

Oldham

Local Plan

**Local Plan Review: Draft Local
Plan Appendices**

December 2023



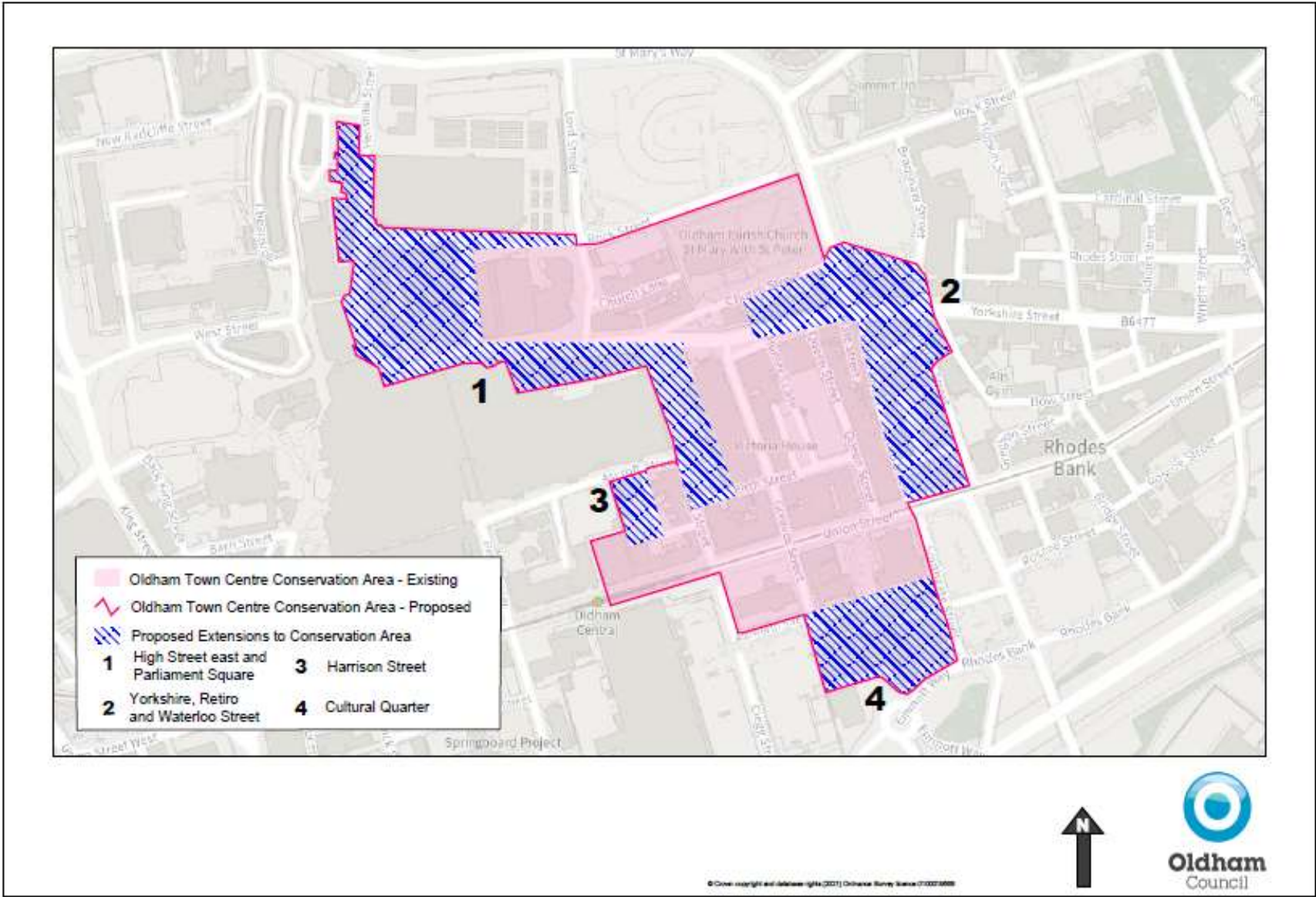
Oldham
Council

Oldham Local Plan (Draft Plan) – Appendices

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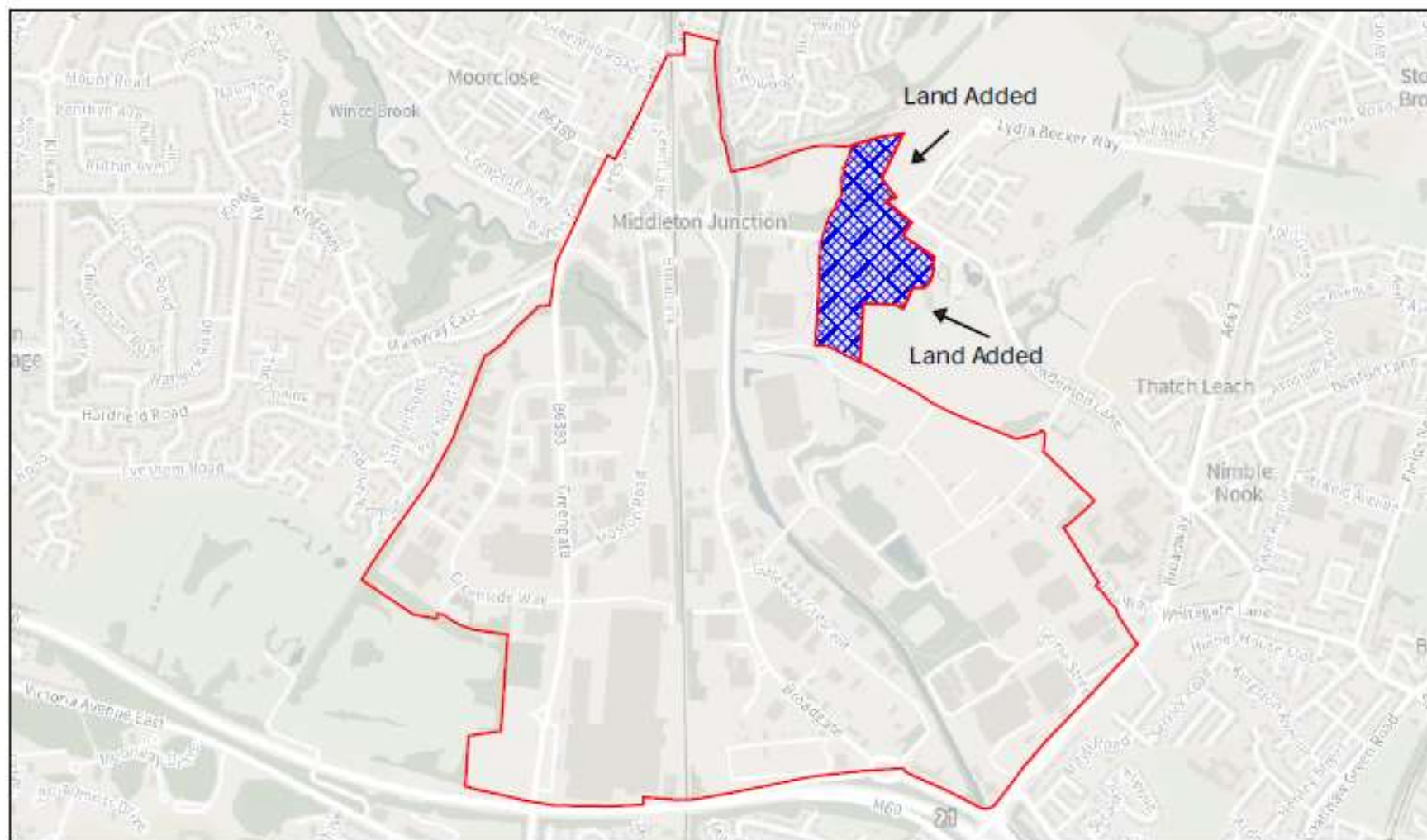
Appendix 1: Oldham Town Centre Conservation Area Proposed Extensions¹



¹ Note – there may be some small basemap differences between this map and the related map of the proposed extensions in the Conservation Area Appraisal Management Plan document due to internal mapping systems.

