been made available to reflect this. These are regional ceiling values, which are suitable for all areas, and urban conurbation ceiling values, where higher levels of public transport accessibility, higher development densities and generally higher levels of economic activity reflect the base conditions of an urban conurbation.

- 3.9 Policies in the submitted draft RSS set out parking standards that are similar to the standards adopted in the Greater Manchester Local Transport Plan, which are within maximum national standards and thresholds. These policies have also been taken on board within this advice note.

Greater Manchester's Second Local Transport Plan

- 3.10 Greater Manchester's Second Local Transport Plan 2006 (LTP2), sets out a long term vision and transport strategy for Greater Manchester (GM) from 2006/07 until 2010/11. Broadly similar to the parking standards for RPG13, the LTP2 takes into account higher levels of public transport accessibility, higher development densities and generally higher levels of economic activity, reflecting the base conditions of that of an urban conurbation. LTP2 incorporates a common framework for parking standards to help provide an element of uniformity amongst Greater Manchester Districts' parking standards. Districts are then able to amend the standards to reflect local circumstances and needs, including the introduction of tighter, area specific car parking standards where appropriate. The guidance contained within this note builds on these parking standards as also advised in RSS.

Bury Unitary Development Plan

- 3.11 Bury's Unitary Development Plan (UDP), which was adopted in 1997, contains parking and design policies for development control purposes. Appendix 3 of this SPD sets out the policies that this note supplements, the policy titles of which are shown below:

Table 1: Relevant Parking and Design Policies from the Bury UDP

Policy Reference	Policy Title
HT2/4	Car Parking and New Development
HT2/5	Public Car Parks
HT2/7	Lorry Parking
HT2/8	Taxi and Private Hire Businesses
HT3/4	Schemes to Assist Metrolink
HT5/1	Access for those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design

- 3.12 Policy HT2/4 deals specifically with car parking standards in new development, but this was originally drawn up pre-1997 and only governs minimum parking standards for cars. Since then, national and regional policies have changed significantly and the emphasis is currently centred on enforcing maximum standards for cars rather than minimum standards. This guidance note updates HT2/4, and the associated Appendix 4 of the UDP which sets out car parking standards, in line with national planning guidance and should be treated as a significant

material consideration when formulating development proposals and designs for planning applications.

4 - APPLYING THE PARKING STANDARDS

- 4.1 All types of development proposals will be required to provide appropriate levels of parking in line with the standards set out in Section 5 – Table 2. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Section 6 of this guidance. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal.
- 4.2 It is important to note that Transport Assessments may be required for larger applications that would have significant transport implications, and that these may prompt the need for a Travel Plan.⁴ The need for a Transport Assessment and/or Travel Plan will depend on the type, nature of the use and scale of the proposal. Table 2 provides an indication of instances where Transport Assessments may be required. It is recommended that the Council's Highways Engineers be consulted at an early stage on all larger applications (see 'Contacts' - Section 9).
- 4.3 The Council recognises that lower parking thresholds than those set out in Table 2 may be considered in cases where meeting the full parking requirements would be detrimental to wider planning interests. This may include applications relating to Conservation Areas, Listed Buildings or areas of special archaeological, historic⁵ or environmental importance⁶. The integrity of these areas and buildings will be given considerable weight, alongside other relevant planning policies and other relevant material considerations.
- 4.4 Equally, the Council recognises that exceptional circumstances may exist where strong material considerations may justify a higher parking provision than set out in Table 2. For example, there may be circumstances where enforcing the standards could cause serious problems for road safety, or where developments are proposed in remote rural areas, which have limited public transport. In such cases, the applicant / developer must demonstrate adequate mitigation measures (such as a rethink of design measures or an alternative location).
- 4.5 This SPD sets out maximum standards for car parking in residential development. In order to assist applicants in setting the correct level of parking provision for their development, it must be demonstrated by the applicant that the level of car parking provision required meets the

⁴ For further information on Travel Plans and Transport Assessments, please refer to *Development Control Policy Guidance Note 12: Travel Plans in Bury*.

⁵ It is recommended that where proposals are located within a Conservation Area, or affect Listed Buildings or areas of special archaeological or historic importance, applicants contact the Council's Conservation Officer at the earliest opportunity.

⁶ Where proposals are located within an area of environmental importance, it is recommended that applicants contact the Council's Wildlife Officer.

anticipated level of demand for that particular site. Early discussions with the planning department are encouraged. The layout and design of car parking provision is an important consideration in achieving a successful car parking scheme for a development. This information should be included in the design and access statement. For further information on design matters, please refer to section 6 of this document.

- 4.6 It may also be appropriate for mixed-use developments to employ shared parking arrangements, particularly in town centre locations. Here, it may be possible to demonstrate that separate uses operate at different times of the day and that greater flexibility over parking standards should apply.
- 4.7 Where appropriate, developers will be required to demonstrate that there is adequate provision of space within the site for parking, manoeuvring, loading and unloading to fulfil the operational requirements of the proposed development.
- 4.8 For the purposes of this advice note, the Council will apply specific parking standards to residential related developments based on a site's location within either a 'high' or 'low' access area. Figure 10a, in table 2 of this guidance note states the maximum car parking standards for proposals involving dwelling houses in both types of access area. The lower figure corresponds with high access areas, and the higher figure corresponds with lower access areas. High access areas are defined⁷ as those which are located within an 800 metre buffer zone from a GMPTE Metrolink stop / bus station and/or within a 400 metre buffer zone from a frequent bus stop⁸ (Appendix 1 contains a plan highlighting these areas of high accessibility). Areas of 'low accessibility' include all other areas in the Borough.
- 4.9 Please note that where sites in low access areas demonstrate high frequency public transport and/or sufficient public parking within the vicinity, the Council will seek to lower parking standards. These cases will be assessed on an individual basis and the Council will take into account any new bus routes that may begin operation or intensification after the adoption of this guidance.
- 4.10 The Council's residential parking standards will be applied to *all* forms of residential development, including new dwellings, affordable and market housing, conversions, and subdivision of plots.
- 4.11 In assessing parking requirements for town and larger district centres (Tottington and Whitefield), emphasis will be on providing for the short-stay rather than for long-stay parking. The Council will take into consideration the:

⁷ These standards are derived from 'Land Use Planning and Public Transport' Greater Manchester Passenger Transport Executive (2006).

⁸ A frequent bus stop is located on a bus route where the average waiting time is 10 minutes or less.

- demand for parking;
- existing provision for parking;
- capacity of the road network; and,
- potential for improvements to public transport.

5 - BURY'S PARKING STANDARDS

- 5.1 Table 2 shows maximum car parking standards and minimum standards for cycle parking, TWMVs and for people who are disabled. The table has been divided into types of development that are based on the Town and Country Planning (Use Classes) Order 1987.⁹ The standards in Table 2 should be read alongside the guidance contained elsewhere in this SPD and alongside other relevant material considerations.
- 5.2 Design specifications for short-stay and long-stay facilities for cyclists are clarified in Section 6. Short-stay cycle facilities usually cater for customers / clients / short-stay visitors and long-stay facilities cater for employees / long-stay visitors.
- 5.3 Parking provision for other uses that are not outlined in Table 2 will be considered on merit and in line with the standards for similar uses as set out below.

⁹ As amended 2005.

