

## **PARKING STANDARDS FOR GREATER MANCHESTER.**

The standards have been derived from National Planning Policy Guidance (PPG's), in particular PPG3 (Housing) and PPG13 (Transport), as well as Regional Planning Guidance for the North West. As the standards also cover parking for disabled people, cyclists and motorcyclists, other relevant documents have also been taken into account including the National Cycling Strategy and the Department of Transport publication, "Parking for Disabled People" (Traffic Advice Leaflet 5/95, April 1995). It should be noted, however, that some changes have been made from the above in the light of consultations undertaken..

The standards are not attached to this Local Plan in an adopted form, to be used by all Authorities across Greater Manchester without change. The aim is to create a common framework to provide uniformity amongst Greater Manchester Districts. They are thus to be used as a reference point to enable Districts to apply their own interpretation to suit local needs. This may be particularly relevant as Districts formulate proposals for inclusion in their Local Development Frameworks. Thus the Greater Manchester Parking Standards do not prevent the application of tighter standards for car parking as standards for car parking are expressed as a maximum. Local Authorities therefore have the flexibility to introduce tighter, area specific, car parking standards where they so wish. Indeed, for such areas it is anticipated that the level of parking provision would be significantly lower than the permissible maximum. A more restrictive tier of parking standards for town centre locations and areas of good public transport accessibility has been avoided to allow Districts such flexibility.

No standards are included for residential development. This supports the National and Regional approach set out in PPG3 and Regional Planning Guidance for the North West. Greater Manchester Local Authorities should, however, define areas for which maximum parking standards for residential developments are appropriate to result in an average of 1.5 off-street spaces per dwelling, inclusive of garage spaces, throughout the development plan area and over the lifetime of the development plan.

The application of minimum standards for disabled, cycling and motorcycle parking provision may cause particular problems for very small developments. A small corner shop or office, for example, could be required to provide 3 disabled parking bays, 2 cycle parking spaces and some additional provision for motorcycle parking. This level of provision would be onerous, and in some cases undesirable in design terms. The problem could be overcome by the introduction of thresholds below which the standards would not apply, but this would result in conflict with national standards (particularly for disabled parking provision). Therefore, authorities should maintain flexibility in their approach to this matter allowing applicants to negotiate and agree with the local planning authority an appropriate level of parking provision either on site, off site, or through the improvement of existing public car parks.

## Greater Manchester Parking Standards

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>A1 - Shops</b>					
Food retail <900 sqm	1 per 25 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater.	1 per 200 sqm – minimum of 2	Individual consideration	<b>Car Parking</b> - Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements.
Food retail >900 sqm	1 per 16 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 600 sqm, minimum of 2 spaces	
<b>A1 - Shops</b>					
Non-food retail <900 sqm	1 per 30 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .	1 per 200 sqm – minimum of 2	Individual consideration	<b>Car Parking</b> - Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements.
Non-food retail >900 sqm	1 per 22 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 900 sqm, minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>A2</b>  <b>Financial &amp; professional services</b>	1 per 35 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .  Over 200 Bays - 4 bays plus 4% of total capacity	1 per 400 sqm, minimum of 2 spaces	Individual consideration	No specific <b>Car Parking</b> standard required by PPG13 or Draft RPG. Proposed standard same as B1 stand-alone office.
<b>A3 - Food &amp; drink</b>  Restaurants  Fast Food – Drive Through	1 per 7 sqm Public Floor Area  1 per 8.5 sqm Gross Floor Area	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .  Over 200 Bays - 4 bays plus 4% of total capacity	1 per 140 sqm public floor area – minimum of 2 spaces	1 per 280 sqm public floor area- minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>B1 - Business</b>  Stand alone offices  Business Parks	1 per 35 sqm  1 per 40 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.  Over 200 Bays - 6 bays plus 2% of total capacity	1 per 400 sqm – minimum of 2 spaces	1 per 1,400 sqm – minimum of 2 spaces	
<b>B2.</b>  <b>General industry</b>	1 per 60 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.  Over 200 Bays - 6 bays plus 2% of total capacity	1 per 700 sqm – minimum of 2 spaces	1 per 2,800 sqm – minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>B8.</b>  <b>Storage or distribution</b>	1 per 100 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.  Over 200 Bays - 6 bays plus 2% of total capacity	1 per 850 sqm – minimum of 2 spaces	1 per 4,000 sqm – minimum of 2 spaces	<b>Car Parking</b> - Standard requires half the level of provision allowed for by Draft RPG on the basis that this is closer to the minimum standards currently operated by most GM authorities.

