



# **Supplementary Planning Document**

## **SPD3: Parking Standards and Design**

**Adopted February 2012**

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## **1 INTRODUCTION**

### **1.1 Background**

1.1.1 The purpose of this Supplementary Planning Document (SPD) 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 (LDF).

## **2 OBJECTIVES**

2.1.1 The objectives of this SPD are as follows:

- To provide further guidance on the application of vehicle, cycle and motorcycle/disability scooters standards as detailed in Policy L4 of the Core Strategy.
- 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 by, 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 Planning Policy Statement 1 (PPS1) states 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 and to shape sustainable communities that are resilient to, and responsive to, climate change. The supplement further states that planning authorities should expect new development to create and secure opportunities for sustainable transport in line with Planning Policy Guidance 13 (PPG13): Transport including through:

- 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 Economic Growth**

3.5.1 Planning Policy Statement 4 (PPS4) (December 2009) advises that local planning authorities should, through their Local Development Frameworks (LDF), 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, and the need to provide for appropriate disabled parking and access.

3.5.3 It states that local 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 and 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 13: Transport (2001)**

- 3.6.1 National policy guidance specifically relating to transport is contained in Planning Policy Guidance 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 The Regional Spatial Strategy for the North West of England (September 2008) sets out broad spatial policies for change across the region. This SPD seeks to adapt and incorporate elements of the RSS policies that the Council wishes to see maintained at the local level.
- 3.7.2 It is the intention of the Secretary of State to abolish Regional Spatial Strategies as set out in the Localism Act. However, until they are formally abolished, Regional Strategies form part of the statutory development plan. As such, they are the starting point for the determination of planning applications and local plans must be in general conformity with them.

## **4 STATUS OF THE SPD**

This SPD has been prepared in accordance with Planning Policy Statement 12 (PPS12): Local Spatial Planning (2008) and the associated Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. It constitutes an important material consideration in the determination of planning applications.

### **4.1 Sustainability Appraisal**

4.1.1 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 Policies L4 and L7 that have been subject to sustainability appraisal as part of the Core Strategy. The Inspector appointed to consider the soundness of the Trafford Core Strategy concluded in her report (November 2011) that the Core Strategy was adequate in terms of its appraisal of the environmental, economic and social effects of its policies. For more information see the Core Strategy pages 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.

4.1.2 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 required level of parking will be based on the standards set out in Appendix 3 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.

5.1.2 Parking provision which meets the maximum standard will be appropriate in most circumstances. Parking facilities at new developments 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 minimise the need for parking.

5.1.3 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.

- 5.1.4 A full explanation and justification of parking proposals should be provided by developers within a Design and Access Statement, Transport Assessment or Transport Statement as appropriate to the scale of the development.
- 5.1.5 The precise boundaries of the Town, District and Local Centres will be detailed in the forthcoming Land Allocations Plan. Until such time as the Land Allocations Plan is adopted, the boundaries will remain as shown on the Unitary Development Plan (UDP) Proposals map.
- 5.1.6 The Council recognises that lower parking thresholds than those set out in the Core Strategy may be acceptable in cases where this would not be detrimental to wider planning interests. This may include applications relating to conservation areas or listed buildings.
- 5.1.7 The Council also recognises that there may be exceptional circumstances where strong material considerations justify a higher parking provision than that required by the maximum parking standards. For example, there may be circumstances where enforcing the standards could cause road safety and amenity concerns.
- 5.1.8 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, and set out what steps have/will be taken to minimise the demand for car parking.
- 5.1.9 Applicants relying upon existing parking stock will need to demonstrate that there is sufficient spare capacity within the area to accommodate the parking needs of the proposed development without adversely impacting upon road safety and amenity.