Table 2: Parking Standards in Bury

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
1a. Food retail (A1): 900sqm or less	1 per 25 sqm	Up to and including 200 bays: 3 bays or 6% of total capacity, <i>which ever is the greatest</i>	1 per 200 sqm – minimum of 2 <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	Individual consideration	Car Parking: Smaller developments, particularly those within local and neighbourhood shopping centres (see Glossary), that are assumed to be more local in nature that are accessible by other modes could have reduced levels of parking requirements (each proposal will be considered on its own merits).
1b. Food retail (A1): over 900 sqm	1 per 16 sqm	Up to and including 200 bays: 3 bays or 6% of total capacity, <i>which ever is the greatest</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 200sqm <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 600 sqm, minimum of 2 spaces	

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
2a. Non-food retail (other A1 uses): 900sqm or less	1 per 30 sqm	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i>	1 per 200 sqm, minimum of 2 <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	Individual consideration	Car Parking: Smaller developments, particularly those within local and neighbourhood shopping centres (see Glossary), that are assumed to be more local in nature that are accessible by other modes could have reduced levels of parking requirements (each proposal will be considered on its own merits).
2b. Non-food retail (other A1 uses): over 900sqm	1 per 22 sqm	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 200 sqm <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 900 sqm, minimum of 2 spaces	
3. Financial and professional services (A2)	1 per 35 sqm	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 400 sqm, minimum of 2 spaces <i>Note:</i> 50% of cycle spaces should be allocated for customers (short-stay) and 50% for staff (long-stay).	Individual consideration	

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
4a. Food and Drink (A3): Restaurants	1 per 7sqm public floor area	Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 140 sqm public floor area – minimum 2 spaces <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 280 sqm public floor area – minimum of 2 spaces	Restaurants will require adequate levels of off-street parking and will be assessed on an individual basis.
4b. Food and Drink (A5): Fast food, drive throughs	1 per 8.5 sqm gross floor area	Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 140 sqm public floor area – minimum 2 spaces <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 280 sqm public floor area – minimum of 2 spaces	Car parking for takeaways (A5) will be assessed on an individual basis as they rely on short stay parking in close proximity and the amenity of surrounding properties needs careful consideration.
5a. Business (B1): Stand alone offices	1 per 35 sqm	Up to and including 200 bays – <i>individual bays for each disabled employee</i> plus 2 bays <u>or</u> 5% total capacity, <i>which ever is greater.</i> Over 200 bays – 6 bays <i>plus</i> 2% of total capacity	1 per 400 sqm – minimum of 2 spaces <i>Note:</i> 40% of cycle spaces should be allocated for customers (short-stay) and 60% for staff (long-stay).	1 per 1,400 sqm – minimum of 2 spaces	Call centres (B1) will need to be assessed individually due to large amounts of staff numbers above general office use.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
5b. Business (B1): Business parks Call Centres	1 per 40 sqm Individual consideration.	Up to and including 200 bays – <i>individual bays for each disabled employee plus 2 bays or 5% total capacity, which ever is greater.</i> Over 200 bays – 6 bays <i>plus</i> 2% of total capacity Individual consideration.	1 per 400 sqm – minimum of 2 spaces <i>Note: 40% of cycle spaces should be allocated for customers (short-stay) and 60% for staff (long-stay).</i> Individual consideration.	1 per 1,400 sqm – minimum of 2 spaces Individual consideration.	Determined on individual merits of planning application.
6. General Industry (B2)	1 per 60 sqm	Up to and including 200 bays – individual bays for each disabled employee plus 2 bays or 5% total capacity, <i>which ever is greater.</i> Over 200 bays – 6 bays <i>plus</i> 2% of total capacity	1 per 700 sqm – minimum of 2 spaces <i>Note: 10% of cycle spaces should be allocated for customers (short-stay) and 90% for staff (long-stay).</i>	1 per 2,800 sqm – minimum of 2 spaces	
7. Storage or distribution (B8)	1 per 100 sqm	Up to and including 200 bays – individual bays for each disabled employee plus 2 bays or 5% total capacity, <i>which ever is greater.</i> Over 200 bays – 6 bays <i>plus</i> 2% of total capacity	1 per 850 sqm – minimum of 2 spaces <i>Note: 10% of cycle spaces should be allocated for customers (short-stay) and 90% for staff (long-stay).</i>	1 per 4,000 sqm – minimum 2 spaces	See design advice for lorries in Section 6.

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a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
8. Hotels (C1)	1 per bedroom incl. staff considered.	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is the greater</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 10 bedrooms, minimum of 2 spaces <i>Note:</i> 30% of cycle spaces should be allocated for customers (short-stay) and 70% for staff (long-stay).	1 per 40 bedrooms – minimum of 2 spaces	Leisure and conference facilities should be considered separately. Proposals for C1 use within Bury Town Centre will be assessed on their own merits and in line with any Transport Assessment.
9a. Residential Institutions (C2): Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	
9b. Residential Institutions (C2): Care / nursing homes	1 per 4 beds	Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i> Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 40 beds, minimum of 2 spaces <i>Note:</i> 30% of cycle spaces should be allocated for visitors (short-stay) and 70% for staff (long-stay).	1 per 160 beds – minimum of 2 spaces	Car Parking – Standards for care/nursing homes are for staff and visitors. Parking standards for care and nursing homes will be considered on their own merits and nature/location of proposal.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)		c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3) 1 bed 2 bed 3 bed 4 bed and above	High Access Area 1.0 1.5 2.0 3.0 per unit	Low Access Area 2.0 per unit 2.5 per unit 3.0 per unit	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.
10b. Sheltered Housing	1 per 3 units		10% of sheltered housing parking should be allocated for disabled people			
11a. Non-Residential Institutions (D1): Medical or health facilities	1 per 2 full-time equivalent staff + 3 per consulting room		Up to and including 200 bays – 3 bays or 6% of the total capacity, <i>which ever is the greater</i>	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces	
11b. Non-Residential Institutions (D1): Crèche, day nursery or day centre	1 per full time equivalent staff		Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard.	Car Parking - The provision of adequate drop off facilities for parents and for visitors would also need to be individually considered.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
11c. Non-Residential Institutions (D1): Schools	1.5 spaces per classroom	Up to and including 200 bays – 3 bays or 6% of the total capacity, <i>which ever is the greater</i> Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.	1 per 10 full time equivalent staff plus 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	Car Parking - Standard equates to 1 per full time member of staff with limited provision for visitors. <i>Only operational requirements should be provided for.</i> It is likely that Transport Assessments and Travel Plans will be required for new or expanded schools - see Development Control Guidance Note 12 – ‘Travel Plans in Bury’.
11d. Non-Residential Institutions (D1): Higher or further education	1 per 2 full time equivalent staff	Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity.	1 per 20 full time equivalent staff plus 1 per 10 students	1 per 80 full time equivalent staff plus 1 per 600 students	Car Parking – <i>Only operational requirements should be provided for.</i> It is likely that Transport Assessments and Travel Plans will be required. Separate consideration will be required for parking for associated residential facilities.
11e. Non-residential institutions (D1): Art gallery, museum, exhibition hall or library	1 per 30 sqm public floor area	Up to and including 200 Bays - 3 bays or 6% of the total capacity, <i>which ever is the greater.</i>	1 per 300 sqm public floor area – minimum of 2 spaces.	1 per 1200 sqm public floor area – minimum of 2 spaces	