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>C1.</b>  <b>Hotels</b>	1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.  Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces	
<b>C2 - Residential Institutions</b>  Hospitals  Care / nursing homes	To be determined through a Transport Assessment  1 per 4 beds	To be determined through a Transport Assessment  Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.  Over 200 Bays - 4 bays plus 4% of total capacity.	To be determined through a Transport Assessment  1 per 40 beds, minimum of 2 spaces	To be determined through a Transport Assessment  1 per 160 beds – minimum of 2 spaces	<b>Car Parking</b> - The standard for Care/nursing homes is essentially designed to cater for staff and visitors.

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p><b>C3 - Dwelling Houses</b></p> <p>Flats/apartments</p> <p>Sheltered housing</p>		<p>Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.</p> <p>10% of sheltered housing parking should be disabled persons parking standard compliant.</p>	<p>Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.</p> <p>No Standard</p>	<p>Individual consideration</p> <p>No standard</p>	<p><b>Car Parking</b> – It is not considered appropriate to include maximum parking standards for residential development at the Greater Manchester level. Greater Manchester Local Authorities should, however, define areas for which maximum parking standards for residential development are appropriate to result in an average of 1.5 off-street spaces per dwelling, inclusive of garage spaces, throughout the development plan area and over the lifetime of the development plan.</p> <p><b>Disabled Parking</b> - Standard should be at least 5% of the car parking spaces where parking courts are proposed. In sheltered housing schemes, it is assumed that a higher proportion of occupants are likely to be disabled, requiring at least 10% of car parking provision to be disabled compliant.</p>

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<b>D1- Non-residential institutions</b>					
Medical or health facility	1 per 2 full time equivalent staff + 3 per consulting room	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces	<b>Car Parking</b> - The provision of adequate drop off facilities for parents would also need to be considered as an operational requirement of any development.  <b>Car Parking</b> - Standard equates to 1 per full time member of staff with limited provision for visitors.  <b>Car Parking</b> – Applications supported by Travel Plans. Separate consideration would be required for any parking related to residential facilities.
Crèche, day nursery or day centre	1 per full time equivalent staff	Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard	
Schools	1.5 spaces per classroom		1 per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	
Higher or further education	1 per 2 full time equivalent staff		1 per 20 full time equivalent staff + 20 per 10 students	1 per 80 full time equivalent staff + 1 per 600 students	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p><b>D1- Non-residential institutions</b></p> <p>Art gallery, museum, exhibition hall or library</p> <p>Public hall or place of worship</p>	<p>1 per 30 sqm public floor area</p> <p>1 per 5 sqm public floor area</p>	<p>Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity.</p>	<p>1 per 300 sqm public floor area – minimum of 2 spaces.</p> <p>1 per 50 sqm public floor area – minimum of 2 spaces</p>	<p>1 per 1200 sqm public floor area – minimum of 2 spaces</p> <p>1 per 200 sqm public floor area – minimum of 2 spaces</p>	<p><b>Car Parking</b> - Standard applied by other surrounding urban authorities.</p> <p><b>Car Parking</b> - Standard applied by other surrounding urban authorities.</p>
<p><b>D2 - Assembly &amp; Leisure</b></p> <p>Cinema, bingo hall or casino, concert hall</p> <p>Indoor sports or recreation</p> <p>Outdoor sports and recreation</p>	<p>1 per 8 seats</p> <p>1 per 25 sqm</p> <p>Individual consideration.</p>	<p>Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity</p> <p>Individual consideration</p>	<p>1 per 80 seats – minimum of 2 spaces</p> <p>1 per 250 sqm – minimum of 4 spaces</p> <p>Individual consideration.</p>	<p>1 per 320 seats – minimum of 2 spaces</p> <p>1 per 1,000 sqm – minimum of 2 spaces</p> <p>Individual consideration</p>	<p>Determined on individual merits and location.</p>

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p><b>Miscellaneous</b></p> <p>Stadia / spectator seating</p>	<p>1 space per 18 seats</p> <p>1 coach parking space per 1000 seats (minimum standard)</p>	<p>Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity</p>	<p>1 per 150 seats – minimum of 2 spaces</p>	<p>1 per 600 seats – minimum of 2 spaces</p>	<p>There is a need to mitigate impact of stadia traffic on on-street parking in the vicinity of the stadium.</p>
<p><b>Miscellaneous</b></p> <p>Railway/Bus stations, and tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration.</p>	<p>Minimum of 10 per station</p> <p>Individual consideration for tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration should be given to <b>Car Parking</b> to facilitate Park &amp; Ride provision where appropriate.</p>