## **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 reflects 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 standards.
- 5.2.2 Shared use of parking areas by a number of different use classes will be considered provided this works without conflict, and that car parking provision meets the standard required for the use with the highest maximum standards. Conflict should not occur so long as the shared use developments operate at differing times of the day, or days of the week. A developer will need to demonstrate that the separate uses operate at different times 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 fulfil 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 recognised that although 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 less pronounced 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.
- 5.5.3 The primary concern of the Council's residential parking standards in this respect is therefore to protect on-street amenities from inappropriate parking to ensure that residential streets remain functional for all users.



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

- 5.5.4 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 and road users.
  - 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 5.7).
  - 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 typically 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 forward 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 generally counted towards a parking space allocation, even if the garage is too small for a car and is used for storage. This is no longer the case.
- 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 In addition to car parking, consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments, and the safe storage of cycles/motorcycles across developments in general.

## **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 associated conference and leisure uses, these applications will be assessed individually 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 development proposals.

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 an appropriate number of 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 sections 6.4 and 6.6 below). 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.
- l. The movement arrangement for pedestrians should be prioritised over cyclists, and both pedestrians and cyclists in turn over motorised vehicles.
- m. Potential conflicts between pedestrians and vehicles should be avoided.
- n. The need to incorporate parent and child parking where appropriate.
- o. The need to provide parking for disability motor scooters where appropriate.
- p. The need to provide parking for bicycles in accordance with appropriate standards. These facilities should, where possible, be located closer to building entrances than equivalent car parking facilities and with convenient access for cyclists.

## **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 recognise that the design and layout of parking is significant when designing a scheme, to ensure that the character of an area is not detrimentally affected. Proposals for the design of parking areas that are considered to harm the character of an area will not be approved.

Proposed developments will be assessed against design principles in Policy L7 of 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 unbroken 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 the 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 soften the impact of cars, and in particular tree planting can be a successful way of integrating parking into the urban landscape. Landscaping is particularly important for larger car parks, as it can reduce the visual impact, 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 landscaping 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 the species.
- 6.5.3 Maintenance and possible vandalism of plant species also needs to be considered from the outset. Security concerns and the visual implications of soft landscaping features can become an issue, particularly as planting matures, and will need to be taken into consideration when selecting an 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 minimise 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 to promote natural surveillance. 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/exits, traffic movements and the provision of adequate visibility splays, whilst giving consideration to the needs of all road users, and particularly vulnerable road users such as pedestrians. 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 the design of some major developments including care/nursing homes, hospitals, educational facilities and public transport interchanges. 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 In all cases of off-street parking provision, there should be sufficient space to accommodate a parked car off the highway. A minimum of 5m in length is required in front of a blank wall, 5.5m in front of a garage unless a roller shutter



door is used, 6m in front of a pedestrian entrance and 10m for a tandem drive. The minimum width of a space is 3.1m for a single driveway and 5.5m for a double driveway (see Appendix 2).

## **7.2 Gates**

- 7.2.1 If gates are to be provided they should not open out onto the footway or carriageway, 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.
- 7.3.2 Garages of less than these dimensions will not count towards a development's parking space allocation. Garages which meet the dimension criteria may count towards the parking space allocation of a development, subject to them meeting the provisions of the factors listed in paragraph 5.7.2.

## **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 minimise 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 and leave the site in a forward gear).
  - Where larger numbers of vehicle crossings are expected, suitable arrangements should be made such that vehicles are able to both enter and 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/carriageway.
  - The footway crossing is only available for vehicles to 'cross' to private property and should not be used as a manoeuvring area or parking space for vehicles.
- 8.1.3 Appropriate access visibility is of high importance to ensure pedestrian safety is maintained. For development in residential areas, the Department for Transport's 'Manual for Streets' Chapter 7, 'Street Geometry' provides some visibility splay guidance and the Council adheres to this guidance. In all 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, which can be shared by two adjacent spaces); 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 to allow easy and direct access to pedestrian routes without users coming into conflict with vehicular traffic;
- 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 of retirement/sheltered housing developments and other developments, where appropriate.