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
11f. Non-residential institutions (D1): Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays – 4 bays <i>plus</i> 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces	
12a. Assembly & Leisure (D2): Cinema, bingo hall or casino, concert hall	1 per 8 seats	Up to and including 200 Bays -3 bays or 6% of total capacity, <i>which ever is greater.</i>	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces	
12b. Assembly & Leisure (D2): Indoor sports or recreation	1 per 25 sqm	Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity	1 per 250 sqm – minimum of 6 spaces	1 per 1,000 sqm – minimum of 2 spaces	
12c. Assembly & Leisure (D2): Outdoor sports and recreation	Individual consideration.	Individual consideration.	Individual consideration.	Individual consideration.	Determined on individual merits of planning application.
13a. Miscellaneous: Stadia/Spectator seating	1 space per 18 seats 1 coach parking space per 1000 seats (this is a minimum standard)	Up to and including 200 Bays - 3 bays or 6% of total capacity, <i>which ever is greater.</i> Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity	1 per 150 seats – minimum of 2 spaces <i>Note:</i> 90% of cycle spaces should be allocated for spectators (short-stay) and 10% for staff (long-stay).	1 per 600 seats – minimum of 2 spaces	There is a need to mitigate impact of stadia traffic and on street parking in the vicinity of the stadium. Where development is considered major, a travel plan will be required. A Transport Assessment may also be required. Please refer to SPD12 for further information.

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a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
13b. Miscellaneous: Railway / Bus stations, and tram stops	Individual consideration.	Individual consideration.	Minimum of 10 per station. Individual consideration for tram stops	Individual consideration.	Individual consideration should be given to car parking to facilitate Park & Ride and drop off places where appropriate and practical.

6 - DESIGN CONSIDERATIONS

- 6.1 This section sets out a range of design, safety and other considerations for all development applications which incorporate parking proposals, and these will be given considerable weight in the determination of planning applications. It is recommended that advice provided in this section is considered at pre-application stage, particularly for major applications.

General Principles

- 6.2 All proposals and their associated parking areas will be assessed against the following design, safety, layout and amenity principles:

- a. developments should incorporate sufficient spaces, in line with the Council's parking standards (Table 2) which are appropriate to the scale of development;
- b. all developments and their associated parking areas need to be of a high quality design and layout;
- c. proposals should be well integrated with existing buildings and the surrounding environment and should contribute positively to their surroundings;
- d. careful consideration needs to be given to appropriate landscaping and boundary treatment measures;
- e. developments should take account of both Secured by Design and the Association of Chief Police Officers (ACPO) Safer Parking Scheme principles which cover design, construction and maintenance issues;
- f. the design of lighting schemes should take into account security, environmental and amenity considerations;
- g. proposals should take full account of highway safety measures and potential traffic generation, which will be assessed in accordance with the Council's Highways standards;
- h. drop off zones may be required for certain types of developments;
- i. the amenity of the occupants of surrounding properties will be taken into account;
- j. the disposal of surface water and/or integration of Sustainable Urban Drainage Systems (SUDS) will be considered;
- k. specialist parking facilities for those who are mobility impaired, cyclists, TWNVs and heavy goods vehicles should take into account the Council's standards; and
- l. access and permeability of parking areas for those who are mobility impaired, pedestrians and cyclists will normally be given priority over vehicular movement.

- 6.3 The Council's guidance for the above principles is explained below. Please note, the guidance provided is not exhaustive and each case will be assessed on its own merits.

Character of area

- 6.4 The character of an area will be given considerable weight in the determination of planning applications. It is important to recognise that the design and layout of parking is significant when designing a scheme to ensure that the character of an area is not detrimentally affected. Proposals for the design of parking areas that are considered to harm the character of an area will not be approved. Proposed developments will be assessed against general design policies in the UDP and other material considerations.

- 6.5 With this in mind, parking areas should:

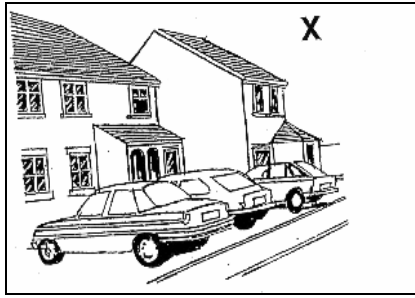
- maintain the character and setting of an area;
- be sensitively located so as not to dominate space;
- strike a balance between the needs of the end-users and the need to respect the street scene;
- avoid large areas of hard-surfacing;
- incorporate hard and soft landscaping;
- retain important existing boundary and landscaping features;
- incorporate appropriate boundary treatments that complement both the proposal and the wider setting; and
- take account of important built and natural features, including Listed Buildings, Conservation Areas, local topography and green spaces.
- avoid remote areas that do not benefit from natural surveillance

- 6.6 Whilst the security hierarchy of parking (with 1 being the safest) is: (1) garaged, (2) within the curtilage of a property, (3) on street directly outside the owners residence and (4) remote site which is not over looked, attention is drawn to parking provision outside properties.

Specifically, when designing off-street parking for residential developments, proposals should seek to avoid car parking to the front of properties where it would be detrimental to the character of an area (see Figure 3 below). In particular, the Council is concerned that proposals for the intensification of existing buildings (for example, the conversion from one to two or more self contained units) would lead to the loss of front gardens to car parking provision. It is often the frontage of properties (including boundary features and gardens) that add significantly to an area's character.

- 6.7 In many instances, the development of forecourts has harmed the traditional layouts and setting of some streets through the loss of boundary features and mature vegetation. Therefore, the Council will seek to retain front garden space and features such as original walls or landscaping which add to the value and quality of streetscapes.

Figure 3: *Removal of front garden space for car parking can detrimentally harm the character of individual buildings and the street scene*



Landscape Proposals

- 6.8 In order to improve the visual appearance of parking areas, developers should incorporate landscape proposals that are appropriate to the site and parking layout. This is particularly important for larger car parks. Landscaping proposals can reduce the visual impact of proposals, filter dust and provide shelter and shade. However, care should be taken to ensure that planting does not provide places for potential offenders to hide and attack vehicles. Ideally no shrubs should be allowed to grow over 1 metre high and trees should be clean trunks (no side branches) up to 2 metres to provide clear sight lines. Proposals which incorporate large expanses of hard surfacing for parking that do not include appropriate levels of hard and soft works will not normally be granted planning permission.
- 6.9 When planting species are being selected for a site, developers are advised to take into account existing soil conditions to ensure an appropriate planting medium is used. This will increase the probability of longevity and survival of species.
- 6.10 Maintenance and possible vandalism of plant species needs to be considered from the outset. Security and visual implications of soft landscape features - particularly as planting matures will be need to taken into consideration when selecting appropriate species. This is important where development proposals include CCTV cameras and lighting columns as neither the camera view or the light should be obstructed by vegetation.
- 6.11 Planning permission will not normally be granted for proposals that involve the removal of established, high quality vegetation or site features that contribute to the visual amenity of an area.

