



Supplementary Planning Document

SPD3: Parking Standards and Design

Consultation Draft
February 2011

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1 Introduction

1.1 Background

1.1.1 The purpose of this Supplementary Planning Document is to assist with the interpretation and implementation of Policy L4 Sustainable Transport and Accessibility and Policy L7 Design, contained within the Core Strategy of the Trafford Local Development Framework.

2 Objectives

2.1.1 The objectives of this SPD are as follows:

- To provide further guidance as to the application of the vehicle, cycle and motorcycle/disability scooters standards as detailed in the Core Strategy Policy L4.
- To assist intending developers in preparing plans for the development of land;
- To expedite the determination of planning applications by ensuring that the applications submitted include an appropriate level of parking;
- To promote good design and guide developers regarding the design and layout of car parking areas;
- To ensure the provision of appropriate facilities for the parking of cycles, motorcycles and disability scooters;
- To ensure that parking facilities cater for all users;
- To promote sustainable developments

3 Policy Context

The SPD has been informed and is based on a series of national, regional and local policies as indicated below:

3.1 National Policy Context

3.1.1 The key national policy documents which have been considered in preparing this SPD are:

3.2 Planning Policy Statement 1: Delivering Sustainable Development (2005)

3.2.1 PPS1 sets out that Sustainable development is the core principle underlying planning. It sets down the key principles to ensure development plans and decisions taken on planning applications contribute to the delivery of sustainable development. Key principles relevant to this document include the need to address the causes and potential impacts of climate change for example, through reducing the need to travel by private car. It also seeks to promote high-quality, inclusive design in the layout of new developments and individual buildings, in terms of their function and impact, over the lifetime of the development.

3.3 Supplement to Planning Policy Statement 1: Planning and Climate Change (2007)

3.3.1 This supplement states that planning has a key role in helping to tackle climate change, helping to shape sustainable communities that are resilient to and responsive to climate change. The supplement states planning authorities should expect new development to create and secure opportunities for sustainable transport in line with PPG13 including through:

3.3.2 The preparation and submission of travel plans, providing for safe and attractive walking and cycling opportunities including, where appropriate, secure cycle parking and changing facilities; and an appropriate approach to the provision and management of car parking.

3.4 Planning Policy Statement 3: Housing

- 3.4.1 Planning Policy Statement 3 (PPS3): Housing (June 2010) states that Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. Development should take a design-led approach to the provision of car-parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

3.5 Planning Policy Statement 4: Planning for Sustainable Urban Growth

- 3.5.1 Planning Policy Statement 4 (PPS4 (December 2009)): advises that Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.
- 3.5.2 In setting their maximum standards, local planning authorities should take into account the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking. It further advises that there is a need to make provision for adequate levels of good quality secure parking in town centres, to encourage the shared use of parking, particularly in town centres and as part of major developments to provide for appropriate disabled parking and access.
- 3.5.3 It states that parking standards should apply to individual planning applications unless the applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking. For retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority should be satisfied that: the parking provision is consistent with any town centre parking strategy, the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted and the scale of parking is proportionate to the size of the centre.

3.6 Planning Policy Guidance Note 13: Transport (2001)

- 3.6.1 National policy guidance specifically relating to transport is contained in Planning Policy Guidance Note 13 (PPG13): Transport. PPG13 recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys. Therefore, it is essential that the amount of parking is reduced to help to promote sustainable travel choices.
- 3.6.2 Annex D of PPG13 contains maximum national parking standards and thresholds for a limited range of use classes. This advice states that local planning authorities can adopt more rigorous standards.
- 3.6.3 PPG13 also states that convenient, safe and secure cycle parking should be provided in town centres. Parking policies need to contain adequate parking provision for motor cycle/Two wheeled motorized vehicles and designate parking spaces for people who have impaired mobility, in accordance with current good practice.
- 3.6.4 A revised PPG13 was published in January 2011 it stated that the Government's position on parking standards is that local authorities are best placed to take account of local circumstances and are able to make the right decisions for the benefit of their communities. As such, the central requirement to express "maximum" parking standards for new residential development was deleted. It advised that Local authorities will still need to set parking standards for their areas, but it will be for them to determine what that standard should be, depending on individual circumstances.

3.7 Regional Policy Context

- 3.7.1 Regional Spatial Strategy for the North West
- 3.7.2 This SPD seeks to adapt and incorporate elements of the RSS policies that the Council wishes to see maintained at the local level.

4 Status of the SPD

This SPD has been prepared in accordance with PPS12 – Local Development Frameworks (2004) and the associated Regulations 2004.

The SPD constitutes an important material consideration in the determination of planning applications.

4.1 Consultation

4.1.1 This SPD has been prepared for consultation over a 6-week period from You are therefore invited to consider the contents of this document and submit details in writing to the Strategic Planning and Developments team of any changes you consider are needed, together with an explanation as to why you consider these changes are required.

4.2 Sustainability Appraisal

4.2.1 The 2008 Planning Act removed the requirement for sustainability appraisal of supplementary planning documents that do not introduce new policies or proposals or modify planning documents which have already been subject to sustainability appraisal. This SPD supports Policy L4 and L7 that have been subject to SA as part of the Core Strategy. The Council considers that this SA adequately appraised the environmental, economic and social effects of these policies. For more information see the Core Strategy Sustainability Appraisal on the Council website. The Council is therefore satisfied that the impacts have been covered in the appraisal of the parent DPD and there is no further requirement for appraisal or screening of this SPD.

