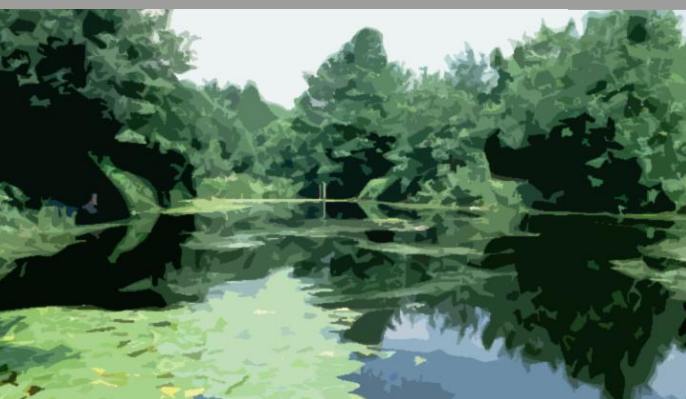




## Supplementary Planning Document 11

## Parking Standards in Bury

June 2025



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# 1 Introduction

- 1.1 Bury Council is committed to tackling climate change. The Council's Climate Action Strategy was adopted in 2021<sup>1</sup> and sets out the actions the Council will take to achieve carbon neutrality by 2038. The transport choices that individuals make will strongly influence the Council's ability to achieve this target; active travel and shared transport are promoted within the Climate Action Strategy over private car use.
- 1.2 One of the ways in which we can make a positive difference is through effective parking provision for all vehicle types in new developments. We want to encourage more walking, wheeling and cycling for shorter journeys, and for longer journeys encourage more sustainable options such as using public transport wherever possible. The level of parking provision in new development can have a key influence on the choice of travel mode.
- 1.3 Ensuring that routes are attractive and useable for pedestrians and cyclists is key to achieving this. Providing sufficient parking for all types of vehicles will be necessary so that parked vehicles do not dominate the street scene or prevent access for pedestrians, cyclists and buses.
- 1.4 This Supplementary Planning Document (SPD) 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.
- 1.5 The SPD includes standards, guidance, and example parking layouts. Developments are expected to meet the standards set out in this SPD. The standards have been developed to consider the specific location and variations in parking demand this is likely to create. It is accepted that there will always be exceptions or developments that have specific circumstances that may warrant a relaxation to the standards. It is recommended that a developer that is considering promoting a development that doesn't follow the standards set out in this SPD should discuss their proposal with the Development Management Team at the earliest opportunity.
- 1.6 SPDs are used to provide further detail and guidance on the implementation of policies and proposals contained in existing Local Plans. Whilst not statutory development plan documents themselves, they can be a material planning consideration in the determination of planning applications. As such

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<sup>1</sup> <https://www.bury.gov.uk/pests-pollution-and-food-hygiene/pollution/lets-go-green-carbon-neutral-bury/burys-climate-action-strategy-and-action-plan>

they need to be consistent with national and local planning policies and guidance.

- 1.7 The SPD has been prepared accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework 2023 and supports Places for Everyone Policy JP-C8: Transport requirements of New Development.
- 1.8 Once adopted, this SPD will supersede the existing adopted standards which are set out in Development Control Policy Guidance Note 11- Parking Standards in Bury (May 2007).

## 2 Policy Context

### National policy guidance

- 2.1 The revised National Planning Policy Framework (NPPF) came into force in December 2024. This document sets out the government's planning policies for England and how these are expected to be applied. The NPPF is a material planning consideration of significant weight. This means that it must be taken into account, where it is relevant, in deciding planning applications and appeals.
- 2.2 Paragraph 111 of the National Planning Policy Framework (NPPF) requires the setting of local parking standards for both residential and non-residential developments to take account of:
- The accessibility of the development
  - The type, mix and use of the development
  - The availability and opportunities for public transport
  - Local car ownership levels
  - The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles
- 2.3 Paragraph 113 covers the setting of maximum standards and states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).
- 2.4 In town centres, local authorities should seek to improve the quality of parking so that it is 'convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.'
- 2.5 Paragraph 114 covers lorry parking and states that planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.
- 2.6 The Framework requires that the design of streets, parking areas and other transport elements of developments reflects current national guidance, including the National Design Guide and the National Model Design Code (paragraph 115c). Developments should prioritise pedestrians and cyclists

and give access to public transport; should address the needs of the disabled; should create safe, secure and attractive places; should allow for the efficient delivery of goods, and access by service and emergency vehicles; and should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 117).

- 2.7 All developments that will generate significant amounts of movement should provide a travel plan; applications should be supported by a vision-led transport statement or transport assessment (paragraph 118).

## Manual for Streets

- 2.8 Manual for Streets is nationally approved detailed guidance on the design of street layouts, predominantly in residential areas. Chapter 8 covers parking, including cycle parking. It considers in detail the provision of cycle parking, including storage sheds, parking for dwellings including the relationship with garages, options for parking in flats, visitor and communal parking for all types of use.
- 2.9 In respect of car parking, it notes that provision of sufficient spaces is important; however, car clubs can be effective, and communal spaces can be more efficient in providing for needs. It considers the role of on-street parking and highlights advantages and pitfalls. It provides design advice, considers the role of garages and required space sizes. It provides advice on disabled parking and parking for motorcycles.
- 2.10 Manual for Streets 2 supplements Manual for Streets. It considers a wider range of street types and focusses particularly on existing streets and how these can be made to work more effectively. Its Chapter 11 considers the issue of on-street parking and servicing as a component of this.

## Local Transport Note 1/20 Cycle Infrastructure Design (Department for Transport)

- 2.11 This Local Transport Note provides official guidance from DfT for local authorities on cycling infrastructure. There are 5 Core Design Principles which are set out as essential requirements to deliver high quality infrastructure and achieve more people travelling by cycle and foot. These principles state that walking and cycling networks and routes should be Coherent, Direct, Safe, Comfortable and Attractive; and the guidance indicates that inclusive and accessible design should run through all proposals.



- 2.12 Specific reference should be given to Chapter 14 of LTN1/20, integrating cycling with highway improvements and new developments. Appropriate cycle facilities should be provided within all new and improved highways in accordance with the guidance contained therein, regardless of whether the scheme is on a designated cycle route, unless there are clearly defined and suitable alternatives.

## Greater Manchester Transport Strategy 2040

- 2.13 The Greater Manchester Transport Strategy 2040 (GM2040) aims to make sure that people who live, work, visit and do business in Greater Manchester benefit from world-class connections that support long-term, sustainable economic growth and access to opportunity for all.
- 2.14 The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the 'Right Mix'. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.
- 2.15 GM2040 is supported by a Five-Year Transport Delivery Plan, several transport sub-strategies at various stages of development, such as the Greater Manchester Bus Strategy and a Streets for All Strategy (and accompanying Streets for All Design Guide) and a Local Implementation Plan for each of the ten Greater Manchester local authorities.
- 2.16 Transport for Greater Manchester are currently undertaking a refresh of the GM204. The Refresh of the GM204 will set strategic transport planning policy for Greater Manchester up to 2040. It will set out which transport interventions the Combined Authority area intends to deliver during the plan period, and how these schemes will be funded.

## GM2040: Bury Local Implementation Plan

- 2.17 Bury's Local Implementation Plan was approved by Council members in November 2020 and appended to the refreshed GM2040 Delivery Plan. Local Implementation Plans focussed on township and neighbourhood priorities and particularly on active travel.

## GM2040: Greater Manchester Street for All Strategy

- 2.18 Greater Manchester has adopted a new Streets for All approach which will help to support the ambition for half of all journeys to be made by public transport or by walking, wheeling and cycling. The Streets for All approach will apply to everything we do on our streets. Streets for All places a strong

emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users.

- 2.19 The Streets for All vision is 'to ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses. The Streets for All Strategy is accompanied by Greater Manchester's Streets for All Design Guide.

## GM2040: The Bee Network

- 2.20 The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, transforming how people travel in and around Greater Manchester and enabling them to travel seamlessly across the city-region on buses, trams and trains, as well as by walking, wheeling or cycling.
- 2.21 The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, the Bee Active Network, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings.
- 2.22 This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan - Change a Region to Change a Nation and is supported by the GM Active Travel Commissioner's Active Travel Mission.

## Places for Everyone

- 2.23 Places for Everyone (PfE) is a joint plan of nine Greater Manchester districts and was adopted on 21<sup>st</sup> March 2024.
- 2.24 One of the key aims of PfE is to set out where we will build the new homes we need, where our businesses will locate to sustain and create jobs for our people, what infrastructure is needed to support the development and to protect and enhance our towns, cities and landscapes. The Plan covers a timeframe up to 2039. Greater Manchester and Bury will see considerable population and housing growth over the plan period that will, in turn, lead to increased pressures on infrastructure, including the transport network.
- 2.25 This SPD supplements PfE Policy JP-C8: Transport Requirements of New Development which requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
- 2.26 In relation to parking infrastructure, Policy JP-C8 requires to new development to:



- 1) Make adequate car parking provision, including for disabled drivers and passengers.
- 2) Ensure that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.
- 3) Incorporate enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
  - i. Showers, changing facilities and lockers for cyclists and walkers
  - ii. Pool or hire bikes for use by occupiers
  - iii. Information in advance about facilities to visitors
- 4) Promote alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.
- 5) Promote the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
- 6) Provide for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

## Bury Local Transport Strategy 2040

- 2.27 The Bury Local Transport Strategy was approved by the Council's Cabinet on 5<sup>th</sup> October 2023. The strategy is a non-statutory document that sets out a plan for transport investment in Bury for the next twenty years and beyond, covering all modes of travel in the borough.
- 2.28 Through the Local Transport Strategy, Bury Council wants to make it easier for people to get around by public transport, on foot and by bike, while also managing congestion and making journey times more reliable for everyone, including drivers. Investment in transport will help grow the economy, reduce deprivation and improve the health and well-being of residents.