Security and Lighting

- 6.12 It is important to recognise that vehicle crime accounts for a high percentage of all crime (up to 20%), and it is estimated that 22% of vehicle crime occurs in parking areas.¹⁰ Design measures should be adopted that tackle safety and crime concerns, using 'Secured by Design' principles and policies detailed in Development Control Policy Guidance Note 3 – 'Planning Out Crime in New Development' (DCPGN

¹⁰ Between the Lines: an evaluation of the 'Secured Car Park Award'. Home Office Study 266.

3) that applicants can refer to, as well as the advice contained in this note.

- 6.13 In addition, the Council encourages applicants to consider applying for the Park Mark®¹¹ scheme.



This is an initiative of the Association of Chief Police Officers, aimed at reducing crime and the fear of crime in parking areas. The Park Mark® Safer Parking award is granted to parking areas that have achieved the requirements of a risk assessment as conducted by the Police under the Safer Parking Scheme standards.

- 6.14 The Safer Parking Scheme builds upon the former 'Secured Car Parks' award Scheme. This improved scheme helps operators deter criminal activity, as well as creating a place where customers feel safe. It is well documented that a fear of crime can deter people from using parking facilities, as well as occurrence of actual crime.
- 6.15 As this guidance outlines, the provision of parking should be designed with the needs of people in mind. Routes to and from parking facilities need to be considered from the outset.
- 6.16 Lighting should be considered for all parking areas, including for cycle and TWMVs facilities. The provision of lighting can help to reduce the fear of crime and actual crime in parking areas. When designing or looking to improve lighting in parking areas, the following should be considered:
- Light sources, patterns of lighting and intensity of lighting should be appropriate and sensitive to the surroundings.
 - It is recommended that low level lighting, in particular, is as vandal resistant as possible.
 - High-pressure sodium lamps with well-controlled levels of light spillage may be preferable in environmentally sensitive areas such as conservation areas¹² or for roof-top parking.
 - Intensity of lighting should be controlled to minimise impacts of light spillage, particularly in residential or other environmentally sensitive areas.
 - Heavily contrasting areas of light and shadow should be avoided. It is better to have more lights at a low intensity. Uniformity of light spread is much more important in terms of crime prevention than light intensity.
 - Under Secured by Design and the Safer Parking Scheme Mark Standards lighting for car park areas should conform to BS 5489 Part 1 (2003).

¹¹ Further information can be obtained from www.britishparking.co.uk

¹² As advised in PPG15 'Planning and the Historic Environment'.

- 6.17 In addition, the Council encourages applicants to consider applying for the Park Mark ®¹³ scheme. This is an initiative of the Association of Chief Police Officers, aimed at reducing crime and the fear of crime in parking areas. The Park Mark® Safer Parking award is granted to parking areas that have achieved the requirements of a risk assessment as conducted by the Police under the Safer Parking Scheme standards.

Highway Safety

- 6.18 When designing provision for parking, issues concerning highway safety will be of paramount importance when planning applications are being determined. For example, this will include the location of entrances/exits, traffic movements and the provision of adequate visibility splays. Such considerations will need to be incorporated into proposals at an early stage. Highway considerations may also arise as a result of Transport Assessments.
- 6.19 Where on-street parking is required, it should meet the following criteria:
- the highway must be of a sufficient width, taking into account the resultant location of parked vehicles to allow access for emergency vehicles to pass through;
 - it should be of a suitable design which is appropriate to the location and density of the development;¹⁴
 - vehicles should not be encouraged to park on the pavement where they could damage surfaces, pose hazards to pedestrians / pushchairs and where they would significantly reduce visibility for other road users;
 - it should not exasperate matters in an area where there is a recognised parking problem; and
 - for dwellings with direct access onto a classified road, space should be provided on site for the turning of a car.
- 6.20 Access for emergency vehicles will need consideration as part of developments.
- 6.21 Applicants are encouraged to seek the advice of the Council's Highways Engineers in relation to highway safety issues at pre-application stage (see 'Contacts' Section 10).

Drop-off Zones

- 6.22 The provision of safe drop off areas must be incorporated into designs for major developments comprising care/nursing homes, hospitals, educational facilities and public transport stations. Drop off zones may also be appropriate for other types of developments as advised by the

¹³ Further information can be obtained from www.britishparking.co.uk

¹⁴ For example, this may include demarcated kerbside bays at right angles, kerbside angled to pavement bays, parking bays in line with the pavement, small groups of on-street parking which can break up visual impact, housing square parking or central reservation parking in the direction of traffic flows (see 'Car Parking What Works Where' by English Partnerships 2006 and 'Manual for Streets', 2007 for more information).

Council's Highways Engineers. Drop off zones need to be individually designed to cater for the needs of each development in relation to the existing and likely future traffic situation. They should also be in close proximity to the principal entrance, having regard to safety considerations as advised by the Council's Highways Engineers. Each case will be considered on its own merits.

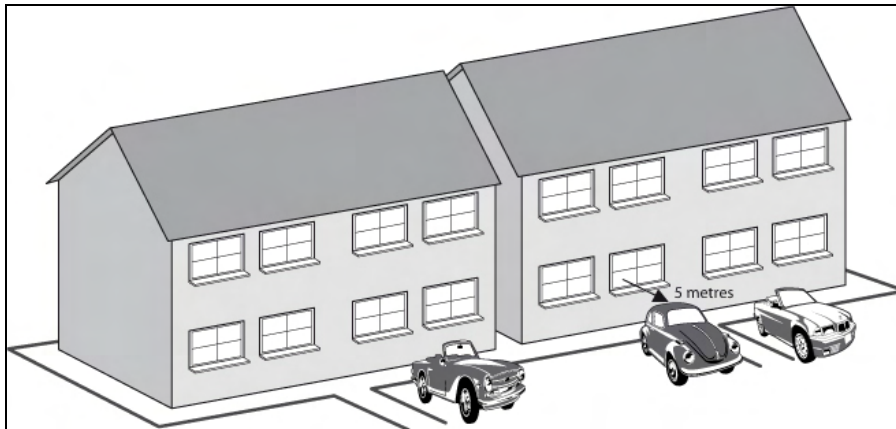
Amenity of Occupiers of Surrounding Properties

6.23 When assessing planning applications for developments and associated parking proposals, the amenity of occupiers of surrounding properties will be an important consideration. The Council will take account of the potential harmful effects on:

- the visual amenity of adjacent occupiers;
- noise generation;
- air pollution from exhaust fumes; and
- overshadowing / loss of light where appropriate (for example, for multi-storey car parks).

6.24 In assessing the above, spaces for communal car parking should not normally be provided within 5 metres of a habitable room window of any dwelling (see Figure 4). This distance is deemed necessary to protect the amenity of occupiers through engine noise and exhaust fumes pollution.

Figure 4: Communal car parking spaces should not be located within 5 metres of habitable room windows



Note: Diagram not to scale

Please note, implications for increased traffic generation and pressure on existing parking situations will be assessed from a highway safety perspective.

Sustainable Urban Drainage Systems

6.25 The effective and environmentally responsible disposal of surface water from development is a material planning consideration. Therefore, the Council will seek to ensure that parking areas make greater use of Sustainable Urban Drainage Systems (SUDS) as a means of reducing

the impact of development on flood risk and levels of pollution.¹⁵ For example, there are a range of preventative measures, infiltration devices and permeable surface materials that can be used as a means of controlling and disposing of surface water.

