

Parking Provision and Drop-off Facilities

11.16 This policy set standards for the provision of parking and Drop-off Facilities.

Policy T3 – Parking Provision and Drop-off Facilities

The Council will require all development to provide adequate parking and servicing provision. This will be in line with the parking standards set out in Appendix 2 that will:

- a. Ensure development is inclusive and accessible to all users;
- b. Support the efficient use of land;
- c. Reflect the type, mix and use of development;
- d. Include design features that prevent obstructive and inconsiderate parking;
- e. Not discourage use of sustainable travel modes (walking, wheeling, cycling and public transport);
- f. Avoid creating off-site car parking levels that have an unacceptable impact on the:
 - i. safe operation of the highway network; or
 - ii. environmental quality or residential amenity of the local area.

The need for car parking, drop-off points, taxi ranks and car club / car sharing bays within developments will be considered through a Transport Assessment or Statement. It will take account of all relevant evidence including likely demand and taxi operator and private hire association knowledge where it is available.

The Council will ensure adequate levels of public parking provision is made in the Borough's town and district centres but will give priority to short stay parking.

Places for Everyone Links:

JP-C8 – Transport Requirements of New Development

Reasoned Justification

11.17 Each development will be assessed on its merits, but proposals must take account of the Council's car parking standards set out in Appendix 2. Consideration should also be given to the type, mix, and uses of the developments proposed. Some will need to be supported by a Travel Plan which includes measures to suppress / reduce private car trips generated by development. Proposals benefiting from higher sustainable transport accessibility (those located within 800 metres of a Metrolink Stop, Railway Station and / or a Quality Bus Transit corridor) will be required to provide reduced car parking on-site. GMAL may be used to assess this.

11.18 GMAL (Greater Manchester Accessibility Level) is a measure of a location's accessibility to the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service) and considers walk access times and service availability. The method measures the density of public transport provision at any location within Greater Manchester. For the purposes of this policy, it is used to define the areas with high public transport accessibility which can therefore support

higher density developments. Demand for car parking spaces is reduced as there is a wider choice of travel options and environments are more walkable. Density thresholds are set out in Places for Everyone Policy JP-H4 Density of New Housing.

- 11.19 Where development generates off-site car parking levels that will have an adverse impact on the surrounding area, appropriate mitigation measures will be required. This could include development funding or contributions to resident parking schemes, public transport provision or on-street parking restrictions and their enforcement.