## Bury Council Climate Action Strategy

- 2.29 The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions and enable more travel by zero emission modes.
- 2.30 Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted

in 2021, the Council has devised a strategy for achieving carbon neutrality by 2038. The Strategy has nine key action areas, one of which is transport.

- 2.31 Car ownership levels vary across the Borough and one of the Climate Action Strategy priorities is to work towards having fossil-fuel-free travel by 2038. This will be achieved by promoting active travel and public transport and transition the necessary vehicles to zero emission alternatives.

## Bury's 'Let's Do It!' Strategy

- 2.32 Bury's Let's Do It Strategy is a ten-year vision and strategy for the Borough. It seeks to build upon a shared sense of local pride and act as a call to arms for progressing the local vision of achieving 'faster economic growth than the national average, with lower than national average levels of deprivation'.
- 2.33 It is a single strategy for the council, police, health, other public services, the voluntary, community and faith sector and business communities and some of its key aims are to:
- Develop every township in the borough to be better and stronger than before the Covid-19 pandemic.
  - Tackle the causes of inequality and ensure that our children have a better start in life, with access to improved education and broader horizons.
  - Help every adult to have the opportunity to be their very best through access to high quality, local work and to help our older residents stay connected and independent.
  - Support local businesses as they seek to recover and thrive; and
  - Deliver net zero emissions and a cleaner environment for all.

# 3 Overall Approach to Parking Requirements

- 3.1 This chapter of the SPD defines the Council's approach and expectations for vehicle and cycle parking at new developments, supporting the Bury Local Plan to help deliver sustainable development and economic growth by recognising that parking needs and demands vary by location. It is noted from the outset that the effects of parking are often negative, both perceived and observed, and so setting standards provides the Council with the ability to have more flexible control over how parking and its effects are managed.
- 3.2 Careful and appropriate management of parking is a key element of the Bury Local Transport Strategy. An oversupply of parking can stimulate demand for car travel. This generates traffic on the network that increases congestion and delay, contributes to poor air quality and makes walking and cycling less safe and convenient. It also commandeers land which could be used for better purposes.
- 3.3 However, in certain circumstances, where parking supply is too low, this can act to inhibit economic activity, growth and social functions, particularly in locations with limited access to public transport. Lack of parking can exacerbate localised network inefficiency and lead to inconsiderate parking causing obstruction and hazards for cyclists and pedestrians. Many residential areas are reliant upon the availability of on-street parking to provide for household parking needs.
- 3.4 In line with paragraph 9 of the NPPF, it is acknowledged there is a need to reflect local circumstances, context and requirements of individual developments when assessing applications. For smaller sites, not generating significant amounts of movement, where an applicant chooses to provide significantly more or less parking than the standard, this would need to be accompanied by supporting evidence that demonstrates the level of demand for parking generated by the development and how this can be catered for. It should be clear that flexibility under certain circumstances is not a licence for providing significantly more or significantly less parking provision than indicated within this document.
- 3.5 In cases where a proposal departs from the parking standards, either the Design and Access Statement, or the Transport Statement/Assessment shall be expected to include the following items:
- Consideration of likely trip generation and parking accumulations for the proposed development based upon the type, mix and use of development evidenced as appropriate.

- How the proposed car parking levels relate to the accessibility of the development and the availability and opportunities for public transport evidenced by Greater Manchester Accessibility Level (GMAL) mapping.
  - Details of how the parking will be managed and how that will mitigate any under or over-provision; and
  - Surveys of parking capacity and occupancy levels on surrounding streets and parking areas (where applicable).
- 3.6 The above is by no means intended as an exhaustive list and in cases where an applicant is considering a departure from the standards, the Council would encourage them to discuss this with its Development Management officers in the first instance.
- 3.7 All types of development proposals will be required to consider providing levels of parking in line with the standards set out within Chapter 4 of this SPD. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Chapter Six of this SPD. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal.

## Vision-Led Planning for Larger Developments

- 3.8 In line with paragraph 118 of the NPPF, all developments that will generate significant amounts<sup>2</sup> of movement should be supported by a vision-led transport statement or transport assessment.
- 3.9 In all such transport assessments and statements, evidence should be provided in accordance with paragraphs 3.5 and 3.6 above to illustrate how the car parking levels to be provided:
- Reinforce the transport vision for the site.
  - Support any identified need for overall car parking levels to act as demand management as part of the multi-modal access strategy; and
  - Utilise the standards in Chapter 4 of this SPD as a reference point to define an appropriate level of car parking linked to available evidence.

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<sup>2</sup> See Table 8 “Applications requiring Transport Assessments and Transport Statements”

## Zonal Approach

- 3.10 A zonal approach to parking standards has been incorporated into the standards. Zoning is an accepted and understood practice and the use of zoning of parking standards based on location, is used by most major cities in the UK.
- 3.11 Accessibility and public transport are intertwined. The availability of public transport is a major component of whether a locality is accessible, and the transport networks that serve a locality are likely to determine at least in part the pattern of public transport provision.
- 3.12 In terms of access to a broad range of services, the most accessible locations are those which are close enough to the town centres, with a wide range of services. Bury Town Centre as the Borough's sub-regional centre is the most accessible location and has the highest level of access to facilities.
- 3.13 The other town centres of Ramsbottom, Radcliffe and Prestwich also have access to a large range of facilities typically within walking and commutable distance via public transport whilst the District Centres at Tottington, Whitefield and Sedgley Park provide a more limited but still significant range of services. However, Whitefield is considered to have a higher level of accessibility when compared to Tottington and Sedgley Park due to Whitefield Metrolink Stop falling within the District Centre.
- 3.14 The Borough also contains several village settlements that, because of their location outside the main urban area, are relatively isolated and self-contained settlements set within wider areas of open land and 'washed over' by Green Belt. These areas are considered to have low levels of accessibility.
- 3.15 Locations that are sufficiently accessible to lead to lower demand for parking will need to be conveniently located in relation to public transport stops (bus and Metrolink), whether for access to workplaces and services beyond the immediate area (in the case of residential development) or for customers and staff to reach them (in the case of commercial uses).
- 3.16 A lower provision of private car parking may therefore be appropriate on the most sustainable sites in accessible locations if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken in accordance with paragraphs 3.5 to 3.9.

## Parking Standard Zones

3.17 The amount of parking to be provided is determined based on parking standard zones. These zones have been derived based on local evidence, consideration of Places for Everyone Policy JP-H4: Density of New Housing and by using Greater Manchester Accessibility Levels (GMAL)<sup>3</sup> which measure the accessibility of locations across Greater Manchester by walking and public transport.

3.18 The parking standard zones will be applied as follows:

Location	Within the Location	Within 400m of Location	Within 800m of Location
Bury Town Centre	Zone 1	Zone 2	Zone 3
Ramsbottom Town Centre	Zone 2	Zone 3	Zone 4
Radcliffe Town Centre	Zone 2	Zone 3	Zone 4
Prestwich Town Centre	Zone 2	Zone 3	Zone 4
Whitefield District Centre	Zone 2	Zone 3	Zone 4
Tottington District Centre	Zone 3	Zone 4	Zone 4
Sedgley Park District Centre	Zone 3	Zone 4	Zone 4
Other Metrolink Stops	Zone 3	Zone 3	Zone 4
Rest of the Borough	Zone 4	Zone 4	Zone 4

3.19 When determining parking standards, developers must refer to the zone map to determine the zone applicable to the site and apply the relevant parking standards as provided in this SPD. Where development sites traverse more than one parking zone, the Council will expect the parking standards to be derived based on the Zone with the lowest parking standard requirement (i.e. Zone 1 is lowest, Zone 4 is highest).

3.20 Plans of the zones are provided within Appendix One.

## Mitigation Measures

3.21 Development proposals may include measures that result in a reduced need for parking on the site, or for any adverse effects of parking on sites to be reduced or eliminated. In assessing any development proposal, the

<sup>3</sup> [GM Accessibility Levels \(GMAL\) - data.gov.uk](https://data.gov.uk)



measures put forward as mitigation will need to be over and above the standard requirements of policy for the prioritisation of sustainable transport modes and active travel. For instance, cycle parking should not be considered as mitigation, but as a basic requirement on all sites. The Council will seek mitigation measures that prioritise choice of travel modes in line with national and local policy.

- 3.22 Mitigation measures may allow for a reduction (or in some cases elimination) of parking needed on site, and/or operational parking and access space. This may be essential in allowing the site to accommodate the amount or type of development proposed.
- 3.23 Where a reduction in parking below the standard is likely to transfer parking to other locations, development would be considered unacceptable unless it can be demonstrated that those other locations have a clear surplus of parking space.
- 3.24 Where parking provision within a development is likely to cause displacement of parking onto other surrounding areas i.e. on street residential areas, be that through the level of parking provided or the charges associated with it, then contributions will be required from developers to potentially implement parking control measures e.g. a Residents Parking Zone. If, however, the displacement of parking impacts on highway safety and no appropriate parking control measures can be implemented, the development may be refused in accordance with National Planning Policy Framework paragraphs 115 and 116.