- 6.26 SUDS should be incorporated into most developments and should reflect the layout of the development site and should be identified early in the design stages of a scheme. Each proposal will be considered on its own merits but the Council will seek to negotiate appropriate measures for each particular scheme.
- 6.27 The potential for run off to create pollution (for example, oil, chemicals, salt grit from roads and hard surfaces) should also be addressed, as this may not be subject to control by the statutory control bodies. It is therefore essential that the developer seeks the advice of the Environment Agency and the advice of the Council's Environmental Health Service early in the design stage.

Parking Standards for People who are Mobility Impaired/Disabled¹⁶

- 6.28 According to the 2001 Census, approximately 19% of residents in Bury have some form of limiting long term illness and/or disability. This figure is likely to increase as the population ages.¹⁷ In 2006, an estimated 6% of Bury's residents were Blue Badge holders, 3% were ambulant disabled and 2% were wheel chair users.¹⁸ As advocated in Bury's UDP, the Council will require that, wherever possible, development proposals by virtue of their location and physical features meet the highest standards of accessibility and inclusion. This will ensure that all potential users, regardless of disability, age or gender can access and use facilities safely and easily.
- 6.29 In the case of all types of development, the Council will require the minimum number of parking bays, as specified in Table 2 to be designated for use by Blue Badge holders.
- 6.30 Parking spaces/bays for people who are disabled should be:
- located adjacent to or within easy reach of the main/most accessible entrance;
 - 6.0 metres x 3.6 metres (consisting of a 4.8 metres x 2.4 metres space with a 1.2 metre side and rear transfer zone); and

¹⁵ Both PPG25 (Development and Flood Risk (2001) and draft PPS25 (2005) advocate the greater use of SUDS use techniques to control surface water run-off as close to its origin as possible and before it enters a water course and covers a whole range of drainage management approaches.

¹⁶ Guidance on the design and location of parking for people who are disabled can be found in Department of Transport Traffic Advisory Leaflet 5/95 (April 1995) and in PPG13 Good Practice Guide (2000).

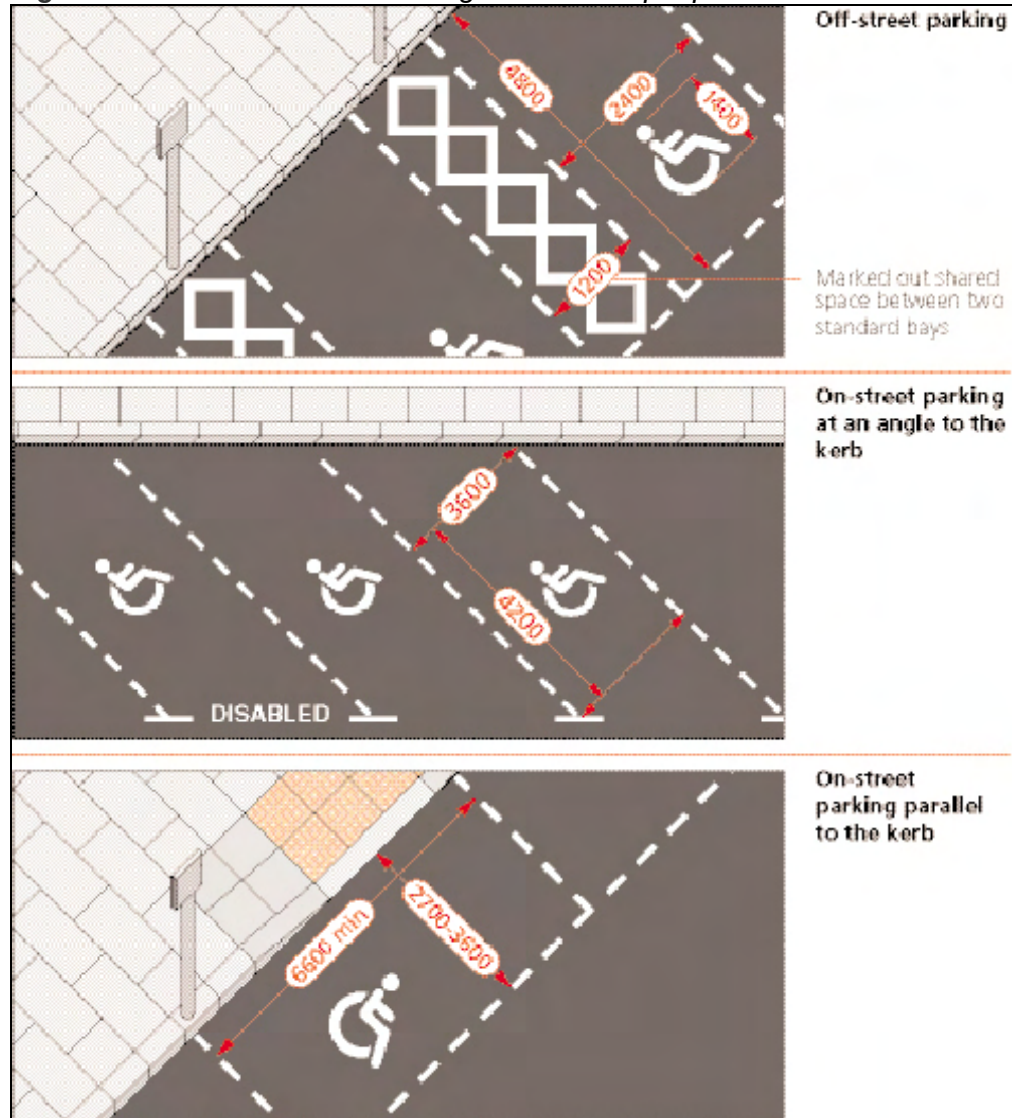
¹⁷ The proportion of Bury's population aged 65 plus is estimated to increase by 20% from 2003 to 2028 based on ONS 2003 population projections.

¹⁸ Figures taken from Bury MBC, 2006.

- suitably designed, sized and clearly demarcated in accordance with current British Standards¹⁹ and best practice guides.²⁰

Figure 5 below demonstrates measurements and markings for off and on-street parking bays for people with disabilities:

Figure 5: On and Off-street Parking for disabled people²¹



6.31 Pedestrian routes to and from areas with parking for disabled people should be:

- free from steps, bollards and steep slopes;
- incorporate dropped kerbs in appropriate positions;
- be well lit; and
- have strong colour contrasts on edges.

6.32 Equipment and signs such as disabled space notices, coin/token slots and external controls for parking control equipment/machines should be

¹⁹ This is currently BS 8300, 2001.

²⁰ Department of Transport, Traffic Advisory Leaflet 05/95 'Parking for Disabled People' (1995).