10.1.2 Parking for motor cycles should be:

- On flat surfaces;
- 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; and
- Undercover and in well lit areas for long stay facilities (more than 2 hours).

## **11 CYCLE PARKING**

### **11.1 Overall principles for cycle parking 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 encourages a higher level of provision wherever possible and appropriate. This section provides guidance on the detailed interpretation of the cycle parking standards. Further information on the provision of cycle parking can be found in the Greater Manchester Cycle Parking Guidance document produced by the Association of Greater Manchester Authorities (AGMA).

11.1.2 The following principles should be adhered to in selecting appropriate locations for all cycle parking:

- Cycle parking should be close to building entrances (no more than 30m away) and ideally closer than equivalent car parking facilities, otherwise cyclists will use other, more convenient, forms of street furniture.
- Cycle parking should benefit from good natural surveillance, being overlooked by public or staff, and covered by CCTV cameras where possible, to maximise both the actual and perceived level of security.
- Stands should be in a well-lit location.
- Cycle parking should be easily reached from the public highway, but away from potential road hazards. Access/egress routes should be incorporated within the design where necessary, and these should avoid the need, as far as possible, for the cyclist to dismount until arrival at the parking facility.
- Locations of cycle parking should avoid conflict with pedestrians, particularly the visually impaired, and should be protected from any nearby motor vehicle movements.
- Appropriate and clearly visible signage is required to direct cyclists to cycle parking facilities.
- In residential schemes, cycle parking should be at least equally as accessible as car parking.

11.1.3 Designs of cycle parking infrastructure, whether intended for short or long stay, should ensure that:

- Both wheels and the frame of all types of bikes can be secured to the facility.
- The designs of different types of bicycle are taken into account. Bicycles can vary significantly in dimensions and some may have additional features which may prevent them from using certain types of stand. A good example is that of mud guards, which make it difficult or impossible to use some types of vertical or semi-vertical stands. Such stand types, and vertical lockers, should be avoided for this reason, or implemented in conjunction with other stand types at the same location.
- Facilities are able to be used with a variety of types of bicycle lock.
- Sufficient space is provided to enable cyclists to use the stands as they are intended (see sections 11.2 and 11.3 for more detailed guidance).
- All equipment is simple to use, without the need to lift the bike, and it is clearly apparent how the facility is intended to be used.

11.1.4 Cycle parking facilities that only allow the front and/or back wheel to be secured (and not the frame) will not be permitted at developments in Trafford. These stands offer a greatly reduced level of security (since a thief can easily steal the main body of the bicycle leaving the wheel secured to the cycle parking device), do not support the bike frame sufficiently and can damage bicycle wheels (examples are pictured in Figure 4, below).



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

11.1.5 Additionally, vertical cycle lockers (Figure 5) will not be permitted at developments in Trafford. These lockers require the bicycle to be lifted, cannot be used by bicycles with mudguards, and are frequently too small for larger commuting bicycles

11.1.6 Details of more suitable facilities are provided in sections 11.2 and 11.3.



Fig 5: Vertical lockers are also considered unsuitable, since they cannot be used by some types of bicycle, and require lifting of the bicycle

11.1.7 An important consideration when designing cycle parking is whether the facilities are to be used for short stay (typically less than 2 hours) or long stay. Whilst security and convenience will always be the prime concerns for cyclists, the expected length of stay will significantly affect the choice of design.

11.1.8 All developments where staff or customers can be expected to regularly spend more than 2 hours at the site, and where more than 5 cycle stands are required through the application of the parking standards set out in Appendix 1, will be expected to provide a proportion of their cycle parking quota as long stay parking, conforming to the design standards set out in section 11.3, below. The proportion to be provided will be determined by the Council, through consultation with the officer with responsibility for cycling, on an application-specific basis, and will reflect the likely proportion of long stay cyclists expected to visit the development.

11.1.9 The following sections cover specific design considerations for short and long stay cycle parking facilities, and should be read in conjunction with section 11.1 above, which is relevant to all cycle parking.