## Car-free Developments

- 3.25 Whilst encouraging residents to use modes of travel other than private cars is a priority, alternative transport provision needs to be in place to enable that change to happen. This includes public transport (especially for journeys commuting to and from work) and walking and cycling routes for shorter journeys. It isn't feasible to remove parking spaces and expect residents to give up their cars without there being alternative modes of travel available. Doing so is likely to result in high levels of on-street parking which is detrimental to encouraging walking and cycling.
- 3.26 Car-free development is unlikely to be suitable for accommodation aimed at certain groups of people, such as disabled people and the elderly as they may be restricted in the distance that they are able to walk. These groups often rely on a car to maintain their independence, or if not able to drive use other services such as taxis, dial-a-ride services or family and friends that will need to be able to collect the resident from close to their property.

- 3.27 Residents of a car free development will not be eligible for a parking permit should a residents parking zone exist in the area or close by.
- 3.28 Each car-free development proposed will be assessed on its own merits. Developers considering promoting a car free development should contact the Development Management Team at the earliest opportunity to discuss their proposal.

## 4 Vehicle Parking Standards

- 4.1 The tables below show the Council's car parking standards for each of the main land uses. These should be applied with the guidance outlined in the previous section and the design guidance provided in Chapter six.

### Electric Vehicle Parking

- 4.2 A key method to achieve the decarbonisation of transport as part of the Bury Climate Action Strategy is to encourage residents to make the transition to electric vehicles.
- 4.3 Bury Council has adopted the Greater Manchester Electric Vehicle Charging Infrastructure Strategy (GMEVCI) and committed to the vision that by 2030 GM's businesses, residents and visitors to the region, who have no choice but to travel by car will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them via public or private charging points. Accordingly, this will help to improve air quality and reduce tailpipe carbon emissions across the borough.
- 4.4 EV charging requires designated parking bays with charging infrastructure provided. Bury Council will therefore ensure new developments are designed with the infrastructure needed to expand EV charge point provision in future as demand increases. Table 1 below sets out charging infrastructure requirements in new development for electric vehicles.

**Table1: Electric Vehicle Parking Standards**

Type of Development	Charging Infrastructure Standard
Residential Dwellings	For every dwelling with allocated car parking, at least one parking space shall be provided with an active EV charge point.
Residential apartment buildings with more than 10 associated parking spaces.	For every dwelling with allocated car parking, at least one parking space shall be provided with an active EV charge point plus passive charging provision for all remaining parking spaces.
Non-residential buildings, residential institutions, secure residential institutions and hotels with more than 10 parking spaces.	10% of spaces to have access to an electric vehicle charge point (Active Provision) and a further 10% to have passive charging provision.

- 4.5 Active provision for electric vehicles includes a socket or equivalent connected to the electrical supply system that vehicle owners can use to recharge their vehicles.
- 4.6 Passive provision for electric vehicles includes the network cable routes and power supply necessary so that a future date a socket or equivalent can be added easily to allow vehicle owners to recharge their vehicles.
- 4.7 Designated bays for electric vehicle charging will typically be counted as part of the parking standard and not in addition to it. Where appropriate, details of how electric vehicle charging bays will be allocated and managed should be included within Transport Assessments or Travel Plans.

## Parking for People with Disabilities

- 4.8 Many disabled people rely on the private car as their principal mode of transport. The ease of their journey is largely dependent on whether it is possible to park close to their destination. It is therefore vital that well located, well designed disabled parking bays are provided at key locations e.g. home, work, shops and other public sites to improve accessibility for those who are mobility impaired.
- 4.9 The level of disabled parking to be provide at each development is typically calculated as a percentage of the total vehicle parking standards with a minimum of one space across all developments and across all zones.
- 4.10 There will be some development sites where a bespoke approach will be needed to meet specific needs, based on different user groups. In such instances, the provided standards should be considered a guide towards determining site-specific requirements and it is expected that the mobility needs will be considered and supported by the proposed development.
- 4.11 For residential developments disabled parking spaces allocated solely for the use of a disabled person won't usually be required. This is because it is impossible to know which properties may have a disabled resident. The parking bay layouts and dimensions particularly for driveway parking have considered the needs of disabled people, with additional space specified for each side of a parking bay to enable a disabled person to access a parked vehicle. This is to ensure that new residential properties are suitable for a disabled person to occupy whilst also ensuring compliance with the Equality Act 2010<sup>4</sup>.
- 4.12 In appropriate developments and locations, it may also be appropriate to consider the need for provision of secure and covered parking for mobility scooters. In residential developments, there will be a need to ensure that there is at least the potential for the storage of mobility scooters in a secure

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<sup>4</sup> <https://www.legislation.gov.uk/ukpga/2010/15/section/20>

building, or within a secure part of the curtilage under cover, such as a car port. Level access will be required to a private area of the property for this to be achievable.

- 4.13 Dedicated parking spaces for mobility aids, should be provided either within an on-plot garage, shed or cycle storage in safe, accessible, and secure communal parking spaces. With commercial developments sufficient space to park a mobility scooter on the forecourt close to the entrance in a location highly publicly visible (similar to any cycle parking) will suffice in most circumstances. This does not need to be marked; there simply needs to be sufficient space.

## Parking for Powered Two Wheelers

- 4.14 Motorcycle parking has many similar requirements to cycle parking. It must be near, clear, secure and safe to use. It must be located in well-lit areas which are close to destinations and visible and/or have CCTV coverage so as to deter theft.
- 4.15 The level of motorcycle/powered two-wheel parking to be provided at each development is calculated either as a percentage of the total vehicle parking standards or as a bespoke space/Gross Floor Area (GFA) provision.
- 4.16 There is no requirement to provide dedicated parking for powered two-wheelers at residential developments. A sufficient proportion of developments include garages, which can provide for a motorcycle; otherwise, access to the private area of the curtilage will allow for a small bespoke building to be added in many cases. Providing that private outside space is accessible other than through the dwelling (i.e. it is not walled in) (as also necessary for cycles and mobility scooters), this will ensure that residents of new houses will be able to keep motorcycles.
- 4.17 In the case of new-built flats, motorcycles would normally be kept in the allocated car parking spaces. Ideally, for a motorcycle this would include a post or railing, against which to lock the motorcycle. In most cases, the subsequent installation of a post or wall-mounted rail would be possible to provide for a motorcycle on an individual space. Therefore, no specific provision is required of developers at the outset.
- 4.18 For commercial uses, where there are significant numbers of employees or visitors overall, it may be advantageous to developers for motorcycle spaces to be grouped together, as this will achieve a significant space saving.
- 4.19 Table 2 below sets out parking standards for powered two wheeled vehicles.

Table 2: Powered Two Wheeled Parking Standards

All types of non-residential development	Parking Standard
GFA of 1000sqm or more	A minimum of 2 spaces with anchorage points,  1 space per 70 total car spaces.
Minor Developments GFA below 1000sqm	Case by case basis.

- 4.20 Where spaces specifically allocated for motorcycles are provided, spaces should be provided with anchorage points or a rail, ideally 60 cm from the ground, to which the motorcycles can be secured. Such spaces should be in a well-lit area with constant natural surveillance easily visible from the entrance to the premises.
- 4.21 Where long-stay motorcycle parking (over 4 hours) is to be provided, it should be in a secure covered structure that may be shared with cycles.

## Parking for Goods Vehicles

- 4.22 Certain uses will be frequently serviced by larger vehicles including Heavy Goods Vehicles (HGVs). Where this is the case, parking / loading / standing areas should be provided. Given the range of development this could include, each application will be assessed on its own merits. Guideline figures are however provided within the following tables for Business, Industrial and Storage and Distribution uses.
- 4.23 Where appropriate, it will be necessary to demonstrate through Transport Statements / Transport Assessments or separate Construction Management Plans how goods vehicles will be managed as part of the proposed development, where these vehicles enter a site, they will be expected to enter and leave in forward gear.
- 4.24 For developments falling within the E and Sui Generis use classes, provision of parking for goods vehicles will be considered at the design stage and each case will be considered on its merits.

## Drop Off and Loading Areas

- 4.25 Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be reasonably unique to each site and therefore will be considered on a case-by-case basis.



## Shared Mobility and associated services

- 4.26 Shared mobility is increasingly important when considering transport policy and it is considered to comprise transportation services and resources that are shared among users. This includes elements of public transport, e-bike or scooter hire, vehicle-based modes (carsharing or car club, especially electric car clubs), and commuter-based modes or ridesharing.
- 4.27 For town centre locations, parking for electric bicycles, e-scooters and car club spaces must be considered where necessary, and at suitable locations which complement the public realm (as decided at the discretion of the Council's Highways Department). Proposals such as these should be accompanied by sufficient evidence to demonstrate that a lower provision of car parking will not result in significant Highway issues or alternatively affect pedestrian needs in any way whatsoever (with e-scooter requiring designated parking by law dependent upon future legislation).
- 4.28 Whilst single occupancy private car trips may be justifiable for some trips there are a wide range of potential modal options and services that could be introduced within new developments to help provide suitable alternatives to private car use.
- 4.29 Mobility Hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all. There is further scope to include other services and can be delivered at different scales. They aim to deliver integrated, quality services that consider the needs of those who live nearby as well as those who travel through them. Mobility Hubs would be welcomed by the Council for residential, leisure and employment related developments.
- 4.30 Car club schemes can reduce demand for car parking in residential development by reducing car ownership. They can also provide opportunities to employers in terms of business travel, particularly in comparison with pool or lease cars, amongst other benefits.
- 4.31 Some car clubs charge a membership fee (often paid monthly or annually) which allows an individual access to car club vehicles. Every time a car is used a fee is charged which is based on the type of vehicle borrowed, the length of time the vehicle is borrowed for, and the mileage incurred. Usual costs associated with owning a car (such as road tax, insurance, fuel, MOT, servicing, and breakdown cover) are usually covered by the membership fee.
- 4.32 There are two main models of car club – 'back-to-base' (where a vehicle is taken and returned to the same location) and one-way models. Once a signed-up member, a vehicle can be booked in advance online (sometimes via an app.). Depending on the system in place a vehicle is often unlocked using a smart card or smart phone.