4.2.2 A review of this Document will be carried out within five years from adoption.

5 Applying the parking standards

5.1 General Guidance

- 5.1.1 The Council is aiming to bring all areas up to an improved standard of Public Transport Provision. This will contribute towards sustainability objectives.
- 5.1.2 The required level of parking will be based on the standards set out in Appendix 1 of the Trafford Core strategy. The three accessibility areas identified in Trafford and set out in the Core Strategy are: Area A covering Altrincham town centre, Area B covering the town centres of Sale, Stretford and Urmston, the district centres of Hale, Sale Moor and Timperley and local centres and Area C covering all other areas.
- 5.1.3 Parking provision which meets the maximum standard will be appropriate in most circumstances. The provision of adequate parking facilities will also be required to meet appropriate layout and design standards as set out in this guidance. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposal. Where a developer seeks to provide a lower or higher level of parking than the standard set down in the Core Strategy this will need to be fully justified and will need to demonstrate what measures e.g. design, location or operation are to be taken to minimize the need for parking.
- 5.1.4 The parking proposals should be justified within the developer's Design and Access Statement or the Transport Assessment, as appropriate to the scale of the development.
- 5.1.5 Transport Assessments or Statements will be required for larger applications that would have transport implications and these may prompt the need for a Travel Plan. It is recommended that the Council as Local Highway Authority be consulted at an early stage on all larger applications regarding the need for a Transport Assessment /Statement and/or Travel Plan.
- 5.1.6 The precise boundaries of the Town District and Local Centres will be detailed in the forthcoming Land Allocations Plan. Until such a time that the Land Allocations Plan is prepared, the boundaries will remain as shown on the UDP Proposals map.
- 5.1.7 The Council recognizes that lower parking thresholds than those set down in the table may be considered in cases where meeting the full parking requirements

would be detrimental to wider planning interests. This may include applications relating to Conservation Areas or Listed Buildings.

- 5.1.8 The Council recognizes that exceptional circumstances may exist where strong material considerations may justify a higher parking provision than that set out. For example, there may be circumstances where enforcing the standards could cause serious problems for road safety and amenity.
- 5.1.9 All applicants for planning permission will need to demonstrate 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.
- 5.1.10 Applicants relying upon existing public parking stock will need to demonstrate that there is sufficient spare capacity within the area to accommodate the parking needs of proposed development.

5.2 Mixed uses

- 5.2.1 Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be applied in proportion to the extent of the respective use. For example, where a development incorporates B2 and B8 use, each use should be assessed separately according to the appropriate standard, and the aggregated number of resulting parking spaces reflect the maximum number of spaces that should be provided. Any future change of use that requires planning permission may require a change in parking requirements in accordance with the standard.
- 5.2.2 Shared use of parking areas is highly desirable, provided this works without conflict and that car parking provision is within the standard that requires the most number of car spaces applicable. Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week. A developer will need to demonstrate that separate uses operate at different times of the day and that greater flexibility over parking standards should apply. Conditions may be applied to a planning application in respect of the hours of operation of the component parts of the development.

5.3 Ancillary Uses

- 5.3.1 Many developments not only have a main use but also have ancillary uses in support. When calculating appropriate parking provision accompanying ancillary uses will be included within the overall gross floor area.

5.4 Servicing

- 5.4.1 Developers will be required to demonstrate that there is adequate provision of space within the site for parking, manoeuvring, loading and unloading to fulfill the operational requirements of the proposed development. If this is not possible developers will need to demonstrate what alternative servicing is proposed. Space to manoeuvre should be suitable for the type and quantity of vehicles which use the space. Vehicles should be able to safely exit the site in forward gear.

5.5 Residential Development

- 5.5.1 The Council's residential parking standards will be applied to all forms of residential development, including new dwellings, affordable and market housing, conversions, subdivision of plots and house extensions.
- 5.5.2 Parking provision which meets the maximum standard will be appropriate in most circumstances. It is recognized that although the proximity to non-car modes and local facilities does have an effect on the level of car use from residential developments, the effect on car ownership is usually significantly lower for the majority of locations. The critical issue for residential parking is car ownership rather than car use and generally, the movement to increase sustainable travel within the UK does not attempt to reduce car ownership but to increase the use of alternative modes for journeys where this is feasible.



Fig 1 Example of inadequate level of residential parking resulting in on street parking.

5.5.3 For residential development car parking below the maximum standard will only be allowed where there will be no adverse impact on on-street parking arising from the development. This may be because one or more of the following criteria are met:

(i) There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers

(ii) The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented.

(iii) There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers)

(iv) the development includes garage spaces (see section 5.18)

(v) the development meets other planning objectives and would not unacceptably worsen the parking situation.

5.6 Car Free Residential Development

5.6.1 A number of existing properties, notably flats above shops, do not provide car-parking facilities for residents. In accessibility zones A and B, there may be a limited number of cases where, subject to compliance with other relevant LDF policies, car-free development can be considered acceptable in principle. These may include:

- The extension, alteration or re-use of an existing building with no access to parking;
- The reversion of a previously converted property to its original residential use, including flats above shops;
- The provision of residential accommodation on a small (up to 5 units net) town centre site that may otherwise not come forwards for development;
- Where arrangements are made to share an existing car-park. within the vicinity of the site which can reasonably accommodate the parking demand generated by the development.

5.6.2 In all instances, developers will be required to demonstrate why car-free development represents the best available option.