## 11.2 Design guidance for short stay cycle facilities

11.2.1 Short stay cycle parking facilities are appropriate where the majority of users are expected to use the facility for less than 2 hours. For example, for visitor cycle parking at a shopping facility or other public building. Short stay facilities should generally be open access for ease of use, with no requirement for a master key etc to enable use.

11.2.2 Cyclists favour a cycle parking device against which the full bicycle frame can be rested. This makes the cycle less likely to fall over, and is more secure since the frame and wheels can all be secured to the stand.

11.2.3 For short stay facilities, the 'Sheffield' stand is generally recommended as the most appropriate facility, but consideration will be given to appropriate alternative designs where aesthetic considerations are a particularly important consideration, within the parameters of the principles set out in 11.1.3. Any variations must be approved by the Council's officer with responsibility for cycling. In the case of new or untried stand types, the officer with responsibility for cycling will consult the Trafford Cycle Forum. Ideally stands should be

covered, but for short stay parking convenience of location and appropriate capacity are more important considerations.

- 11.2.4 Sheffield stands are usually placed side to side (as opposed to end to end) for maximum space efficiency, and in this case should be spaced at 1.0m intervals to allow sufficient space for two bicycles to use each stand. Where stands are mounted perpendicular to a wall, kerbline or other boundary feature, they should be located at least 650mm from that feature, or any other nearby objects, to allow sufficient space for the bicycle wheel to overhang the stand, enabling the A-frame of the bicycle to be secured to the stand.
- 11.2.5 Stands can also be mounted at 45° to the wall or kerbline, and in such situations the minimum clearance to the wall/fence/kerbline is 750mm measured perpendicular to the wall/fence/kerbline from the mid point of the stand. Additionally, it should be noted in these instances that the 1.0m spacing should be measured perpendicular to the alignment of the stands.
- 11.2.6 In certain locations, it may be necessary to place the stands end to end, in which case the mid points of the stands should be placed 2.5m apart. Further guidance on potential arrangements of Sheffield stands, and diagrammatical representations of the situations described, can be found in the “Cycle Parking Design Guidance” document produced by Greater Manchester Police, which is available to download online from [www.designforsecurity.org/downloads](http://www.designforsecurity.org/downloads).
- 11.2.7 Sheffield stands should generally be between 0.7m and 1.0m in length, 0.7-0.8m in height, with a tube diameter of between 50mm and 90mm.



Image courtesy of Broxap ([www.broxap.com](http://www.broxap.com))

Fig 6: Poorly placed Sheffield stands: stands placed without sufficient clearance from surrounding walls and other objects will not be used.



11.2.8 Many variations on the standard Sheffield stand are available, offering aesthetic alternatives. Most provide equally good security.

11.2.9 If the stand is fixed to the surface using base plates, 2 security bolts passing through each base plate are required. Otherwise, stands should have 'below ground' fixings, into a concrete foundation (300mm x 300mm x 300mm).

### 11.3 Design Guidance 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 – usually more than 2 hours – such as an employee who cycles to work, cyclists leaving their bicycle at a train station whilst they travel on the train, or students who cycle to schools and colleges etc.

11.3.2 Long stay cycle parking provision must always be covered to provide cycles with maximum security and protection from the weather.

11.3.3 An important consideration for the design of long stay facilities is the type of use expected. In particular, if the facility is to be managed in any way to restrict use to a particular group of users (for example through the use of a locked compound to place cycle stands within, or the use of individual bike lockers). Such restrictions can offer enhanced security and can therefore be valuable in certain circumstances. However, they can also deter use, and therefore it is important that an approach is taken which is appropriate to the situation.

11.3.4 For open access long stay cycle parking, covered Sheffield stands are recommended similar to the type shown in Figure 7. This provides a good compromise of increased security and weather protection whilst maintaining ease of access.