- 4.33 Parking spaces for Car Club vehicles and designated spaces for those who are car sharing to a site will be considered on a site-by-site basis depending upon location, site uses and how they support a vision-led transport strategy (in the case of larger developments). It is recommended that all developments consider the viability of car clubs and car share opportunities for staff and business use. In Bury Town Centre residential and corporate car club provision can be complementary, with businesses utilising the service for fleet purposes during weekdays and residential usage at evenings and weekends.

## Houses in Multiple Occupation (HMOs) and shared housing

- 4.34 The level of parking provision for HMO's acknowledges that HMOs and shared housing tend to attract occupiers with lower-than-average levels of car ownership compared to the general population.
- 4.35 The provision of off-street parking through the replacement of traditional front gardens with open hard standing and the removal of front and side boundary walls will be resisted. Removal of these elements can negatively impact the character of the street and in some cases exacerbate localised flooding.
- 4.36 Commuted sums for parking control or other measures to mitigate the effect of parking demand generated (such as contributions towards a shared mobility provision) will be considered for developments that do not satisfy the requirements.
- 4.37 New HMO and shared housing developments in Zone 1 should only provide parking for disabled residents and visitor/drop-off. New HMO and shared housing developments in Zone 1 will be excluded from residents parking schemes and residents or tenants will not be eligible for on-street parking permits to safeguard parking availability for existing residents and encourage a low car approach to such developments.

## Mixed Use Developments

- 4.38 Where development includes both residential and other uses, consideration should be given to how parking spaces can be shared between uses particularly where non-residential use is more likely to attract the need for parking during the day. A parking management plan may be required to demonstrate how these shared spaces will be managed.

## How to Use the Tables

- 4.39 When applying the standards contained within this SPD, please note:
- All parking levels relate to gross internal floor space unless otherwise stated.

- Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time.
- Where it is calculated that part of a space is required, this should be rounded up to the next whole number.
- Figures in the tables should be viewed as the expected standard, however, as noted above each development will be considered on an individual basis taking into account local circumstances and evidence.
- Unallocated parking spaces encompass both communal and visitor parking.
- Unallocated parking should only be utilised in developments of 20 units or more, in order for variances in ownership etc to work.

Table 3: Parking Standards for Residential Developments

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Hotels (C1)	Hotels	Disabled parking only	1 space per 3 bedrooms	1 space per 1 bedroom		6% of capacity or 3 spaces whichever is greater.  Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.
Residential Institutions (C2)	Convalescent, Residential care and Nursing Homes	1 space per 3 staff & 1 space per 10 beds	1 space per 2 staff & 1 space per 5 beds	1 space per 2 staff & 1 space per 4 beds		
	Residential School/college or training centre	1 space per 2 staff & 1 space per 5 beds		1 space per 2 staff & 1 space per 4 beds		
	Student Accommodation	Disabled parking only		1 space per 3 beds.		
	Hospitals	Parking provision for proposals for hospitals will be assessed on a case-by-case basis.				
General Residential (C3)	Dwelling flats and apartments	Disabled parking only or 1 space per 10 dwellings where clear need can be demonstrated.	1 space per dwelling & 0.25 per dwelling allowance for visitor spaces.	1.5 spaces per dwelling.		6% of the total number of units or 3 spaces whichever is greater.
	Dwelling Houses	0.5 space per dwelling	1 space per one bed dwelling.  1.25 spaces per two bed dwelling.	1 space per 1 bed dwelling.  2 spaces per two & three bed dwellings.		N/A if parking is in curtilage of dwelling.  Wherever parking is non-curtilage: 6% of

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
			1.5 space per three bed dwelling and greater.	3 spaces per four-bed dwelling and greater.		total units or 3 spaces whichever is greater.
	Retirement living or sheltered housing	1 space per 3 dwellings & 0.25 unallocated visitor spaces per 3 dwellings.				6% of capacity or 3 spaces whichever is greater.
Houses in Multiple Occupancy (HMO) (C4) and Sui Generis HMOs	Houses in Multiple Occupation	Disabled parking only.	0.25 unallocated spaces per bedroom  Alternative provision levels to be considered on a case-by-case basis.	0.5 unallocated spaces per bedroom. Alternative provision levels to be considered on a case-by-case basis.		To be provided based on likely need and requirement identified by developer, in collaboration with local planning authority.

**Table 4: Parking Standards for Non-Residential Developments**

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
<b>General Industry (B2) *</b>	Carrying on of an industrial process other than one falling within the uses described in Class E	Disabled parking only	1 space per 100sqm	1 space per 60sqm		6% of capacity or 3 spaces whichever is greater
<b>Storage or Distribution (B8)</b>	Storage/Distribution Centre	1 space per 500sqm	1 space per 250sqm	1 space per 100sqm		Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.

\*Specific and/or niche development types such as chemical and hazardous waste facilities will require additional bespoke considerations to be agreed with the Development Management team.

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
<b>Commercial, business and Service (E)</b>	Display or retail sale of goods, other than hot food <sup>5</sup>	1 space per 100sqm	1 space per 50sqm	1 space per 25sqm	1 space per 20sqm	6% of capacity or 3 spaces whichever is greater. capacity
	Shops (a) -Food Retail	Disabled parking only.	1 space per 20sqm	1 space per 15sqm	1 space per 10sqm	Over 200 bays: 4% of total car parking
	Cafes and Restaurants (b)	1 space per 100sqm public floor area	1 space per 50sqm public floor area	1 space per 15sqm public floor area	1 space per 5sqm public floor area	

<sup>5</sup> E(a) Display or retail sale of goods other than hot food & F2(a) Non-Food Retail



Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
						capacity or 12 spaces whichever is greater.
	Financial/professional services (c) (i) (ii) (iii)	1 space per 100sqm	1 space per 50sqm	1 space per 35sqm		
	Indoor Sport and Fitness (d)	Disabled parking only	1 space per 25sqm	1 space per 20sqm		
	Medical and Health Services (e)	Disabled parking only	1 space per 2 staff and 3 spaces per consulting room	1 space per 2 staff and 4 spaces per consulting room		
	Nursery, Creche and Day Centres (f)	1space per 2 staff	1 space per 1.5 staff	1 space per 1 staff		
	Offices (g) (i)	1 space per 100sqm	1 space per 70sqm	1 space per 50sq	1 space per 40sqm	
	Research & Development, (g) (ii)	1 space per 35sqm	1 space per 35sqm	1 space per 25sqm		
	Light Industrial (g) (iii)	1 space per 500sqm	1 space per 250sqm	1 space per 100sqm	1 space per 50sqm	

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Learning and non-residential Institutions (F1)	Primary and Secondary Schools (a)	0.5 spaces per classroom	1 space per classroom	2 spaces per classroom		6% of capacity or 3 spaces whichever is greater.
	Higher/Further Education (a)	1 space per 4 staff	1 space per 2 staff	1 space per 2 staff plus 1 per 15 students.		Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.
	Special Education Needs (SEN) Schools	Parking provision for proposals for Special Education Needs (SEN) Schools will be assessed on a case-by-case basis.				
	Art Gallery, Museums, Exhibition Halls (BCE)	Disabled parking only or 1 space per 100sqm public floor area (to be agreed with the Development Management team).	1 spacer per 50sqm public floor area	1 space per 30sqm public floor area		6% of capacity or 3 spaces whichever is greater.
	Library (d)	Disabled parking only	1 spacer per 50sqm of public floor area	1 space per 30sqm of public floor area	1 space per 30sqm of public floor area	Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.
	Public Worship (f)	Disabled parking only.	1 space per 20sqm of public floor area	1 space per 10 sqm public floor area	1 space per 10 sqm public floor area	
	Law Courts (g)	Parking provision for proposals for law courts will be assessed on a case-by-case basis.				

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Local Community (F2)	Halls or Meetings Places (b)	Disabled parking only	1 space per 20 seats	1 space per 10 seats		6% of capacity or 3 spaces whichever is greater.
	Outdoor Sport/Recreation (c)	Disabled parking only	1 spacer per 5 people expected to use the facility at any one time (typical peak occupancy)	1 spacer per 2 people expected to use the facility at any one time (typical peak occupancy)		Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.
	Swimming Pools/Ice Skating Rinks (d)	Disabled parking only	1 space per 30sqm of public floor area	1 space per 25sqm of public floor area		

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Sui Generis (no class specified)	Cinemas, theatres, bingo halls and casinos, conference centres and concert halls	Disabled parking only	1 space per 10 seats	1 space per 5 seats		6% of capacity or 3 spaces whichever is greater.
	Public Houses, Wine Bars, Other Drinking	Disabled parking only	1 space per 20sqm of	1 space per 10 sqm of public floor area		Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.

	Establishments		public floor area		
	Car Related Uses	Parking provision for proposals for car related uses will be assessed on a case-by-case basis.			
	Petrol Filling Stations	Parking provision for proposals for Petrol Filling Stations will be assessed on a case-by-case basis.			
	Hot Food Takeaways, (Including drive throughs)	Disabled parking only	1 space per 35sqm of gross floor area	1 space per 20sqm of public floor area	
	Stadia	Parking provision for proposals for Stadia will be assessed on a case-by-case basis.			