5.7 Garages

- 5.7.1 In the past a garage has counted towards a parking space allocation, even if the garage is too small for a car and is used for storage.
- 5.7.2 The following factors will be taken into account by the Council when determining whether a garage will be counted towards the car parking standard:
- i) The size of the garage – larger garages can be used for both storage and for car parking
 - ii) Whether separate cycle parking is provided, as garages are often used for this purpose
 - iii) The availability of alternative parking, including on-street parking – where this is carefully controlled through the layout or by parking restrictions, residents are more likely to use their garages.
 - iv) Whether the garage is accessible and safe and likely to be utilised
 - v) The number of garages. Where more than one garage is provided the additional garages are more likely to be used for the parking of a motor vehicle.
- 5.7.3 Where a garage is counted towards meeting the parking standards a condition will usually be applied to a planning permission, requiring the garage to be retained for the parking of a vehicle.

5.8 Class C3 Sheltered Housing

- 5.8.1 This standard applies to purpose built or converted accommodation, exclusively for occupation by persons 60 years of age or over, which consist of self contained units of accommodation with an emergency alarm system, usually with communal facilities and under common management and either with a resident warden or a non-resident warden on call. Some 'continuing care' communities will need to apply standards for both C3 Sheltered Housing and C2 residential care homes/nursing homes.
- 5.8.2 Consideration should be given to safe storage and charging point locations for mobility scooters when designing Retirement/Sheltered Housing Developments.

5.9 Hotels

- 5.9.1 A standard has been set for the main hotel use; however many hotels now have additional conference and leisure facilities. Due to the potentially wide range of these conference and leisure uses, these will be assessed on a case by case basis

6 Design Considerations

6.1 Principles

- 6.1.1 A range of documents including; 'Manual for Streets' and 'Car Parking – What Works Where' provide considerable information on the provision, design and layout of parking spaces. Developers are encouraged to consider such publications and incorporate their findings and ideas in their developments.
- 6.1.2 This section sets out a range of design, safety and other considerations for all planning applications which incorporate parking proposals, and these will be given considerable weight in the determination of planning applications. It is recommended that advice provided in this section is considered at pre-application stage particularly for major developments

6.2 General Criteria to be considered

- 6.2.1 All proposals and their associated parking areas will be assessed against the following design, safety, layout and amenity principles:
- a. Developments should incorporate sufficient spaces, in line with the Council's parking standards which are appropriate to the scale of development;
 - b. All developments and their associated parking areas need to be of a high quality design and layout;
 - c. Considerable weight will be given to the character of the area and the amenity of adjoining properties (See below, Sections 6.4 and 6.6) Proposals should be well integrated with existing buildings and the surrounding environment and should contribute positively to their surroundings;
 - d. Planting can soften the impact of cars, and tree planting can be a successful way of integrating parking into the urban landscape. Careful consideration needs to be given to appropriate landscaping and boundary treatment measures.
 - e. Developments should take account of both Secured by Design and the Association of Chief Police Officers (ACPO) Safer Parking Scheme principles which cover design, construction and maintenance issues;
 - f. The design of lighting schemes should take into account security, environmental and amenity considerations;

- g. Proposals should take full account of highway safety measures and potential traffic generation, which will be assessed in accordance with the Council's Highways standards;
- h. Drop off zones may be required for certain types of developments
- i. The amenity of the occupants of surrounding properties will be taken into account
- j. The disposal of surface water and/or integration of Sustainable Urban Drainage Systems (SUDS) should be considered.
- k. Where appropriate developments should provide sufficient off-street manoeuvring and operational space.
- m. The movement arrangement for pedestrians should be prioritized over cyclists and motorized vehicles
- n. Potential conflicts between pedestrians and vehicles should be avoided.
- o. The need to incorporate parent and child parking
- p. The need to provide parking for disability motor scooters
- q. The need to provide parking for bicycles.

6.3 Character of the area

6.3.1 The character of an area will be given considerable weight in the determination of planning applications. It is important to recognize that the design and layout of parking is significant when designing a scheme, to ensure that the character of an area is not detrimentally affected. Proposals for the design of parking areas that are considered to harm the character of an area will not be approved. Proposed developments will be assessed against design principles in Policy L7 in the Core Strategy and other material considerations.

6.3.2 With this in mind, parking areas should:

- Maintain the character and setting of an area
- Be sensitively located so as not to dominate space
- Strike a balance between the needs of the end-users and the need to respect the street scene
- Avoid large areas of hard surfacing including tarmac
- Incorporate hard and soft landscaping
- Retain important existing boundary and landscape features

- Incorporate appropriate boundary treatments that complement both the proposal and the wider setting
 - Take account of important built and natural features, including listed buildings, Conservation Areas, local topography and green spaces
 - Avoid remote areas that do not benefit from natural surveillance
- 6.3.3 When designing off street parking for residential developments, proposals should seek to avoid car parking to the front of properties where it would be detrimental to the character of the area. In particular, the Council is concerned that proposals for the intensification of existing buildings (for example, the conversion from one to two or more self contained units) could lead to the loss of front gardens to car parking provision. It is often the frontage of properties (including boundary features and gardens) that add significantly to an area's character.
- 6.3.4 In many instances, the development of forecourts has harmed the traditional layouts and setting of some streets through the loss of boundary features and mature vegetation. To reduce flood risk and retain the value and quality of the Streetscape the Council will seek to retain front garden space and features such as original walls or landscaping. The conversion of front gardens to hardstanding will be discouraged. Where appropriate, the Council will remove permitted development rights on new residential developments to achieve this.



Fig 2 Example of loss of front gardens and boundary walls to hardstanding

6.4 Amenity of Occupiers of Surrounding Properties

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

- The visual amenity of adjacent occupiers
- Noise generation and light pollution
- Air pollution from exhaust fumes
- Existing on street parking and road safety

6.4.2 In assessing the above, spaces for communal car parking should not normally be provided within 5m of habitable room windows, of any dwelling. This distance is deemed necessary to protect the amenity of occupiers through engine noise and exhaust fumes pollution.