Appendix 2: Proforma's for Potential Housing and Mixed-Use Allocations – contained in a separate document

Appendix 3: Business and Employment Areas Proposed Boundary Amendments



Proposed Boundary Changes BEA 3 Greengate/Broadgate



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Proposed Boundary Change BEA 4 Busk

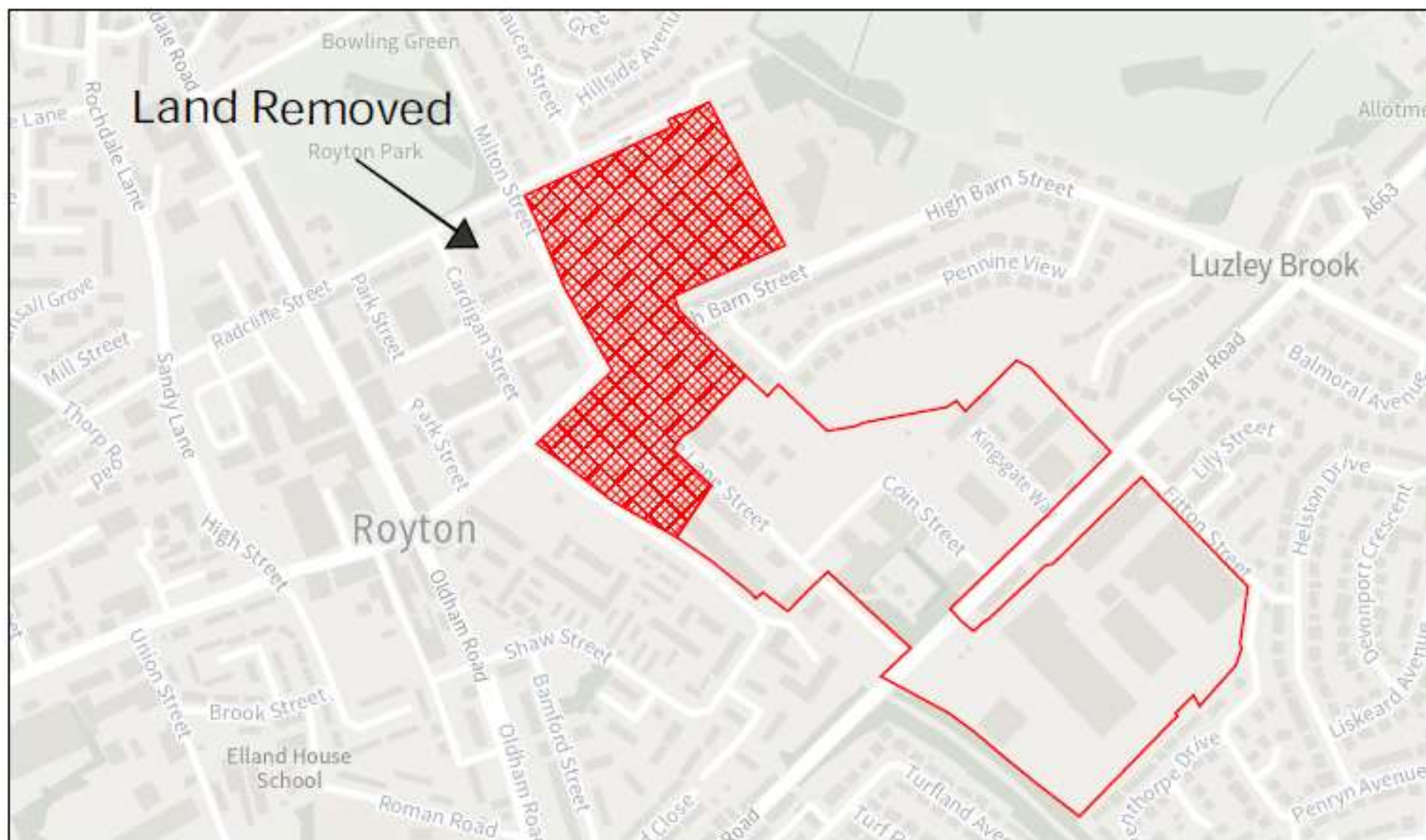


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Proposed Boundary Change BEA 6 Hathershaw to create
BEA 6a Hathershaw and BEA 6b Hathershaw