# 5 Cycle Parking Standards

- 5.1 The provision of good quality cycle storage is an important means of encouraging more people to cycle and therefore reduce pressure on the highway both in terms of congestions and car parking demand.
- 5.2 To facilitate an increase in journeys that are cycled, it is important that conveniently located secure cycle parking is provided at every new residential development for both residents and visitors. All cycle parking should be accessible and easy to use, with no inconvenient detours, steep slopes, or narrow access ways. The facilities provided should be easy to use by all members of the community at all life stages, without the need to lift or drag the cycle.
- 5.3 Electric bikes or E-bikes are becoming increasingly popular. Although e-bikes are approximately the same dimensions as a standard cycle they tend to be heavier due to the battery. This makes it even more important to consider how an e-bike may need to be manoeuvred.

## Cycle Storage for Residential Dwellings

- 5.4 Residents cycle parking is aimed at residents own cycles, where a cycle will normally be parked longer term including overnight. Residents cycle parking should be conveniently located, so that cycling is the first choice for short trips.
- 5.5 For residential dwellings, cycle storage will be required, rather than cycle parking. This is to be within a structure with a roof and a lockable door. For houses, cycle storage may be provided in garages and other outbuildings at the front of the property. Storage in outbuildings to the rear of the property is acceptable subject to access to these buildings being achieved without the need to pass through the dwelling.
- 5.6 The design of residential properties can often cause a barrier to cycle use. This is particularly likely where extensions are added to existing dwellings which seal the rear curtilage of the dwelling and prevent access to it other than through the front door. This can occur through side extensions or garage conversions into habitable accommodation. Many such cases occur under permitted development rights. However, where side extensions or garage conversions require planning permission, they will only be permitted where access to either a garage or to the rear of the property externally is maintained.
- 5.7 The Council needs to ensure that the availability of cycle storage is available to occupants for the lifetime of a development. Therefore, where there is the possibility that a new dwelling could be extended to the side at a later date, in a way that would obstruct any access to the rear for cycle storage (without

providing it through a garage), or would result in the conversion of a garage that provides for cycle storage, the Council will consider imposing planning conditions withdrawing permitted development rights accordingly where required.

- 5.8 For apartments, secure, communal cycle shelters are to be provided. Buildings used for waste bins or plant are not acceptable for cycle storage. Sheffield stands are the preferred type of cycle parking for apartments and one Sheffield stand counts as two spaces if it can be used from both sides.
- 5.9 Cycle parking for apartments should have a level of natural surveillance - located outside of a window, and where there is likely to be pedestrian traffic walking past or entering and exiting the building. The proposed location should be well lit and not hidden by landscaping or planting.
- 5.10 Visitor cycle parking is aimed at short-term visits, where a cycle will normally be parked for up to 2 hours. It will depend on the type of housing as to what would be the most appropriate type of cycle parking.
- 5.11 Residential cycle parking is required for each property; additional provision for visitor parking could be provided in the same form at the same location.

**Table 5: Cycle parking standards for Residential Development**

<b>Development</b>	<b>Description</b>	<b>Staff /Resident Parking (long Stay)</b>	<b>Visitor Parking (Short Stay)</b>
<b>Residential Institutions (C2)</b>	Convalescent, Residential care and Nursing Homes	1 space per 5 staff	1 visitor cycle stand per 20 residents
	Residential School/college or training centre	1 space per 5 staff plus 1 spacer per 2 students	1 visitor cycle stand per 20 residents
	Student Accommodation	1 space per 4 staff	1 space per 20 bed spaces
	Hospitals	1 spacer per 4 staff	1 space per 10 beds (short stay)
<b>General Residential (C3)</b>	Dwelling flats and apartments	1 secure, covered cycle storage space per unit	1 visitor space per 10 units
	Dwelling Houses	1 secured, covered cycle storage space per bedroom (If no garage or secure area is provided within curtilage of dwelling)	
	Retirement living or sheltered housing	1 space per 6 residents & 1 space per 4 staff	
<b>Houses in Multiple Occupancy (HMO) (C4) and Sui Generis HMOs</b>	Houses in Multiple Occupation	1 secure, covered cycle storage space per bedroom (If no garage or secure area is provided within curtilage of dwelling)	



## Cycle Parking at non-residential developments

- 5.12 To encourage the use of sustainable modes of travel, it is important that convenient, secure cycle parking is provided at every new non-residential development for long-term stays (for those working at the building) and short term for visitors and customers. All cycle parking should be accessible and easy to use, with no inconvenient detours, steep slopes, or narrow access ways. The facilities provided should be easy to use by all members of the community at all life stages, ideally without the need to lift or drag the cycle.
- 5.13 Different types of cycle should also be considered, such as recumbents, trikes, and hand cycles (which are often used by people with disabilities), cargo bikes and e-bikes. These all take up more space than a standard cycle, and this should be factored in when planning cycle parking layouts.
- 5.14 Cycle parking should be specified for different users to cater for short and long stay usage. The former is provision for those visiting the site as customer or service user. Long stay cycle parking is relevant for employees, pupils or residents.
- 5.15 Like car parking, cycle parking should be designed into developments at an early stage. To increase the attractiveness of commuting by cycle, it is important to provide facilities for cyclists at their destination, particularly in large workplace developments of 40 staff or more. On developments where 10 or more cycle stands are to be provided, the Council will require the development to include provision for changing and showering facilities for staff.
- 5.16 Cycle parking for employees will be required to be under cover. The standard requirement is for the use of Sheffield stands which are tubular metal stands, fixed to the ground at two points; alternatives will be considered at the Council's discretion, but will need to achieve the same degree of security (allowing two-point locking).
- 5.17 The required spacing between stands is 1.2m, with 0.7m spacing between the stands and any wall/fence/part of the shelter/other obstruction. If more than one row of stands is needed, the rows should have 3.0 metres of space between them.
- 5.18 Where the provision of cycle parking is principally for customers (such as convenience retail or leisure facilities, the Council will require that cycle parking is located directly adjacent to (or directly opposite the main entrance to the building, in a location that maximises natural surveillance.
- 5.19 Planning conditions will be imposed to require that the requirements noted above are implemented before a development is brought into use (generally

as part of a similar condition for the wider parking area) and thereafter retained.

Table 6: Cycle parking standards for Non- Residential Development

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
<b>General Industry (B2)</b>	Carrying on of an industrial process other than one falling within the uses described in Class E	1 space per 300sqm	1 space per 500sqm
<b>Storage or Distribution (B8)</b>	Storage/Distribution Centre	1 space per 300sqm	1 space per 500sqm

Development	Description	Staff /Resident Parking (Long Stay)	Visitor Parking (Short Stay)
<b>Hotels (C1)</b>	Hotels	1 space per 4 staff	1 space per 10 bedrooms

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
<b>Commercial, business and Service (E)</b>	Shops (a) Display or retail sale of goods, other than hot food & F2(a) Non-Food Retail	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Shops (a) Food Retail	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Shops (a) Comparison/Non-Food Retail)	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Cafes and Restaurants (b)	1 secure covered space and locker per 100sqm	1 space per 100sqm
	Financial/professional services (c) (i) (ii) (iii)	1 secure staff space and locker per 50sqm	1 secure staff space and locker per 500sqm
	Indoor Sport and Fitness (d)		10 spaces plus 10% of vehicle spaces

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
	Medical and Health Services (e)	1 secure covered space & locker per 4 staff	1 space per 50sqm
	Nursery, Creche and Day Centres (f)	1 secure covered space & locker per 4 members of staff	1 space per 10 children with a minimum of 2 spaces
	Offices (g) (i)	1 space per 100sqm	1 space per 500sqm with a minimum of 2 spaces
	Research & Development, (g) (ii)	1 space per 100sqm	1 space per 500sqm with a minimum 2 spaces
	Light Industrial (g) (iii)	1 space per 100sqm	1 space per 500sqm with a minimum of 2 spaces

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
<b>Learning and non-residential Institutions (F1)</b>	Primary and Secondary Schools (a)	1 space per 4 staff & 1 space per 5 pupils	1 space per 500sqm (minimum of 2 spaces)
	Higher/Further Education (a)	1 space per 20 staff & 1 space per 5 students	1 space per 500sqm (minimum of 2 spaces)
	Art Gallery, Museums, Exhibition Halls (bce)	1 space per 4 staff	1 space per 100sqm with a minimum of 2 spaces
	Library (d)	1 space per 4 staff	1 space per 100sqm with a minimum of 2 spaces
	Public Worship (f)	1 space per 200sqm (minimum of 2 spaces)	

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
	Law Courts (g)	1 space per 200sqm (minimum of 2 spaces)	
<b>Local Community (F2)</b>	Halls or Meetings Places (b)	1 space per 4 staff	Additional cycle stands at 1 space per 40sqm open to the public or 1 per 60 seats (minimum of 5)
	Outdoor Sport/Recreation (c)	10 spaces plus 10% of vehicle spaces	
	Swimming Pools/Ice Skating Rinks (d)	1 space per 4 staff	Additional cycle stands at 1 space per 40sqm open to the public or 1 per 60 seats (minimum of 5)

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
<b>Sui Generis (no class specified)</b>	Cinemas, theatres, bingo halls and casinos, conference centres, music and concert halls, venues for live music performance	1 space per 10 staff	Greatest of 1 per 40sqm or 1 per 60 seats /capacity
	Public Houses, Wine Bars, Other Drinking Establishments	1 space per 400sqm (short Stay) with a minimum of 2 spaces	
	Car Related Uses.	1 space per 10 staff	Assessed on a case-by-case basis
	Petrol Filling Stations	1 space per 10 staff	Assessed on a case-by-case basis
	Hot Food Takeaways, fast food and drive through	1 space per 100sqm with a minimum of 2 spaces	

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
	Stadia	1 space per 10 staff.	Greatest of 1 per 40sqm or 1 per 60 seats /capacity

## 6 Design Considerations

- 6.1 Careful design of road layouts and parking is as key a consideration as the number of spaces provided. A key element of good design is the overall layout of development and how the different elements of any development, which will usually include parking, come together to make an attractive and well-functioning whole, within the context of the wider setting. Key elements of this include the functionality of parking areas including sizes and detailed layout, relationship with landscaping and positioning within the site.