6.5 Landscaping Proposals

6.5.1 In order to improve the visual appearance of parking areas and reduce runoff, developers should incorporate landscape proposals that are appropriate to the site and parking layout. Planting can also soften the impact of cars, and tree planting can be a successful way of integrating parking into the urban landscape. Landscaping is particularly important for larger car parks. Landscape 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 have clean trunks (no side branches) up to 2m to provide clear site lines. Proposals which incorporate large expanses of hard surfacing for parking and do not include appropriate levels of hard and soft works will not normally be granted planning permission.

6.5.2 When planting species are being selected for a site, developers are advised to take into account existing soil conditions to ensure an appropriate planting medium is used. This will increase the probability of longevity and survival of species.

6.5.3 Maintenance and possible vandalism of plant species needs to be considered from the outset. Security and visual implications of soft landscape features-particularly as the 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.

6.5.4 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 amenity of the area.

6.6 Security and Lighting

6.6.1 The layout and design of car parks should take account of the “Secured by Design” initiative to reduce crime and maximise personal safety to encourage use of the parking facilities that are provided in new development.

6.6.2 Lighting should be considered for all parking areas, including cycle and motor cycle facilities. The provision of lighting can help to reduce the fear of crime and actual crime in parking areas. The following should be considered:

a. Light sources, patterns of lighting and intensity of lighting should be appropriate and sensitive to the surroundings

b. It is recommended that lighting is as vandal proof as possible

c. High-pressure sodium lamps with well-controlled levels of light spillage may be preferable in environmentally sensitive areas such as conservation areas

d. The Intensity of lighting should be controlled to minimize impacts of light spillage particularly in residential or other environmentally sensitive areas

e. Heavily contrasting areas of light and shadow should be avoided. It is better to have more lights at a low intensity.

f. Areas of parking should be overlooked. Over high surveillance columns will be resisted.

6.7 Highway Safety

- 6.7.1 When planning applications are being determined, provision for parking and issues concerning highway safety will be of paramount importance. For example, this will include the location of entrances/ exists, traffic movements and the provision of adequate visibility splays. Such considerations will need to be incorporated into proposals at an early stage. Highway considerations may also arise as a result of Transport Assessments.

6.8 Drop-off Zones

- 6.8.1 The provision of safe drop off areas must be incorporated into designs for major developments including care/nursing homes, hospitals, educational facilities and public transport stations. Drop off zones may also be appropriate for other types of developments as advised by the Council's Highways Engineers. Drop off zones need to be individually designed to cater for the needs of each development in relation to the existing and likely future traffic situation. They should be in close proximity to the principal entrance.

7 Residential Parking

7.1 Size of space required for residential parking

7.1.1 There should be sufficient space to accommodate a parked car off the highway a minimum of 5m in length in front of a blank wall, 5.5m in front of a garage unless a roller shutter door is used and 6m in front of a pedestrian entrance. The minimum width of a space is 3.2m for a single driveway and 5.5 for a double (See Appendix 2).

7.2 Gates

7.2.1 If gates are to be provided they should not open out onto the pavement hence the forecourt must be deep enough to allow them to be opened and closed inwards when the vehicle is parked.

7.2.2 Planning permission is required to erect gates, fences, walls or means of enclosure exceeding one metre in height adjacent to a highway used by vehicular traffic.

7.3 Size of garage required for residential parking

7.3.1 A single garage should be a minimum size of 2.4m wide and 4.8m long. A double garage should be a minimum of 5.5m wide and 4.8m long.

7.4 Permeable Surfacing of residential front gardens

7.4.1 The Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 Part 1, Class F states that the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such; or the replacement in whole or in part of such a surface is permitted development subject to a condition that where a) the hard surface would be situated on land between a wall forming the principal elevation of the dwelling house and a highway, and b) the area of ground covered by the hard surface, or the area of hard surface replaced, would exceed 5 square metres, either the hard surface should be made of porous materials, or provision should be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

7.4.2 For all new residential development and in other cases where planning permission is required, the car parking forecourt area should be designed using materials that complement the building and minimize flood risk. The emphasis

should be on using permeable and landscaped surfaces whilst keeping the amount of impermeable surfaces to a minimum. However, materials such as loose gravel should not be used as this is likely to eventually spread onto an adjacent highway and have an adverse affect on highway safety. For further information please refer to the document "Guidance on the permeable surfacing of front gardens" published by the Environment Agency and Communities and Local Government.

8 Crossovers

- 8.1.1 A dropped kerb is required to access an off-street parking space. Accesses which are formed giving access onto non classified roads are permitted development by virtue of The Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 2 Class B, but only where they are required in connection with other permitted development (except means of enclosure). Permission will be required from the Local Highway Authority.
- 8.1.2 Vehicle crossings compromise highway safety by creating turning movements on the carriageway and permitting vehicles to travel over the footway, which otherwise is restricted for pedestrians only. Where planning permission is required for the construction of an access, the main consideration is one of highway safety. The following considerations will be taken into account:
- The number of vehicle crossings should be limited wherever possible to reduce potential hazard. In principle only one crossing per site will therefore be permitted unless there are valid highway safety benefits in permitting more than one (e.g. an IN and OUT system on a busy road as the only way to enable vehicles to enter & leave the site in a forward gear).
 - The width of crossings should be restricted to the minimum required for the particular use and long multiple crossings should be avoided if possible to minimise potential conflicts with pedestrians.
 - Vehicle crossings should be at (or very close to) right-angles with the footway again to ensure pedestrian safety is not unduly compromised.
 - Vehicle crossings should not be located within or close to a highway junction if possible in the interests of highway safety.
 - Vehicle crossings should not be located in locations where visibility (both vehicular and pedestrian) is restricted to such a degree as to create an unacceptable hazard to road users.
 - Pedestrian safety is increased further as a factor when the footway is more heavily used, or where regularly used by significant numbers of vulnerable

pedestrians such as children or elderly persons (for example near schools, parks, or sheltered housing).

