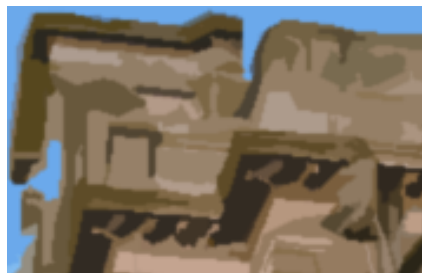
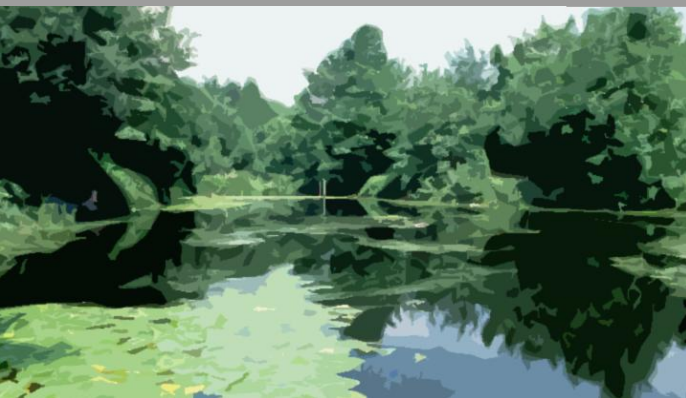




Draft Supplementary Planning Document 11
Parking Standards in Bury—
Consultation Statement

June 2025



1. Introduction

- 1.1. Draft SPD11: Parking Standards in Bury has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2. Regulation 12(a) requires the Council to produce a consultation statement before adoption of the SPD. This statement must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD.
- 1.3. Regulation 12(b) requires the Council to publish the documents (including a 'consultation statement') for a minimum 4-week consultation, specify the date when responses should be received, and identify the address to which responses should be sent.
- 1.4. Regulation 13 stipulates that any person may make representations about the SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12.
- 1.5. Regulation 12 states that when seeking representations on an SPD, documents must be made available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps:
 - Make the document available at the principal office and other places within the area that the Council considers appropriate; and
 - Publish the document on the Council's website.
- 1.6. This Consultation Statement sets out the extent of consultation and engagement undertaken on draft SPD11, highlights the issues raised and how the document was amended to reflect the issues raised.

2. Engagement during the preparation of the draft SPD

- 2.1 Draft SPD11 sets out the development-related parking standards for Bury. These standards include requirements for cars, cycles and powered two wheelers. Guidance for the provision of parking for people with disabilities is also included. In addition, it contains guidance on parking for electric vehicles and provision of car clubs.
- 2.2 As such, the draft SPD was largely developed within the Strategic Planning and Infrastructure team but with specialist input from the Council's Development Management and Operations teams which includes the Highways Development Control and Adoptions teams.
- 2.3 The following table sets out the key issues raised during the internal engagement and how these have been addressed in the draft SPD.

Issue	How was this incorporated into the draft SPD
Clarifying the boundary of each parking zone.	A specific zone map is now included as an appendix to the SPD.
Include some caveats in relation to considerations that must be taken into account when applying the standards.	Reflected in draft SPD.
Update the SPD to make reference to the revised NPPF which came into force in December 2024.	Reflected in draft SPD.
Could the proposed zones be made to align with PfE JP-H4 as these have been created to reflect site accessibility.	Zones broadly in accordance with PfE JP-H4
Should Prestwich/ Whitefield and potentially Radcliffe be included within Zone 1 as this may allow us more flexibility in assessing development proposals.	The Zones have been developed in accordance with the Hierarchy of Centres as set out in the Local Plan.

3. Screening Assessments

Strategic Environmental Assessment (SEA) Screening

- 3.1 A Screening Statement has been prepared to determine whether a Strategic Environmental Assessment (SEA) would be required for the draft SPD18. The Council consulted Natural England, Historic England and the Environment Agency over a six-week period (23rd December 2024 to 31st January 2025) in order to seek their views on the conclusions of the SEA Screening Assessment.
- 3.2 Responses were received from all three bodies, all of whom agreed with the Council that the above assessments would not be required to accompany the SPD.

Habitat Regulations Assessment (HRA) Screening

- 3.3 The Greater Manchester Ecology Unit (GMEU) were consulted on 23rd December 2024. GMEU agreed with the Council's conclusion that the SPD would not require a full HRA and, in responding to their consultation on the SEA screening, Natural England also agreed that the proposed SPD would not require a full HRA.