### Siting of Parking Areas Within Development Sites

- 6.2 The siting of parking spaces within the overall layout of development sites is a critical element in the overall strategy for the layout of development sites. It is therefore necessary to consider it at the earliest stage of the design process.
- 6.3 The location of parking should always take reference from the character and appearance of the street scene and the surrounding area.
- 6.4 Car parking should always be located close to the property it serves. For houses, car parking should ideally be provided within the residential curtilage and at the front of the property. This encourages activity within the street scene and recognises that residents often park there out of convenience anyway. However, it is important that the car parking and garaging enhances the street scene and creates a positive interface with the public realm. This could be done alongside other design aspects such as landscaping and planting.
- 6.5 Design solutions should avoid large expanses of hard surfacing and ensure that parked vehicles do not dominate street frontages. This is particularly important for apartment blocks and some commercial development where the number of parking spaces may be high in relation to the size of the site.
- 6.6 The size of any rear parking courts should be minimised and both the parking area itself and the access to it should be overlooked. Where rear parking courts are used, these should only have one entrance/exit point to ensure that there is no reason for outsiders to travel through the site. Where properties back onto shared parking courts, these boundaries should be made of robust and attractive brick walls. These ensure the long-term appearance of the area and provide privacy and security for garden areas.

- 6.7 A mixture of high-quality materials and landscaping can be used to break up and improve the appearance of parking areas. The landscaping scheme should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Large shrubs and other features that could allow intruders to hide, and make the area feel unsafe, should be avoided.
- 6.8 Where undercroft, basement or decked parking is proposed, full consideration should be given to the access and use of the space and the safety of users. Multi-story car parks should be designed carefully to contribute to the street scene.
- 6.9 The Department for Transport "Manual for Streets" (March 2007)<sup>6</sup> provides guidance to developers on the layout of new developments and in particular the design of parking facilities for vehicles.
- 6.10 Suitable site layouts should demonstrate the relationship between car parking spaces and the residence that they serve. Poorly designed and cramped layouts that place parking spaces near other residential properties and their private amenity space will not be accepted.

## Dimensions and Spacing

- 6.11 This section sets out requirements for the dimensions of parking spaces in different circumstances, and requirements for additional space adjoining spaces.

## Layout for Standard Car Parking Bays

- 6.12 Planning applications must include information to demonstrate to the satisfaction of the Council that the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or other planning objectives.
- 6.13 The basic dimension of a parking space is 2.5m x 5.0m. This assumes that either the parking space adjoins other parking spaces on either side, or that additional space is available to the side of the space. Widths and lengths of spaces will need to increase if those spaces are next to a wall, footway, shrubbery or grass.
- 6.14 For parking courts and car parks, an access road in between bays should ordinarily have a minimum width of 6.0m when bays are orientated at 90 degrees. Where such a width is not achieved, the width of the parking bays

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<sup>6</sup> <http://www.dft.gov.uk/pgr/sustainable/manforstreets>.



will need to be widened to compensate for this as detailed in Manual for Streets. It is recommended that tracking software be used to assist in the design of car parking and that diagrams be included within Transport Statements, particularly for sites where space is constrained.

- 6.15 In the case of residential development, off-street vehicle parking spaces will be requested at the side of a property with measures sought to protect that use, such that off-street space is not eroded over time. Side of property spaces still allow for frontage access onto the public highway thereby maintaining an active frontage on the street environment, while reducing the amount of hard standing required along street frontages, which allows for enhanced landscaped verges, reduced building to building frontage distances and tree lined boulevards.
- 6.16 Parking spaces also need to take account of the minimum space requirements set out for electric vehicle charge points in Building Regulations Part S, which vary depending on whether they are free standing, or wall mounted.

## Alterations to Existing Residential Parking Arrangements

- 6.17 Existing residential dwellings may have generous, sufficient or inadequate parking. Proposed alterations to existing parking arrangements on an individual dwelling will be informed by the principles of good design as applied to the application site, and the parking standards.
- 6.18 A development proposal for an extension occupying an area that was formerly providing usable parking space, where this reduces the number of parking spaces below the standard, would need additional parking spaces in lieu to be provided. However, where this additional space would be harmful to the character and appearance of the area, for instance where all soft landscaping were lost or the frontage became dominated by hard standing, the Council will need to carefully consider whether the proposed development is acceptable and may lead to the refusal of the application.
- 6.19 Where the existing character of the area involves parking on-street, it will be appropriate to maintain this, as the alteration of front gardens piecemeal to accommodate vehicles leads to difficulties for the remaining vehicles attempting to use the constricted room remaining on the street between the new access points, and the loss of front gardens and their features is likely to cause harm to the character of the area.

## Disabled Parking Bay

- 6.20 Disability spaces should be 2.5m x 5.0m with a 1.2m marked access zone between the spaces. A 1.2m wide rear safety zone for boot access should be provided. Although the rear safety zone may be provided at either end of the parking space, if it is provided at the end of the vehicle access lane, the vehicle access route should be widened at that point by 1.2m to accommodate it. However, if it is provided at the opposite end of the parking space, the rear safety zone should not encroach on pedestrian access routes which should be widened to accommodate it. In either case, safe access routes for the disabled person to leave and return to the vehicle will need to be provided, reachable from all sides of the space.
- 6.21 Where one end of a parking space is against a hard barrier such as a wall or posts, or a soft landscaping barrier such as a hedge, either the parking spaces should be lengthened by 0.3m or additional hard-surfaced space 0.3m wide should be provided.

## Parallel Parking

- 6.22 Where a single width of parallel parking spaces alongside an access roadway are provided, they should be 2.0m wide. Given the significant variation in length between vehicles, it is not necessary to set markings for length. However, for the purpose of assessing the number of spaces provided, a space will be considered to be 6.0m long. At each end of the parallel parking area, an additional 0.3m of unobstructed space will be required to allow vehicles to enter and exit the area with parallel parking movements.
- 6.23 Parallel parking spaces will require provision of additional paved width of 0.9m for pedestrian access on the opposite side to the vehicular access route, such as through provision of a kerbed pedestrian footway on that side. Where parallel spaces intended for disabled users are provided, they must be a minimum of 6.6m long and 3.0m wide.
- 6.24 The end of a parking space should not be directly adjacent to an openable window to a habitable room, or an openable window to a room used as office accommodation. In addition, the spacing required will need to have regard to pedestrian access and specific issues relating to garages, considered below.

## Garages

- 6.25 Garages are often provided on development sites with the intention that they will act as functional parking spaces. The Council will only consider garages as providing a functional car parking space where the design of

the proposed development genuinely provides for them to be usable on a casual daily basis.

- 6.26 Where a new garage is provided, whether on a new development site or within the curtilage of an existing dwelling, and it is proposed to be counted within the required spaces for car parking, the following will be required:
- Minimum internal dimensions 6.4m x 3.0m for a single garage.
  - Minimum internal dimensions 6.4m x 5.5m for a double garage.
  - Any door at the side intended to open inwards will need to be at least 5m from the garage door (measured internally).
  - Where a parking space is to be provided in front of the garage, a buffer of 0.9m will be required between the garage and the space, where this provides the most direct route between the main pedestrian access route and the rear of the property.
  - Doorway width for a single garage to be a minimum of 2.5m and
  - Doorway width for a double garage to be a minimum of 5m. Where two individual doors are to be fitted, they should each be a minimum 2.5m wide.
- 6.27 Electric vehicle charging infrastructure in garages will normally be provided by a wall-mounted box. Dimensions of typical boxes are generally less than 500mm (height) x 300mm (width) x 150mm (depth) meaning that, providing that a sufficient power supply can reach the garage, charger boxes need not encroach significantly on the available space for the vehicle, where the garage dimensions are sufficient, in line with the requirements above.
- 6.28 Where a garage is intended to function for other purposes in addition to car storage, for instance to provide storage space or to provide a utility area or a boot room function, the dimensions will need to increase to provide additional functionality. An external door at the rear of the garage (that does not require access through habitable accommodation) will also be required to allow rear access and allow for cycle storage in a shed.

## Manoeuvring and Access Routes

- 6.29 Although the precise situation of an individual layout will affect how vehicles move within parking areas, this section provides guidance on manoeuvring space required as a starting point to assist applicants in drawing up schemes.
- 6.30 As a starting point, all new developments will be required to provide the means to ensure that all vehicles that will be used in association with the development are able to enter and leave the site in forward gear. On commercial sites this will need the routing of large vehicles to be clearly indicated, with Transport Statements or Transport Assessments including

swept path analysis where necessary. For residential sites, a simple diagram showing the geometry should suffice. Any proposal for an extension to an existing dwelling or for additional development on a commercial site should not compromise areas required to provide for vehicles to turn in order that they can enter and leave in forward gear.