- Drives within the site should be designed to acceptable standards to ensure vehicles can enter and exit the site safely and efficiently and to enable vehicles to park entirely within the curtilage of the site without over hanging or obstructing the footway/highway.
- The footway crossing is only available for vehicles to 'cross' to private property and should not be used as manoeuvring area or parking space for vehicles.

8.1.3 Access visibility is of high importance to ensure pedestrian safety is maintained. For development in residential areas The Department for Transport 'Manual for Streets' Chapter 7, 'Street Geometry' provides visibility splay guidance and the Council adheres to this guidance. In other cases the advice of the Local Highway Authority should be sought

9 Parking standards for mobility impaired/disabled

9.1.1 As advocated in the Trafford Core Strategy, the Council will require wherever possible that developments should be fully accessible and useable by all sections of the community.

9.1.2 Standards for disabled parking are in addition to the car parking maximum standards.

9.1.3 The Council will take a practical approach to assessing the minimum standards required for parking for disabled people's vehicles in respect of small scale developments for A1 Shops, A2 Financial and Professional Services, A3/A5 Restaurants/Cafes/Hot Food takeaways, A4 Drinking Establishments, C1 Hotels, and C2 Residential institutions.

9.1.4 Parking spaces/bays for people who are disabled should be:

- Located adjacent to or within easy reach of the main/most accessible entrance
- 6.0 metres by 3.6 metres (consisting of a 4.8 metres by 2.4 metres space with a 1.2 metre rear and side transfer zone); and
- Suitably designed, sized and clearly demarcated in accordance with current British Standards and best practice guides

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

- Free from steps, bollards and steep slopes
- Incorporate dropped kerbs in appropriate positions
- Be well lit and
- Have strong colour contrasts on edges.



Fig 3 Example of appropriately located disability parking spaces and pedestrian route

10 Parking for motorcycles/ Mobility scooters

10.1.1 The need to provide parking for disability motor scooters should be considered and included in the design.

10.1.2 Parking for motor cycles should be:

- On flat surfaces
- Should be overlooked by public or staff, to maximize the actual and perceived level of security.
- Provided with secure anchorage points or railings, ideally 0.6m from ground level
- For long stay facilities (more than 2 hours) the parking should be undercover and well lit

11 Cycle Parking

11.1 General Provision

11.1.1 The cycle parking standards are designed to ensure the provision of a minimum level of cycle parking facilities in association with new developments and changes of use. These are minimum standards and the Council would encourage

a higher level of provision. Where cycle parking facilities are to be provided, one of the main considerations is whether the facilities are for short stay (2 hours or less) or long stay (more than 2 hours) cyclists. Security will be a prime concern for both but in particular for long stay facilities. Information on the provision of cycle parking can be found in the Greater Manchester Cycle Parking Guidance produced by the Association of Greater Manchester Authorities.

11.2 Good practice cycling parking facilities

11.2.1 Cycle parking facilities that only allow the front or back wheel to be secured are not favoured by cyclists for a number of reasons, including:

Wheels can be easily removed from a bicycle frame. Therefore securing only a wheel to a cycle parking device means that a thief can easily steal the main body of the bicycle leaving the wheel secured to the cycle parking device and bicycles can be easily pushed over causing damage to the bicycle. Cyclists favour a cycle parking device, against which, the bicycle A-frame can be rested, making the cycle less likely to fall over and to which they can secure the A-frame.



Fig 4 Unsuitable racks that only allow the front or back wheel to be secured.

11.2.2 Stands should be spaced at 1.0m intervals to allow two bicycles to use each stand.

- When the stand is less than 1.8m long, the stand should be located at least 650mm from a wall/fence to allow the bicycle wheel to overhang the stand and enable the A-frame of the bicycle to be secured to the stand.
- Cycle parking should be close to building entrances; otherwise cyclists will use other more convenient forms of street furniture.
- Cycle parking should be overlooked by public or staff, or at least CCTV cameras, to maximise the actual and perceived level of security.

- Cycle parking should be easily reached from the public highway.
- Location of stands should avoid conflict with pedestrians, particularly the visually impaired.
- Cycle parking should preferably be under cover but this is not essential.
- Stands should be in a well-lit location.
- Appropriate cycle parking signing is required.

Fig 5 Sheffield Stands allow a bicycle to be rested against a steel frame and allows the A-frame of the bicycle to be secured



'Sheffield Stands' Toast Rack Configuration

'Sheffield Stands' (1.8m long)

11.3 For long stay facilities

11.3.1 Long Stay facilities should be provided where the user is likely to park their bicycle for a significant period of time, such as an employee who cycles to work, cyclists leaving their bicycle at a train station whilst they travel on the train, students who cycle to schools and colleges, etc. For dimensions required for long stay cycle parking facilities see Appendix 2

11.3.2 Examples of the type of cycle parking devices suitable for use as long stay cycle parking facilities are shown below. The key requirements are as follows:

- provide shelter from the elements;
- allow the A-frame of the bicycle to be secured; and
- provide for the safe storage of cycle helmets, lights, etc.