4. Consultation

- 4.1 Draft SPD11 was approved for consultation by the Council's Cabinet on 08th January 2025. A six-week period of consultation subsequently commenced on **Friday 31st January**, running to **Friday 14th March 2025**.
- 4.2 During this consultation, all relevant documentation could be found on the Council's web site copies of the documents were available for inspection electronically at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday-Friday) and at local libraries and the Tottington Centre during their normal opening hours (see www.bury.gov.uk/libraries and www.tottingtoncentre.co.uk for details).
- 4.3 Around 2,500 contacts on the Council's development plans consultation database were also notified directly of the consultation.

5. Consultation Responses

5.1 The table below shows that the consultation generated a total of ten responses. Although five of these responded simply to say that they had no comments. These comments and the Council's response to these comments are set out in the table below:

Comment	Council Response	Change Required
<p>HGV Parking This SPD provides a reasonable mechanism for ensuring that local plan policy takes the NPPF and DfT Circular 01/2022 into account. It would therefore be useful to have them explicitly referenced and policies established which align with them.</p>	Paragraph 114 of the NPPF is referenced at paragraph 2.5 of the draft SPD.	No
<p>Transport Assessments When determining thresholds for Transport Assessments, it should be noted that there may be times when National Highways would require an assessment regardless of the scale of the development.</p> <p>It is therefore recommended that a caveat is placed within the SPD highlighting the potential need for assessment should National Highways as the Highway Authority for the SRN require one for its own assessment purposes, regardless of the scale of the site.</p>	Footnote added at paragraph 7.7 setting out that National Highways may require a Transport Assessment regardless of scale.	Yes
<p>Parking for Family Housing Modes of transport does not take into consideration the difference between winter and summer. How many people cycle in winter.</p> <p>A family 4 bed house is likely to have at least 2 cars when the children are young for mother and father. When the 'children' reach 18 there is potentially pressure for 5 cars.</p> <p>People will not give up cars for "public transport" that is VERY unreliable and slow.</p>	<p>Comments do not directly relate to the SPD. However, one of the key aims of the Bury Transport Strategy is for all our residents, or anyone who visits or works in the Borough, to have a real choice of how they travel.</p> <p>The Strategy aims to provide for a much better public transport system that's safe, affordable and reliable</p>	No

Businesses must be integrated into housing so cars are not required and the government and local authorities must accept a massive reduction in tax receipts with reduced parking, reduced fuel, reduced VAT on servicing etc.	and to make it possible for people to make some of their short local journeys by walking or cycling if they can.	
<u>Parking for New Developments</u> Additional wording required to state that the level of parking provision in new development can have a key influence on the choice of travel mode.	Additional wording added to paragraph 1.1.	Yes
<u>Vision-led Planning</u> Chapter 3 - a section should be included here on vision-led planning for larger developments.	A new section on vision-led planning for strategic sites has been added (paragraph 3.8 to paragraph 3.9)	Yes
<u>Manual for Streets</u> See Manual for Streets (MfS) paragraph 8.3.6 adequate on-street parking control, day-to-day destinations reached by walking cycling or PT, town / city centres and good public transport.	Additional examples added to paragraph 3.26 in line with MfS paragraph 8.3.6	Yes
<u>Zonal Approach</u> More detail should be provided here on how the various zones have been determined and what principles (if any) have been used to determine the zones.	The zones have been derived based on local evidence, Places for Everyone Policy JP-H4: Density of New Housing and by using Greater Manchester Accessibility Levels (GMAL) which measure the accessibility of locations across Greater Manchester by walking and public transport. Additional text added to paragraph 3.18 to set out how the zones have been defined.	Yes
<u>Transport Assessments</u> Include some wording here on vision-led planning.	Additional text on vision led planning added to paragraph 7.4.	Yes
<u>Location of Bus Stops</u> Lack of bus stops in proximity without having to drive and park.	Comment does not relate to SPD11.	No

There is limited parking close to the nearest bus stop as it's a residents parking zone.		
<u>Radcliffe Hub</u> The Council should clarify why no new parking facilities are to be built for Radcliffe Hub and confirm that the allocation of parking spaces for the hub as set out within the SPD will be made available.	Comment does not relate to SPD11.	No

5.2 The consideration of these comments has led to the conclusion that the SPD would benefit from a small number of minor changes prior to it being formally adopted. In particular:

- Additional information has been provided on vision-led planning for larger sites.
- Additional information has been provided on vision-led planning for Transport Assessments.
- Clarification has been provided on the principles that have been used to define the zonal approach to parking standards.
- A caveat has been inserted highlighting the potential need for assessment should National Highways as the Highway Authority for the SRN require one for its own assessment purposes, regardless of the scale of the site.
- An updated zonal map has been provided in Appendix 1.

Bury
Council