- 6.31 Where residential developments provide communal parking areas, such as on developments of flats, commercial developments and community uses with parking areas to be provided within the curtilage, parking areas will need to allow at least 6.0m of space between rows, where the spaces are perpendicular to the access route. Where the access route meets a dead end, the access route will need to extend at least 1.3m beyond the final spaces, to allow for vehicles to manoeuvre into and out of the end spaces.

## Operational Parking

- 6.32 Operational and service parking can form a critical element of the design of a scheme, which can render a development proposal unacceptable if badly considered. This will include parking for vehicles delivering or dispatching goods, and otherwise servicing the premises including waste collection, removals, taxis and waiting spaces for vehicles picking up visitors/customers.
- 6.33 Within the existing developed areas, it is recognised that servicing will make use of streets for manoeuvring, and in some cases for loading/unloading. Where new larger-scale commercial development is proposed, the presumption will be that servicing and operational space will be provided within the development site. This will need to include provision for vehicles of any size that will be based at or visit the site to enter and leave the site in forward gear.
- 6.34 Leisure, health and larger scale retail developments should include pick up / drop-off zones close to the main entrance, which can be used by taxis and private vehicles.
- 6.35 It is recommended that the Council's Development Management Team be consulted at an early stage on all applications that would involve the use of HGVs and other large commercial vehicles.
- 6.36 Principally the preferred parking bay size for service vehicles should be used as set out in Table 6 below:

Table 7: Design Standards for Delivery and Service Vehicles

Design Standards for Delivery and Service Vehicles	
Transit/Van	2.4 metres x 5.5 metres

Articulated	3.5 metres x 14.0 metres
Rigid Vehicles	3.5 metres x 18.5 metres
Coach (60 seats)	3.5 metres x 14.0 metres

## Provision for Pedestrian Movement

- 6.37 Pedestrians should be given priority over vehicles, as set out in NPPF, PfE and the Bury Local Transport Strategy. This requirement applies within and around parking areas as elsewhere. The design of parking areas needs to include pedestrian-only safe routes through and around parking areas.
- 6.38 Pedestrians should be able to move around parking areas safely and easily. The design of parking areas will need to consider likely pedestrian desire lines, both in respect of pedestrians arriving from outside the site and walking towards the entrances, and in respect of people arriving in cars, and the movements they will make between where they will park and the entrances to the development. This should be an early consideration in determining the overall layout of the site, and the layout of the spaces.

## Landscaping and Materials

- 6.39 Good design requires parking to be well-landscaped and sensitively integrated into the built form, incorporating green infrastructure including trees to soften the visual impact of vehicles, help improve air quality and contribute to biodiversity.
- 6.40 The design of the parking areas should be informed by and reflect from the very outset the overall landscaping strategy for the whole development site and should result in a coherent whole development approach. The landscaping strategy for the site will in turn have reflected the external context to the site at least at a street and neighbourhood level.
- 6.41 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 1m high, and trees should be clean trunks (no side branches) up to 2m to provide clear sight lines.
- 6.42 When planting species are being selected for a site, developers are advised to consider existing soil conditions to ensure an appropriate planting medium is used. This will increase the probability of longevity and survival of species.

- 6.43 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 need to be taken into consideration when selecting appropriate species. This is important where development proposals include CCTV cameras and lighting columns as neither the camera view nor the light should be obstructed by vegetation.
- 6.44 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.
- 6.45 All car parking should be part of a Sustainable urban Drainage System (SuDS) unless there are technical reasons why this cannot be done. Permeable surface materials should be used wherever possible to reduce surface water runoff.

## Lighting and Security

- 6.46 On commercial sites the provision of good quality lighting providing complete coverage of the parking area is essential. The design of the lighting scheme should specifically highlight pedestrian routes through the provision of specific lighting to those routes, rather than coverage of these just being incidental to the overall lighting scheme.
- 6.47 Natural surveillance should be maintained as far as possible, without compromising the provision of soft landscaping and tree shading. In some cases, the use of CCTV may be the most appropriate method of providing surveillance to ensure that Secured by Design principles are followed. In the case of cycle parking, the location should maximise natural surveillance, but where there is nowhere constantly observed, CCTV will be essential.

# 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

- 7.2 Transport Assessments are detailed assessments of the anticipated transport effects of a development proposal. They are needed to ensure that the transport impacts of the development are understood, in order that these can be assessed for compliance with policy. Transport Assessments require significant amounts of data and access to professional modelling tools, and as such are generally carried out by specialist transport planning consultants. They are most relevant for large development proposals.
- 7.3 In most respects, the outputs of the Transport Assessment are an understanding of the numbers of trips and likely modes to be used on the transport network. The main purpose of this will be to ensure safe access to and from the site for all users, to establish the measures needed to support sustainable access in accordance with a required transport vision for the site and whether any measures are needed to mitigate significant safety or capacity issues from the development on the transport network; these matters are outside the scope of this SPD.
- 7.4 As stated in section 3.8, it is an NPPF requirement for all developments that will generate significant amounts of movement to be supported by a vision-led transport statement or transport assessment, which prioritises sustainable transport modes accounting for the site location and use. Therefore, for larger developments, technical assumptions in support of the vision-led strategy (e.g. trip generation and mode share) should be used in the evidence to support proposed car parking levels (in accordance the guidance in section 3.5 to 3.9) and with reference to the standards in Chapter 4.

## Transport Statements

- 7.5 Transport Statements are simplified versions of transport assessments where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required. Transport Statements do not necessarily need to be produced by specialist transport professionals, but sufficient information will be needed to demonstrate that the principal issues have been identified and to explain how these are addressed.
- 7.6 Some aspects dealt with by transport statements (such as details of access points, numbers of vehicle movements etc.) fall outside the scope of this SPD. In respect of parking, the transport statement will need to provide:



- An explanation of the parking strategy for the development, related to the context of the development proposal and the surrounding area.
- Details of the numbers of different types of spaces, and how this will provide for the needs of the development.
- Details of any management arrangements where applicable (e.g. measures to prevent unauthorised parking, and the allocation of spaces).

7.7 The following table provides an indication of when Transport Statements and Transport Assessments will be required<sup>7</sup>:

**Table 8: Applications requiring Transport Assessments and Transport Statements**

Proposed Use	Floor Area Thresholds	
	Transport Statement Required	Full Transport Assessment
<b>Class E- Commercial, Business and Service</b>		
Food Retail	>250sqm	>800sqm
Non-Food Retail	>800sqm	>1500sqm
Financial & Professional Services	>500sqm	>2500sqm
Restaurants and Cafes	Seek advice	Seek advice
Drinking Establishments	Seek advice	>600sqm
Class E (g)(i)(ii)(iii) Business	>500sqm	>2500sqm
<b>Class B General Industrial, Storage or Distribution</b>		
B2 General Industrial	>500sqm	>4000sqm
B8 Storage or Distribution	>500sqm	>5000sqm
<b>Class C- Residential</b>		
C1 Hotels	>30 beds	>100 beds
C2 Residential Institutions (hospitals, nursing homes)	>50 beds	>50 beds
C2 Residential institutions – residential education / training centres	>50 students	>150 students
C2A Secure Residential Institution	>50 beds	>50 beds
C3 Dwelling houses	>10 units	>80 units
C4 Houses in Multiple Occupation	>6	
<b>Class F- Local Community and Learning</b>		

<sup>7</sup> It should be noted that there may be times when National Highways would require an assessment regardless of the scale of the development. National Highways as the Highway Authority for the Strategic Road Network (SRN) may require one for its own assessment purposes, regardless of the scale of the site.



F1 Learning and Non-residential Institutions	>500sqm	>1000sqm
F2 Local Community	>500sqm	>1500sqm
Other commercial properties	Seek advice	Seek advice

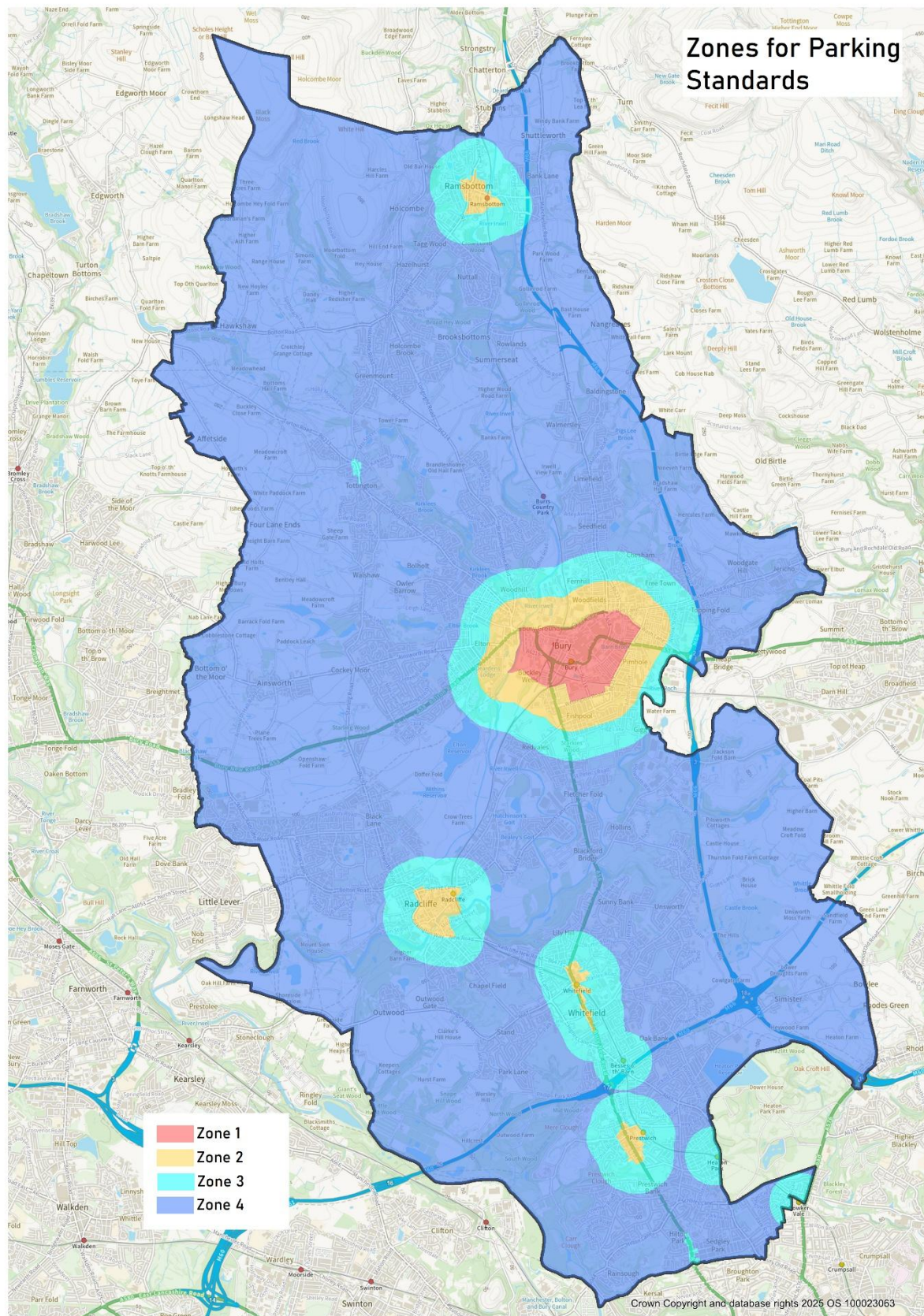
## Planning Conditions and Section 106 Agreements