²¹ Taken from Department for Transport 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (2002).

located between 1000mm and 1400mm above the ground in accordance with current British Standards.²²

- 6.33 It is worth noting that under amendments to the Disability Discrimination Act 1995, it is unlawful for employers (where they employ more than 15 persons) and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for a reason related to their disability - or by failing to comply with a duty to provide reasonable adjustments.²³ With this in mind, there are many commercial and other benefits of ensuring inclusive parking designs for developments. It is also significantly more cost-effective to provide for inclusive access at the *design stage* than to make retrospective, post-construction adjustments.
- 6.34 Therefore, where proposals would be likely to employ more than 15 persons, one parking space per employee who holds a Blue Badge should be provided for car parks associated with shopping areas, leisure or recreational facilities and places open to the general public. Table 2 provides the minimum parking standards for parking provision for those who are disabled.
- 6.35 This may involve incorporation of larger spaces which have the potential to be converted into parking bays for future use by the mobility impaired/Blue Badge holders. Such bays would need to be located near the staff entrance in accordance with the standards outlined in this SPD.
- 6.36 Where no off-street parking is proposed, applicants must demonstrate where disabled drivers can park safely, preferably no more than 50 metres away from the desired location and incorporate measures to ensure easy access (for example, dropped kerbs).
- 6.37 Parking associated with housing for people with disabilities should be:
- located adjacent to the front entrance;
 - 3.6 metres wide;
 - located beside a 900mm wide path connecting the front door and the parking bays;
 - incorporate ease of access measures (for example, dropped kerbs); and
 - be undercover where possible.
- 6.38 Where facilities are specifically proposed for people who are disabled such as dedicated schools, or health facilities, this is likely to justify a higher provision of disabled parking and facilities than those specified in Table 2. Each case will be considered on its own merits.

²² In accordance with BS6571:1989.

²³ Office Deputy Prime Minister *Planning for Access for disabled people: A Good Practice Guide*.

Heavy Goods Vehicles/ Lorry Parking

- 6.39 Provision for off-street parking and manoeuvring space for Heavy Goods Vehicles (HGVs) should be planned into the early stages of development proposals.²⁴
- 6.40 Operational parking space for commercial and service vehicles will depend on the type required to service a development. Sufficient space to manoeuvre vehicles should be provided and should be suitable for the type and quantity of vehicles which use the space. Vehicles should be able to safely exit the site in forward gear.
- 6.41 It is recommended that the Council's Highways Engineers be consulted at an early stage on all applications that would involve the use of HGVs and other large commercial vehicles.

Cycle Parking

- 6.42 Nationally 72% of all trips are less than five miles in length and half are less than 2 miles. Combined with public transport, cycling can offer a door to door alternative to the use of private vehicles.²⁵ Cycling also has proven health and environmental benefits. Therefore, the Council actively encourages cycling as the most appropriate mode of transport for short journeys. To help to promote cycle use, good quality cycle parking needs to be provided throughout the Borough, in line with minimum parking standards outlined in Table 2.
- 6.43 The requirements of cyclists and principles of Secured by Design need to be fully taken into account in the development process. It is important that secure cycle parking facilities are planned from the outset and are provided as an integral part of new developments.
- 6.44 All cycle parking facilities should demonstrate:
- appropriate signage (see Figure 6 below);
 - high levels of accessibility and be located off accessible routes;
 - adequate levels of security. Cycle parking should preferably be overlooked by public or staff, or at least by CCTV cameras, to maximise surveillance;
 - appropriate levels and type of lighting;
 - measures that ensure the safety of pedestrians (i.e. the location of facilities should avoid conflict with pedestrians and those who are mobility impaired);
 - convenience appropriate to the end user and duration of use in mind; and
 - appropriate design standards outlined in this note.

²⁴ Freight Transport Association 'Designing for deliveries - design standards for service and off-street loading areas' contains useful advice that developers may wish to consider.

²⁵ National Cycling Strategy (1996).

Figure 6: Bespoke cycle parking in Bury Town Centre



Figure 7: Example of a long stay weatherproof cycle parking shed in Bury



- 6.45 Where cycle parking facilities are to be provided, one of the main considerations is whether the facilities are for short stay (2 hours or less) or long stay (more than 2 hours) cyclists. Security will be a prime concern for both but in particular for long stay facilities.
- 6.46 **For long stay facilities** - the following will be expected:
- provision should be in the form of cycle lockers or secure compound, which should be weather proof (see Figure 7 above);
 - facilities should be lit in hours of darkness; and
 - proposals should incorporate shower, changing and drying facilities.²⁶
- 6.47 **For short stay facilities** – the following will be expected:
- proximity to building entrances is important.
 - cycle stands should be located clear of pedestrian desire lines
 - cycle stands should be detectable by blind/partially sighted persons with a ground level tapping rail at either end.
 - visitor cycle parking in the public realm is best provided in well-overlooked areas
 - provision should preferably be Sheffield style racks, or wall mounted bars (wheel slots and butterfly racks are not generally suitable);
 - the dimensions of Sheffield stands should preferably be 1m length and 0.8m height. Each stand to have at least 0.55m clear space surrounding it. The preferred spacing between stands is 1m, but where space is limited, an absolute minimum of 0.8m. Wall bars to be at least 0.8m off the ground, and protrude 150mm from wall;
 - fixing - either bolted into concrete through fixing plates, or preferably embedded to a depth of at least 250mm into concrete 300mm cube.
 - materials - steel tube or similar, of at least 40mm diameter. Preferably stainless, galvanized or plastic coated; and
- 6.48 In flats and communal accommodation developers should incorporate cycle parking facilities within the building or in close proximity to the building.

²⁶ This is particularly important for sites that are providing cycling provision for employees.

Parking for Two-Wheel Motorised Vehicles

6.49 Parking for two wheel motorised vehicles should be:

- located away from trees and areas susceptible to flooding;
- on flat surfaces which are well lit, highly visible, well used and well overlooked;
- on concrete or block paviors in preference to tarmac as these surfaces are not prone to sinking in warm weather;
- provided with secure anchorage points or railings, ideally at about 60cm above the ground; and
- provided in a secure covered structure (for long stay facilities – over 4 hours) and recommend that access and egress points are kept to the minimum necessary and that those provided are busy, well used and well overlooked.

Pedestrian Access and Permeability

6.50 The layout of car parks and resultant permeability through sites is an important consideration in ensuring a good relationship to the wider spatial movement hierarchy. Therefore, the Council will seek to ensure that:

- the movement arrangements for pedestrians should be prioritised over cyclists and motorised vehicles;
- potential conflicts between pedestrians and vehicles should be avoided;
- developments consider the needs of pedestrians both within and outside the site, including their point of origin;
- car parking areas are designed to allow for ease of access to a development for those travelling to a scheme using public transport;
- pathways and routes to buildings are as direct as possible, taking into consideration security and safety issues outlined in this note; and
- where pedestrians and cyclists need to share the same routes clear distinction should be implemented.

Major Applications/ Mixed Use Schemes

6.51 When parking provision for major developments or mixed use schemes is being assessed, the Council will expect more innovative and imaginative parking solutions. Where economically and practically feasible, car parking should be located to the rear, underneath or, where appropriate, above new development. Such designs may involve use of well designed multi-storey car parks, undercroft, podium and/or mechanical parking solutions.²⁷ Such examples are usually more appropriate for centrally located higher density developments.

6.52 Well-managed basement parking is encouraged for high density schemes or mixed use schemes where it would be commercially viable and appropriate to the location. In such cases basement parking is encouraged as it decreases the amount of land that is dedicated to the

²⁷ Examples of such innovative car parking solutions can be found in 'Car Parking: What Works Where' by English Partnerships (2006).

- private car, whilst reducing visual appearance and it may also allow for extra amenity space.
- 6.53 In particular, multi-storey car parking should be carefully designed and be well integrated with its surroundings.
- 6.54 There may also be scope for the sharing of spaces where the peak use of car parks is compatible.
- 6.55 Where practical, priority spaces should be allocated for car sharing and similar initiatives.