11.3.3 The five basic types are as follows:

- Individual Cycle Lockers allowing storage of bicycles and helmets, lights, etc;
- Covered 'Sheffield' Stands
- Covered 'Sheffield' Stands with gated access
- Sheffield Stands located in a secure room in a building and
- Covered 'Sheffield' located in a car park within a building



Fig 6 Individual cycle lockers (Top left)

Fig 7 Covered Sheffield Stands (Top right)

Fig 8 Covered 'Sheffield' Stands with gated access (Bottom left)

Fig 9 Sheffield Stands in a secure room in a building (Bottom right)

Options b, c, d and e all require the provision of personal lockers for the safe storage of cycle helmets, lights, clothes, shoes, etc.).

11.4 Long stay cycle parking facilities; residential or overnight stay

11.4.1 Where there is need to secure a bicycle overnight such as in residential developments, hotels, university halls of residents, etc., then Long Stay cycle parking facilities need to have added security in the form of lockable access.

11.4.2 Examples of the type of cycle parking devices that are suitable for use as Long Stay cycle parking facilities for residential or overnight stay are shown below. The key requirements are as follows:

- provide shelter from the elements;
- provide lockable access;
- cycles are hidden from passer-by; and
- allow the A-frame of the bicycle to be secured.

11.4.3 Two basic types are as follows:

- a) Individual Cycle Lockers allowing storage of bicycles
- b) 'Sheffield' Stands located in a lockable room dedicated for cycle parking.

11.4.4 In large residential developments where there is a requirement for a large number of cycles to be stored then the cycle storage area should be segregated in to smaller cells of no more than 6-8 cycles. In such instances flats/apartments would be issued with a key to a particular cell.

11.5 Short stay cycle parking facilities

11.5.1 Short Stay facilities are provided where the user is likely to park their bicycle for a short period of time whilst they visit a shop, business, public building, fast-food outlet, pub, medical/Health facility, flats, football ground, sports centre, church, etc.

11.5.2 Examples of the type of cycle parking devices suitable for use as short stay cycle parking facilities are shown in Fig. 5. These are commonly known as 'Sheffield Stands'. They can be either:

- Individually – these can be installed to allow 2 bicycles to use each stand (one bicycle on each side); or
- Toast rack configuration - whereby a number of stands are welded to a base frame. Depending on the spacing of the stands, either one or two bicycles can be secured to each stand.

Appendix 1

Extract from Policy L4 and appendix 1 from the Trafford Core Strategy

- L4.1 Maximum levels of car parking for broad classes of development will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.
- L4.2 The specific car parking standards set out in appendix 1 to this Plan are maximum standards, except in relation to standards for disabled people, motor cycles and cycles, which are set out as minimum standards that each development will normally be expected to provide.
- L4.3 Specific guidance in relation to the layout of parking provision is provided in the associated SPD.

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
A1 Shops	Food Retail	1 space per 16 sqm	1 space per 15 sqm	1 space per 14 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits.
	Non-food Retail	1 space per 22 sqm	1 space per 21 sqm	1 space per 20 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits.
	Retail warehouses	1 space per 60 sqm	1 space per 45 sqm	1 space per 40 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	
A2 Financial and Professional Services	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 32 sqm	1 space per 30 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	
A3/A5 Restaurants/Cafes Hot food takeaways	Restaurants/cafes/snack bars Fast food and drive through	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	
A4 Drinking Establishments	Public Houses/Wine Bars/Other Drinking Establishments	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
B1 Business	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 32 sqm	1 space per 30 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	Provision at business parks may enable some sharing of spaces between development plots; this should be taken into account within proposals.
	Call Centres	1 space per 40 sqm (starting point for discussions)	1 space per 32 sqm (starting point for discussions)	1 space per 30 sqm (starting point for discussions)	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	Use as a starting point with each application judged on its own merits. A less strict standard may often be appropriate but local authorities must be mindful of change of use issues.
B2 General Industry	General Industry	1 space per 60 sqm	1 space per 48 sqm	1 space per 45 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 450 sqm (minimum of 2 spaces)	1 space per 1000 sqm (minimum of 2 spaces)	Includes general industry in residential areas.
B8 Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is	6 bays plus 2% of total capacity	1 space per 850 sqm (minimum of 2 spaces)	1 space per 2000 sqm (minimum of 2 spaces)	1 space per 100 sqm suggested by EiP Panel Report

Class & Broad Land Use	Specific Land Use		Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
			All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
						greater				
C1 Hotels	Hotels, boarding and guesthouses		1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	The inclusion of ancillary uses such as conference centres and publicly available leisure centres should initially be treated as additional to the general hotel use. However, assessments should be made of potential efficiencies in parking provision, making allowances for example for conference delegates staying in the hotel.
C2 Residential Institutions	Residential care homes/Nursing Homes		1 per 4 beds	1 per 5 beds	1 per 5 beds	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)	1 space per 100 beds (minimum of 2)	These standards should cater for all users of the development, not just residents
C2 Residential Institutions	Sheltered accommodation		1 space 2 beds	1 space 3 beds	1 space 3 beds	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 20 beds (minimum of 2)	1 space per 50 beds (minimum of 2)	These standards should cater for all users of the development, not just residents.
C3 Dwelling houses	Dwelling houses	1 bedroom	0.5 to 1	1	1	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	1 (allocated) 1 (communal)	-	Cycle parking need not be provided if garages are available.
		2 to 3 bedrooms	1.5	2	2			2 (allocated) 1 (communal)	-	
		4+ bedrooms	2	3	3			4 (allocated) 2 (communal)	-	
	Sheltered accommodation		1 space per residential unit for	1 space per residential	1 space per residential	3 bays or 6% of total	4 bays plus 4% of total	1 space per 20 dwellings	1 space per 50 dwellings	Where the Council is satisfied that the management and sale