11.3.5 The same amount of space between covered Sheffield stands (1.0m) and between the stands and the surrounding cover/fence/wall (650mm) should be provided, as specified in section 11.2.4.



Fig 7: long stay open access cycle parking using covered Sheffield stands

11.3.6 For restricted access long stay cycle parking, which would typically be appropriate where use was to be restricted to employees of a particular



organisation or group of organisations, for example, one of the following solutions is recommended:

- A freestanding cycle compound similar to that shown in Figure 8 below, with Sheffield stands contained within a locked and gated compound. The same layout dimensions for the stands within the compound apply as outlined in section 11.2 above.
- Sheffield stands located in a secure room or compound within a building, as shown in Figure 9. The same layout dimensions for the stands within the compound apply as outlined in section 11.2 above.
- Individual horizontal cycle lockers (Figure 10) allow storage of bicycles and equipment such as helmets. Such installations offer maximum security but can be restrictive in terms of accessibility and ease of use. For this reason, it is recommended that wherever lockers are used, some Sheffield stands are also provided for use by those who cannot access the lockers. Horizontal Cycle Lockers should be a minimum of 2.0m in length, 0.7m in width and 1.3m in height to enable larger commuting bicycles to use cycle lockers.



Fig 8: freestanding, covered, secure compound containing Sheffield stands



Fig 9: Sheffield stands located within a secure compound within a building



Fig 10: horizontal lockers

11.3.7 Other types of facilities than those listed above may be considered appropriate for long stay cycle parking. However, any variations must be approved by the Council's officer with responsibility for cycling. In the case of new or untried

stand types, the officer with responsibility for cycling will consult the Trafford Cycle Forum.

- 11.3.8 Vertical Cycle lockers (Figure 5) are not to be used, as they require the bike to be lifted, are unusable for bikes with mudguards, and are often too small for larger commuting bikes.
- 11.3.9 For both open and restricted access long stay cycle parking, a number of personal lockers equal to the capacity of the cycle parking should be provided in a convenient location nearby for the safe storage of equipment such as cycle helmets, lights, clothes and shoes.

**APPENDIX 1 EXTRACT FROM POLICY L4 & APPENDIX 3 OF THE  
TRAFFORD CORE STRATEGY**

L4.14 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.

L4.15 The specific car parking standards set out in appendix 3 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.

L4.16 Specific guidance in relation to the layout of parking provision is provided in the associated SPD.

Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
<b>A1 Shops</b>	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)	
<b>A2 Financial and Professional Services</b>	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)	
<b>A3/A5 Restaurants/Cafes Hot food takeaways</b>	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)	

Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
<b>A4 Drinking Establishments</b>	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)	
<b>B1 Business</b>	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.
<b>B2 General Industry</b>	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	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.

Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
					total capacity whichever is greater				
<b>B8 Storage and distribution</b>	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 greater	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
<b>C1 Hotels</b>	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.
<b>C2 Residential Institutions</b>	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

Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
<b>C2 Residential Institutions</b>	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.
<b>C3 Dwelling houses</b>	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 resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	1 space per residential unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	1 space per residential unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 20 dwellings (minimum of 2)	1 space per 50 dwellings (minimum of 2)	Where the Council is satisfied that the management and sale or letting policies of the development agency are and will continue to be such that occupation will be by the frailer 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			

Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
<b>D1 Non-residential institutions</b>	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 greater	3 bays or 6% of total capacity whichever is greater	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.
<b>D1 Non-residential institutions</b>	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



Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
									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	
<b>D2 Assembly and leisure</b>	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 halls (but not night clubs), bingo, casinos, music and concert halls, swimming baths, skating rinks and gymnasiums	1 space per 25 sqm	1 space per 23 sqm	1 space per 22 sqm	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)	