7 - OTHER CONSIDERATIONS

- 7.1 There are a number of other considerations that should be taken on board in looking at parking issues, which are outlined below.

Transport Assessments /Travel Plans

- 7.2 For major developments, developers are advised to undertake a realistic and robust assessment of likely end-patterns of car use, as well as patterns for use of non-car modes of transport at an early design stage. It is likely that such developments will require Transport Assessments²⁸ and/or Travel Plans. For more information, please refer to the Council's Highways Engineers (see 'Contacts' Section 10) and Development Control Guidance Note 12 – Travel Plans.

Planning Conditions and Section 106 Agreements

- 7.3 The Council may use planning conditions and/or Section 106 agreements (also referred to as planning obligations) in order to require on-site or off-site transport measures and facilities in order to off-set the traffic related impacts of proposals, including parking issues.

For example, this may include the management and use of parking spaces, so that priority may be given to certain users. For example, this may include people with disabilities, people with children, visitors, or cars with more than one occupant. This may also involve the removal of parking spaces (other than those for disabled people):

- after a specified period; or
- when access to the site is improved by public transport (such as when a bus route is introduced to the site), walking and cycling; or
- when development exceeds an agreed level of traffic generation

NB: Conditions may be used to vary the amount of parking specified in Table 2.

- 7.4 Where appropriate, the Council may require developments to fund on-street vehicle parking controls in areas adjacent to major trip-generating

²⁸ Please refer to Department of Transport, 'Guidance on Transport Assessment', 2007 for further information on the requirement for a Transport Assessment.

developments to ensure that the limitation of off-street parking does not lead to on-street parking pressures (including temporary parking).

8 - MONITORING

- 8.1 The Council will monitor the implementation of the updated parking standards that have been outlined in this SPD as part of Bury's Annual Monitoring Report. This will allow for future amendments, including additions and deletions, where deemed necessary. The Annual Monitoring Report will include data on the amount of completed non-residential development within Use Classes A, B and D complying with car-parking standards set out in this note.
- 8.2 The Council has set a target of 60% of non-residential development schemes within Use Classes A, B and D to comply with the standards set out in this document. This target has been set by assessing previous levels of compliance with RSS parking standards.

9 - BACKGROUND DOCUMENTS

- Bury Unitary Development Plan, Bury MBC (adopted August 1997)
- Department of Transport, Traffic Advisory Leaflet 5/95 Parking for Disabled People (April 1995)
- Greater Manchester Cycle Parking Guidelines, GMCG, (April 2002)
- Greater Manchester Local Transport Plan 2, 2006/7 – 2010/11 (2006)
- Guidance on Transport Assessment, DCLG & DoT (March 2007)
- Manual For Streets, Department For Transport, (March 2007)
- Planning Policy Guidance Note 13: Transport, DETR (March 2001)
- PPS 3: Housing, DCLG (November 2006)
- Planning for Town Centres: Guidance on Design and Implementation Tools, ODPM (March 2005)
- PPG13 Good Practice Guide, DETR (2001)
- Regional Spatial Strategy for the North West (first published March 2003)
- Safer Parking Scheme (www.saferparking.co.uk)
- Secured by Design (www.securedbydesign.com)

10 - CONTACTS

The advice in this note has been designed to be user-friendly and seeks to clarify parking standards in Bury. However, if you require further information, please contact:

Ian Lord, Manager (Traffic Management and Road Safety Services)

Planning, Engineering and Transportation Division,
Traffic Management and Road Safety Section,
Lester House,
21 Broad Street,
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BL9 0AW

Telephone: 253 5783

Email: i.c.lord@bury.gov.uk

Development Control Team

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5 Bank Street
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BL9 0DN

TEL: 0161 253 5432

Email: development.control@bury.gov.uk

Planning Policy

Planning, Engineering and Transportation Division,
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TEL: 0161 253 5283

Email: planning.policy@bury.gov.uk

Security & Crime Prevention

Architectural Liaison Unit
GPM
Divisional & Partnership Support Unit
PO Box 22 (S.West PDO) Chester House
Boyer Street
Manchester
M16 0RE

Tel: 0161 856 5912

Email: alu@gmp.police.uk

Commission for Built Architecture (CABE)