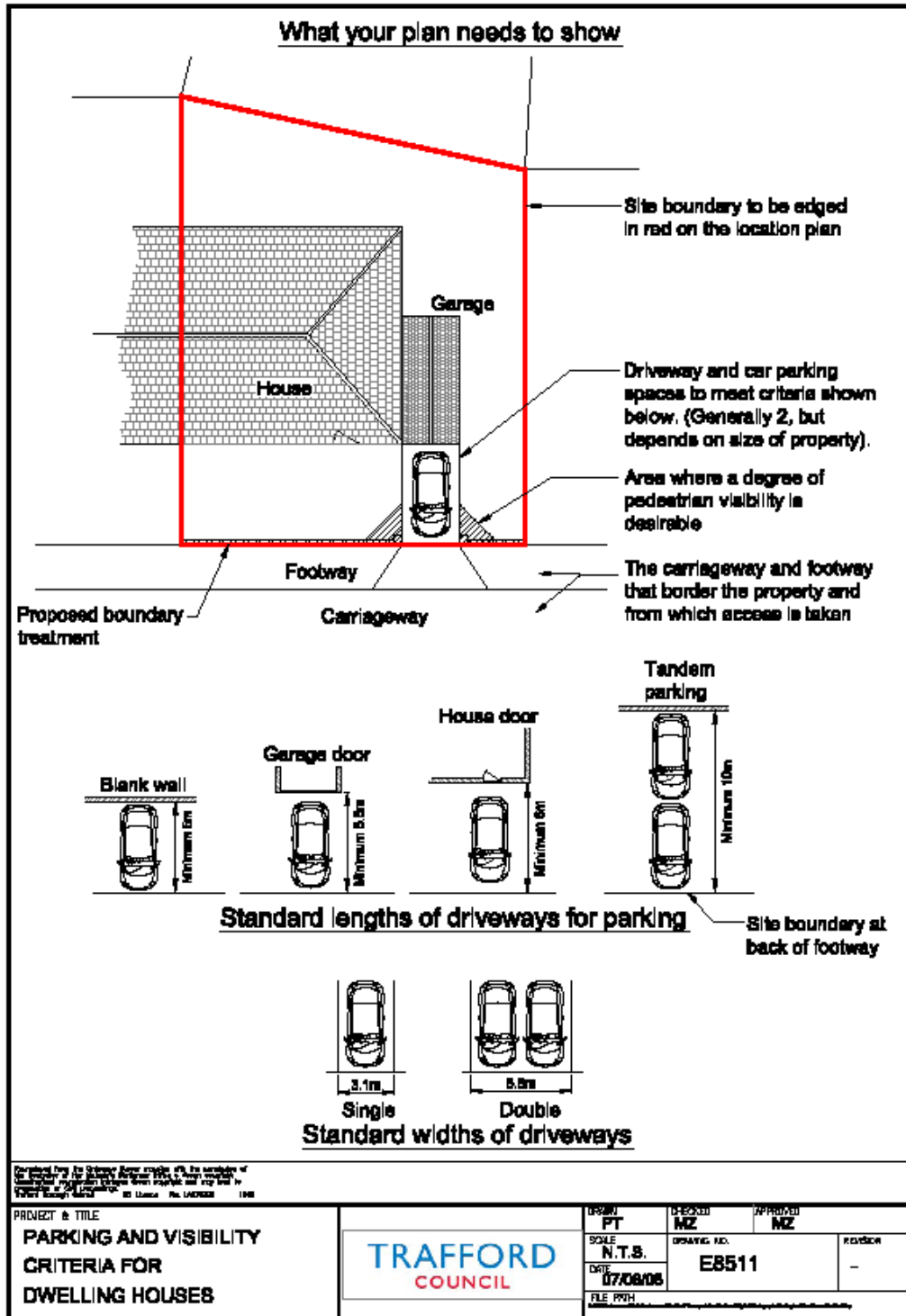
Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
		resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	capacity whichever is greater	capacity	(minimum of 2)	(minimum of 2)	or letting policies of the development agency are and will continue to be such that occupation will be by the frail elderly the standard will be reduced to 1 space per 8 dwellings. For continuing care a combination of C3 sheltered accommodation and C2 care homes standards will usually be applied.
	Houses in Multiple Occupancy	0.5 spaces per bedroom	0.5 spaces per bedroom	0.5 space per bedroom			1 per bedroom		
D1 Non-residential institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum of 2 spaces)	1 space per 2 consulting rooms (minimum of 2)	
	Creches, day nurseries and day centres	1 per member of staff	1 per member of staff	1 per member of staff	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 10 staff (minimum of 2 spaces)	Drop-off spaces to be determined on a case-by-case basis. However the total amount of parking on site including staff and drop off will usually be assessed in the following way: 10 children - 2 spaces, 20 children- 3 spaces, 30 children- 5 spaces, 40 children -7 spaces, 50 children- 9 spaces, 60 children 11 spaces.
	Adult day centres /training centre/disabled day care	1 per member of staff	1 per member of staff	1 per member of staff	3 bays or 6% of total capacity whichever is	3 bays or 6% of total capacity whichever	1 space per 4 staff and 1 per 200 sqm for visitors	1 space per 10 staff (minimum of 2 spaces)	Drop-off spaces to be determined on a case-by-case basis.