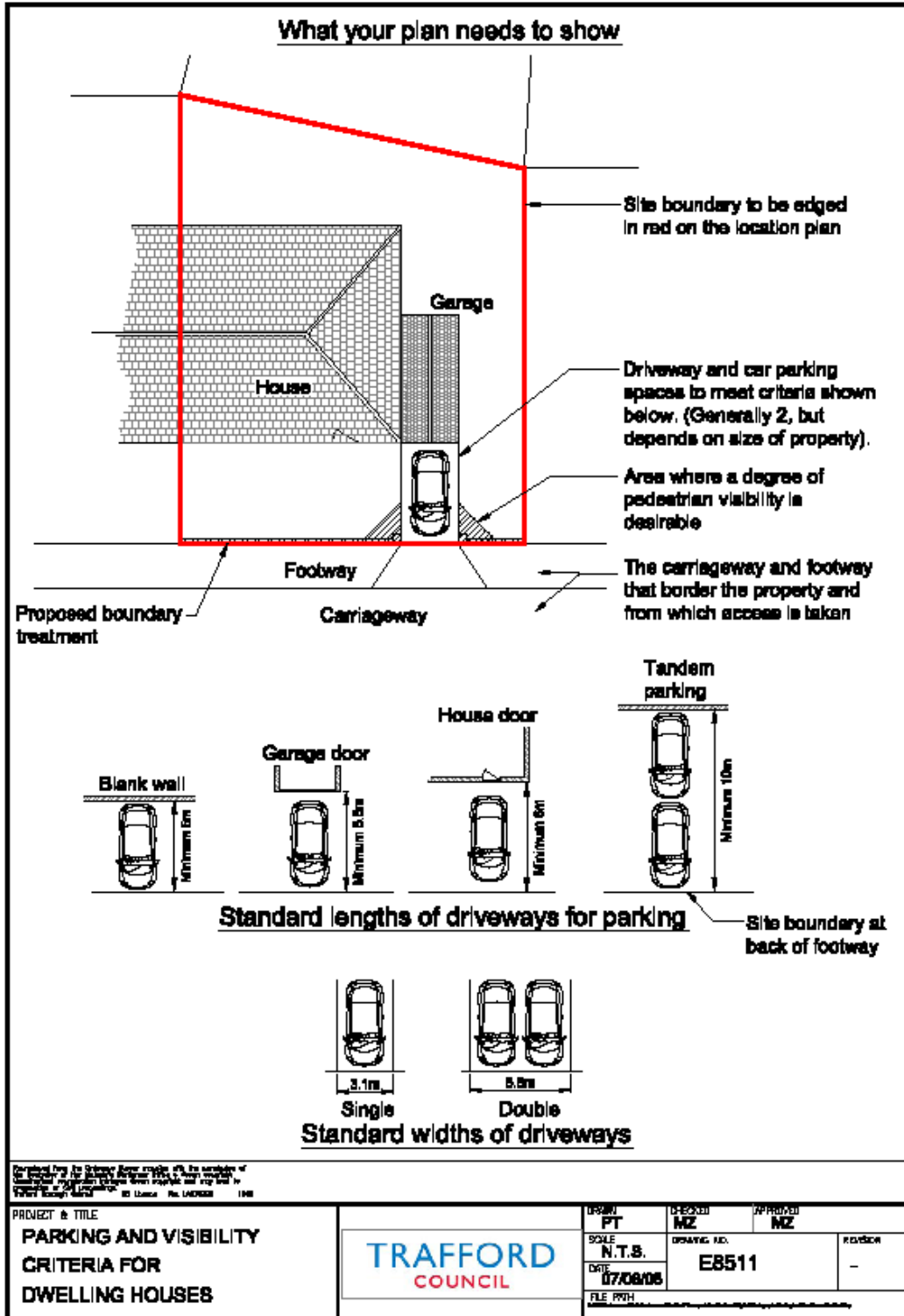
Trafford LDF – SPD3 Parking Standards and Design: Adopted February 2012

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		
	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 50 sqm	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)	

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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		
	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 PARKING VISIBILITY CRITERIA**



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