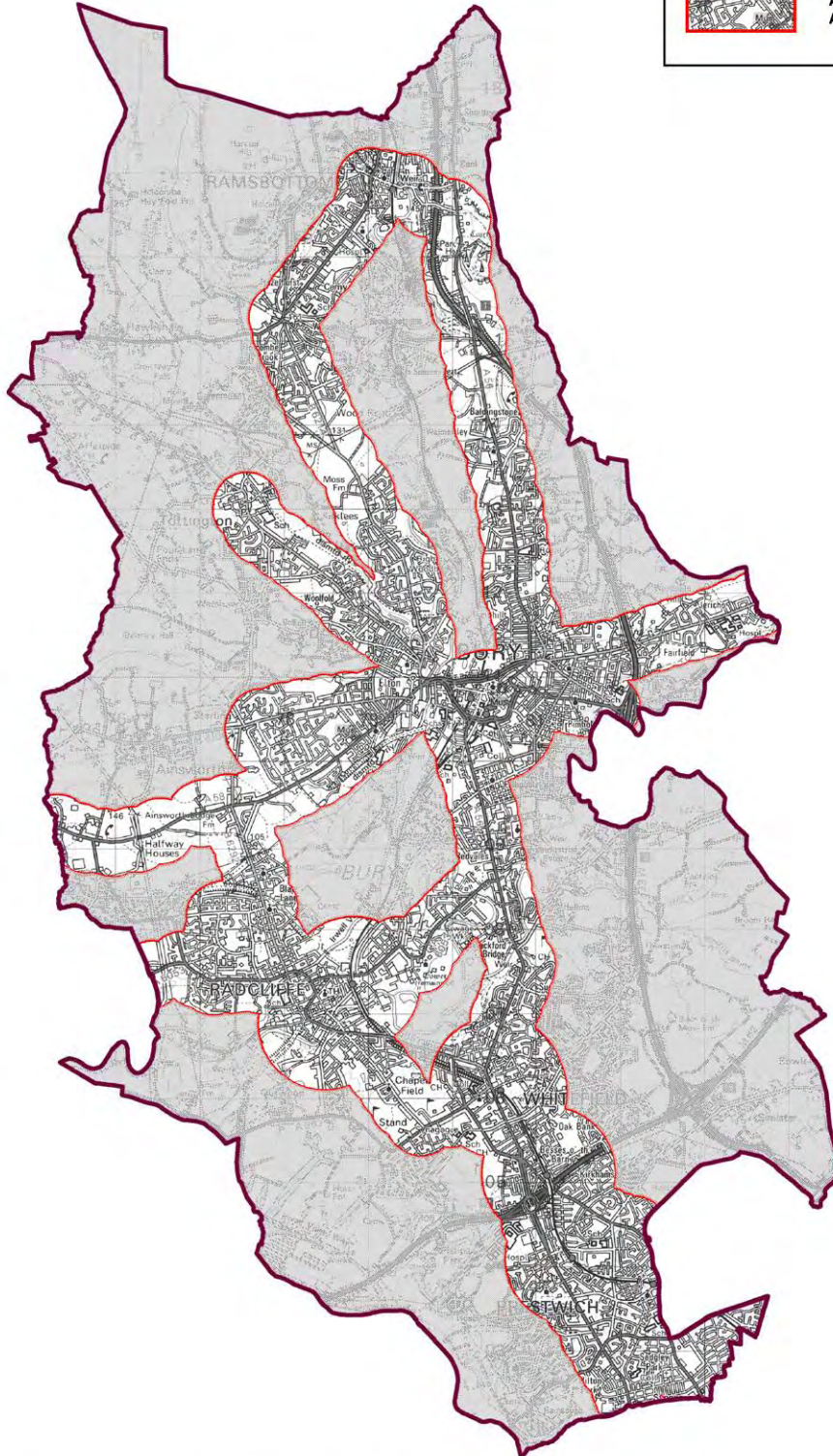
1 Kemble Street
London
WC2B 4AN

Tel: 020 7070 6700

www.cabe.org.uk

APPENDIX 1 – AREAS OF HIGH ACCESSIBILITY IN BURY

AREAS OF HIGH ACCESSIBILITY IN BURY



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Bury MBC 100023063/2006



APPENDIX 2 – STANDARD SPACE REQUIREMENTS

The following are standard space requirements of some typical vehicles. These may be used as basic minimum reference values but different layouts such as parallel, herringbone and in-line, have slightly different overall space requirements and detailed layout of parking spaces will be site specific.

These dimensions refer to standing space only and do not take account of access, manoeuvring space or space required for loading/unloading.

Table 3: Standard Space Requirements

Type of Vehicle	Standard Space Requirement
Car	2.4 metres x 4.8 metres (6.0 x 2.4 metres for in line/tandem parking)
Motorcycle	Individual consideration
Examples of Commercial Vehicles	These figures vary, and depends upon the vehicle most likely to serve the development
Light Vans	2.4 metres x 5.5 metres
Rigid Vehicles	3.5 metres x 14.0 metres
Articulated Vehicles	3.5 metres x 18.5 metres
Coaches (60 seats)	3.5 metres x 14.0 metres

APPENDIX 3 – BURY UDP CAR PARKING STANDARDS

HT2/4 - Car Parking and New Development

The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

HT2/5 - Public Car Parks

The Council will seek to ensure that an adequate level of public car parking provision is made in the town and district centres, but will give priority to the provision of short stay parking. The following sites have been identified for new car parking provision.

HT2/7 - Lorry Parking

The Council will, where appropriate, support the provision of off-street lorry parking facilities, particularly where these would:

- a) reduce the environmental impact caused by lorries parked on the highway, especially in residential areas;
- b) improve road safety;
- c) assist the free flow of traffic.

HT2/8 - Taxi and Private Hire Businesses

Proposals for taxi or private hire businesses will be looked upon favourably, providing that the following criteria are satisfied:

- a) adequate car parking facilities are provided for the needs of employees and vehicles used in connection with the business;
- b) it will not have an unacceptable adverse effect on the amenities of neighbouring residents or occupiers;
- c) it will not have an unacceptable adverse effect on the local highway network, in terms of road safety and traffic circulation in particular.

HT3/4 - Schemes to Assist Metrolink

The Council will support the provision of new or improved stations and car parks on the Metrolink system.

H2/2 - The Layout of New Residential Development

New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- a) car parking provision;
- b) access for both vehicles and pedestrians, and provision for public transport;
- c) the possible need for traffic calming measures;
- d) density;
- e) space about and between dwellings;
- f) landscaping and screening;
- g) protection/provision of trees and hedgerows;
- h) open space/children's play areas;
- i) design for safety and security;
- j) access/facilities for the disabled;
- k) the existence of any public rights of way.

HT5/1 - Access for Those with Special Needs

The Council will encourage the provision of satisfactory access to public transport, car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposals which include:

- a) the provision of specially demarcated car parking spaces;
- b) ramped accesses in preference to steps in public and private areas;
- c) greater coverage of the Borough by the "Ring and Ride" and "Localine" services funded by the Greater Manchester Passenger Transport Authority;
- d) better design of buildings incorporating details such as wider and/or automatic doors.

EN1/2 - Townscape and Built Design

The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- a) the external appearance and design of the proposal in relation to its height, scale, density and layout;
- b) the relationship of the proposal to the surrounding area;
- c) the choice and use of materials;
- d) access and other design features for the mobility impaired;
- e) the design and appearance of access, parking and service provision;
- f) landscaping, including the use of natural landscape features, and open space provision; and
- g) the use of lighting.

HT6/1 - Pedestrian and Cyclist Movement

The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by:

- a) eliminating points of conflict between pedestrians/cyclists and motor vehicles;
- b) providing direct and convenient routes;
- c) ensuring that routes are well lit and clearly signed;
- d) extending pedestrian areas, especially in Bury town centre and other district or local centres, where appropriate;
- e) ensuring that all proposals for development recognise the needs of pedestrians and cyclists;
- f) making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate;
- g) providing secure cycle parking and identifying cycle routes, including recommended routes and cycle lanes through busy urban areas, where appropriate.

APPENDIX 4 – GLOSSARY

Disability	Where the term 'disability' is used, it is meant in its broadest sense in line with definitions outlined in the Disabled Discrimination Act 1995 (as amended 2005). It includes people with physical, sensory or mental impairment. Many, although not all, face barriers to movement in the environment. Many people with disabilities rely on the car, either as a driver or passenger. The DfT Traffic Advisory Leaflet (TA05/95) 'Parking for Disabled People' provides further guidance.
Greater Manchester Passenger Transport Executive (GMPTE)	Passenger Transport Authorities are responsible for providing the services and facilities which the market does not provide in large conurbations. GMPTE is funded by the 10 district councils of Greater Manchester
Gross floor space	Refers to the gross floor area of buildings. Where building size is not generally proportional to occupancy, anticipated employment and visitor levels may be used, where justified.
Local and Neighbourhood Shopping Centres	The present shopping hierarchy, as defined in Appendix 2 of Bury's UDP. Local shops are those with a gross retail floor space of 200 sq. metres or below..
Local Transport Plan (LTP)	This is a five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans are consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy. The most up to date LTP for the north west is the Second Local Transport Plan (LTP2).
Section 106 Agreements or Planning Obligations	This is an agreement made under section 106 (s.106) of the Town and Country Planning Act 1990 to secure a planning obligation, previously section 52 of the Town and Country Planning Act 1971. S.106s usually involve a benefit to the community arising out of the grant of planning permission. Major development will almost

	always have an impact outside the boundaries of the application site. Legitimate additional works, such as highway improvements may be required, usually under a s.106 agreement.
Transport Assessment (TA)	A review of all potential transport impacts of a proposed development with a plan to minimise any adverse consequences. TA's are usually required for larger developments that would have significant transport implications. Please contact the Council's Highways Department for more information (see 'Contacts').
Travel Plans	In its broadest sense, a Travel Plan is a strategy for managing multi-modal access to a site or development focusing on promoting access by sustainable modes (see 'Development Control Guidance Note 12 – Travel Plans in Bury').
Two Wheel Motorised Vehicles (TWMVs)	This is the collective term for power-assisted bicycles, mopeds, scooters and motorcycles.
Use Classes	Refers to the Town and Country Planning (Use Classes) Order 1987 (as amended 2005).



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May 2007

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