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
					greater	is greater	(minimum of 2 spaces)		
D1 Non-residential institutions	Schools (Primary and Secondary)	1 space per classroom	2 spaces per classroom	2 spaces per classroom	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students.	1 space per 10 staff	a) Classrooms include any teaching space within a school including gyms, science rooms, drama studies, etc b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with sixth forms. c) Drop off spaces to be determined on a case by case basis.
	Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm	1 space per 20 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 200sqm, (minimum of 2 spaces)	1 per 500sqm, (minimum of 2 spaces)	
	Halls and places of worship	1 space per 10 sqm	1 space per 6 sqm	1 space per 5 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 50sqm, (minimum of 2 spaces)	1 per 125sqm, (minimum of 2 spaces)	
	Higher and Further Education	1 space per 2 staff	1 space per 2 staff+1 space per 10 students	1 space per 2 staff+1 space per 15 students	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students	1 space per 12 staff plus 1 space per 10 students	
D2 Assembly and leisure	Cinemas and conference facilities	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	
	General leisure: Dance	1 space per 25 sqm	1 space per	1 space per	3 bays or 6%	4 bays plus	1 per 20 seats	1 per 50 seats	

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
	halls (but not night clubs), bingo, casinos, music and concert halls, swimming baths, skating rinks and gymnasiums		23 sqm	22 sqm	of total capacity whichever is greater	4% of total capacity	(minimum of 2 spaces)	(minimum of 2 spaces)	
	Stadia/Spectator Seating	1 space per 18 seats. 1 coach parking per 1000 seats (this is a minimum standard)	As area type A	As area type A	3 bays or 6% of total capacity which ever is the greater	4 bays plus 4% of total capacity	1 space per 150 seats minimum of 2 spaces Note 90% of cycle spaces should be allocated for spectators (short stay) and 10% for staff (long stay)	2 per 600 seats minimum of 2 spaces	
Miscellaneous / Sui generis	Theatres	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Adequate turning and loading facilities for a coach/lorry will be required.
	Motor car showrooms	1 space per 60 sqm internal showroom and external sales space	1 space per 52 sqm internal showroom and external sales space	1 space per 50 sqm internal showroom and external sales space	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 5 staff	Minimum of two spaces	Excludes operational spaces such as MOT spaces, and storage.
	Petrol Filling Stations	1 space per pump	1 space per pump	1 space per pump	1 space minimum	-	1 per 5 staff	Minimum of two spaces	Ancillary retail units should be assessed separately
	Garden Centres	Enclosed display and sales area 1 space per 15 sqm Outdoor display areas 1 space per	As area type A	As area type A	3 bays or 6% of total capacity which ever is greater	4 bays plus 4% of total capacity	1 per 200sqm,	1 space per 500 sqm (minimum of 2 spaces)	

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
		50 sqm							
	Hospitals	Staff patients and visitors accommodation for long stay patients (elderly or mentally ill 2 spaces for every 3 beds. Day places for elderly or mentally ill 2 spaces for every 3 places. Other accommodation 1 space per bed. Outpatient and accident/emergency facilities 1 space for every 4 anticipated daily attendances	As area type A	As area type A	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 10 full time equivalent staff	1 space per 10 staff (minimum of 2 spaces)	

Appendix 2



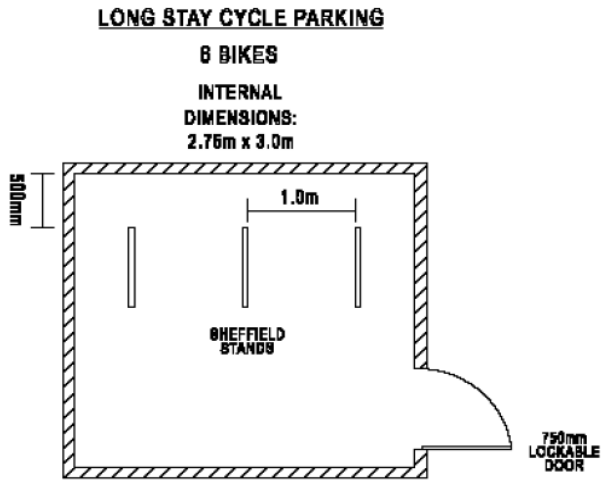
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PARKING AND VISIBILITY
CRITERIA FOR
DWELLING HOUSES

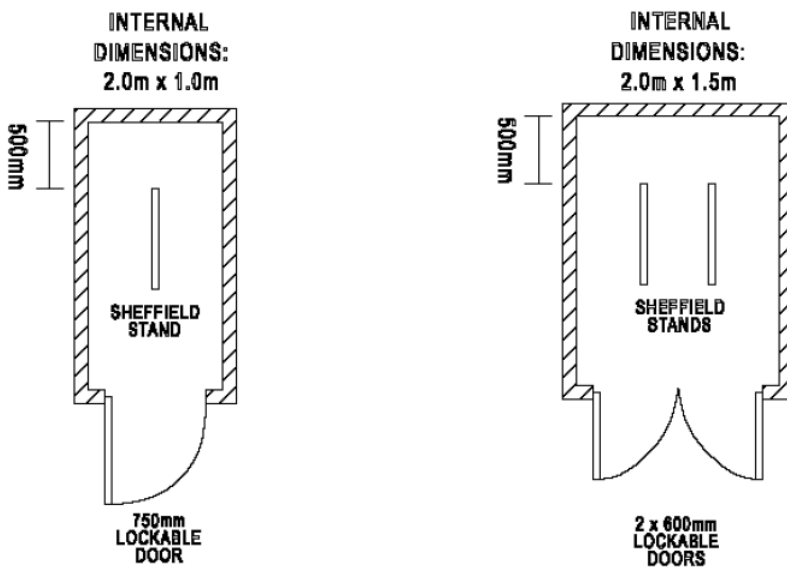
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Appendix 3



Layout for long stay internal storage facilities in room



Layout for long stay lockers

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