- 7.8 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.
- 7.9 For example, this may include the management and use of parking spaces, so that priority may be given to certain users such as 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
- 7.10 Conditions may be used to vary the amount of parking standards specified in the tables set out within Chapter 4.
- 7.11 Where appropriate, the Council may require developments to fund on-street vehicle parking controls in areas adjacent to major trip-generating 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 (AMR). This will allow for future amendments, including additions and deletions, where deemed necessary.
- 8.2 This SPD is also to be considered in conjunction with the annual Infrastructure Funding Statement (IFS), an annual report which provides a summary of 'developer contributions' (S106 agreements) for the financial year which have been secured and spent. In support of this SPD and other transport-related strategies, the IFS will specifically show how developer's contributions are key in mitigating the impact of transport demands from large developments e.g., through the provision of walking and cycling facilities, funding for behaviour change programs or any other agreed actions as specified as a condition of planning approval.

# Appendix 1: Zone Map





# Appendix 2: Car Parking Layouts

Diagram 1: Standard Parking Space

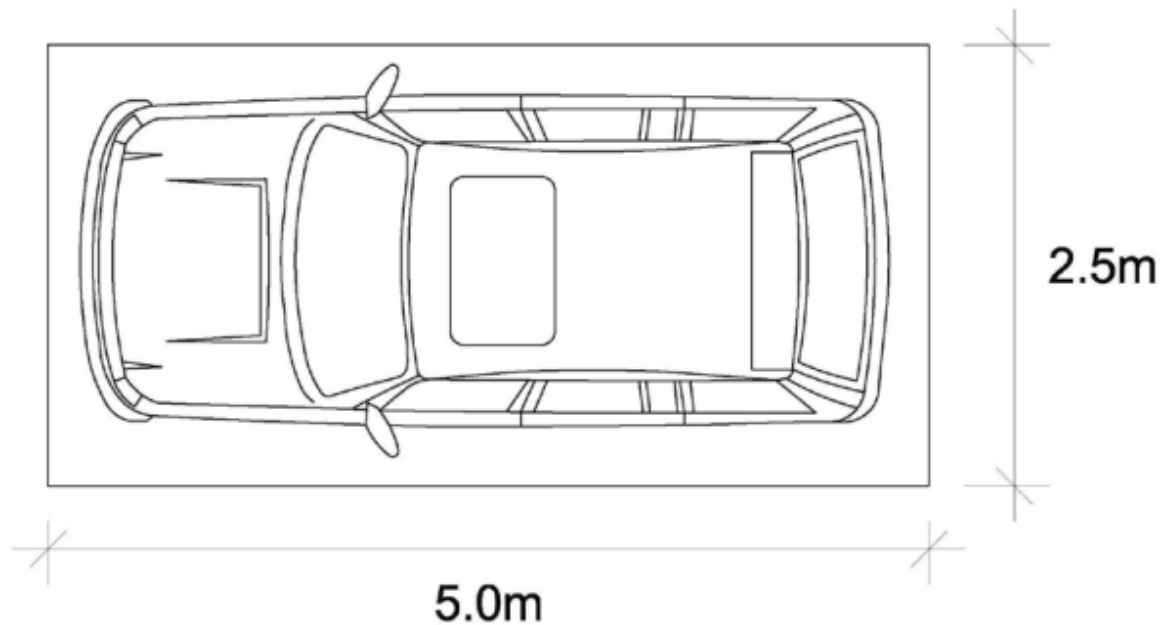


Diagram 2: Parking space adjoining a dwelling/garage

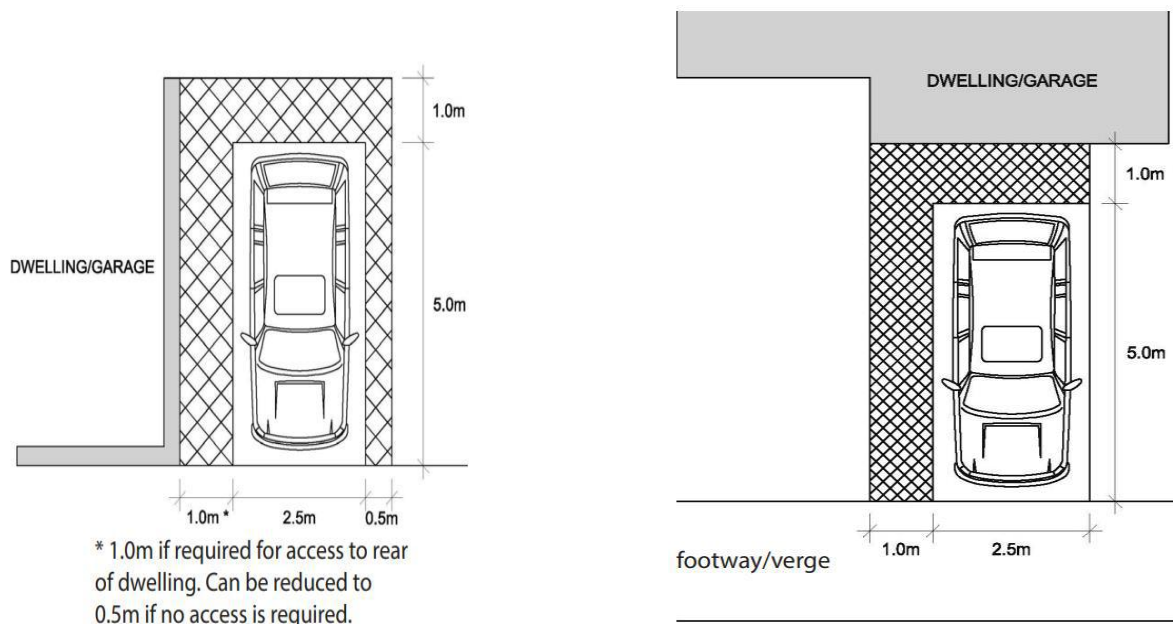
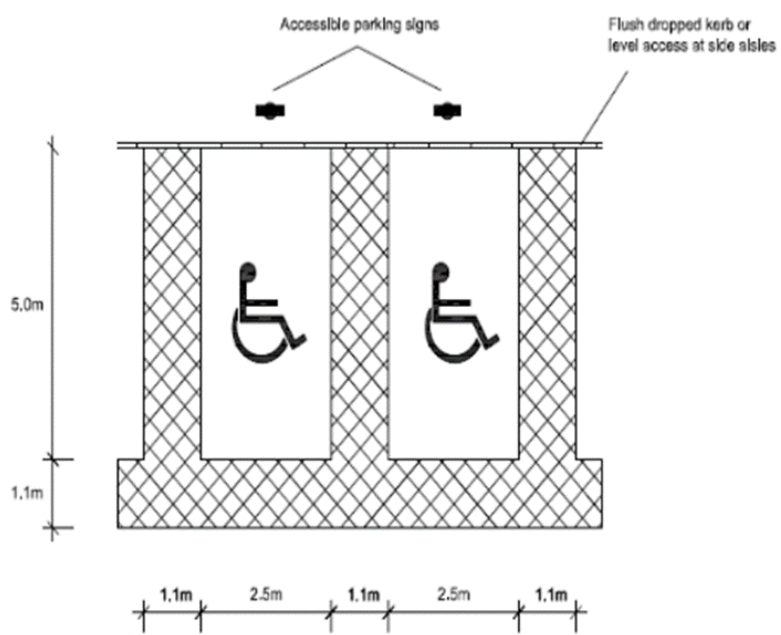


Diagram 3: Off-Street parking for people with disabilities



# Appendix 3: Cycle Parking Layouts

## LTN/120 Cycle Types and Dimensions



## Bespoke Cycle Parking in Bury Town Centre



## Examples of Bike Storage Facilities



Bury  
Council