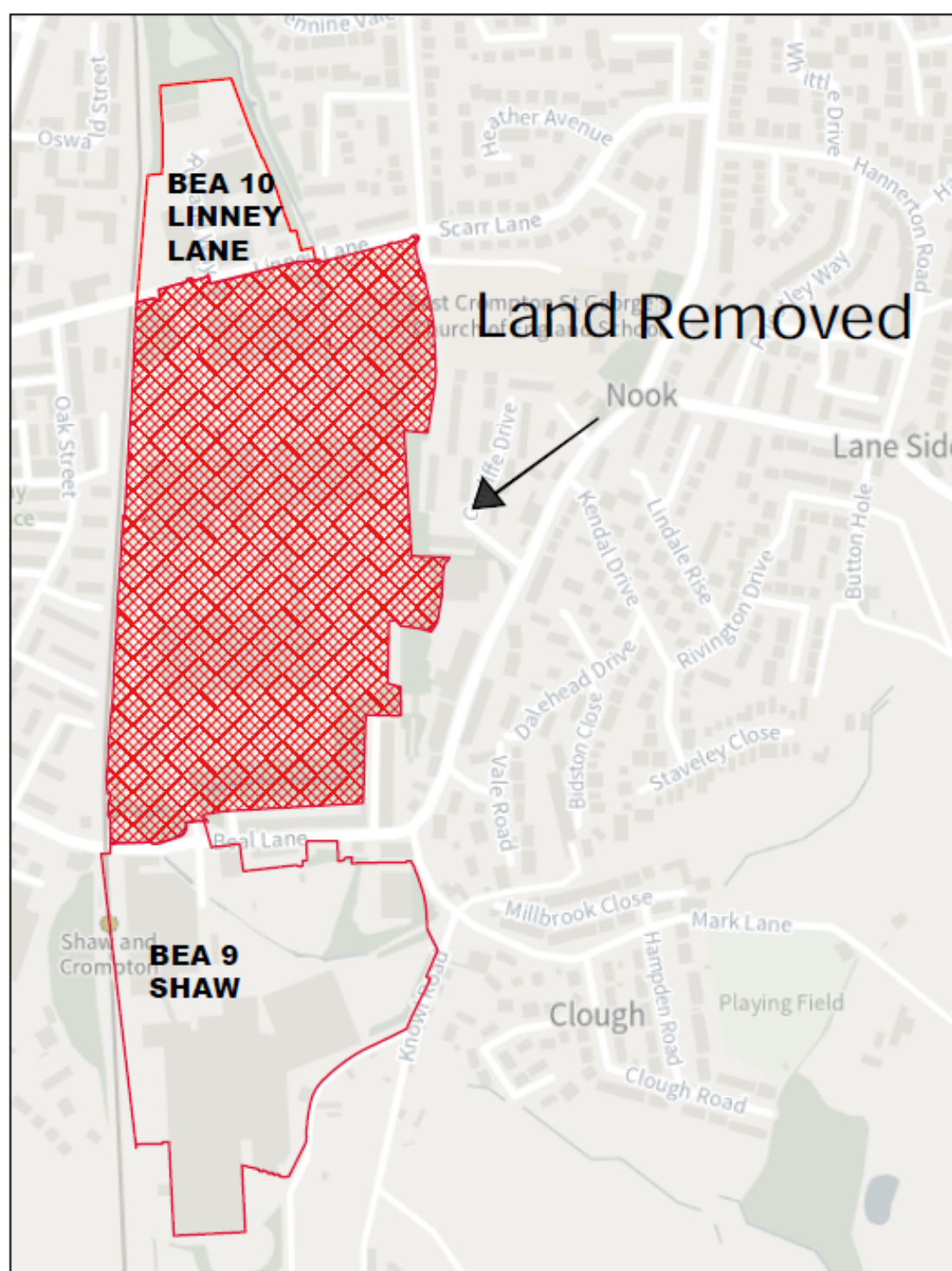




Proposed Boundary Change BEA 8 Shaw Road



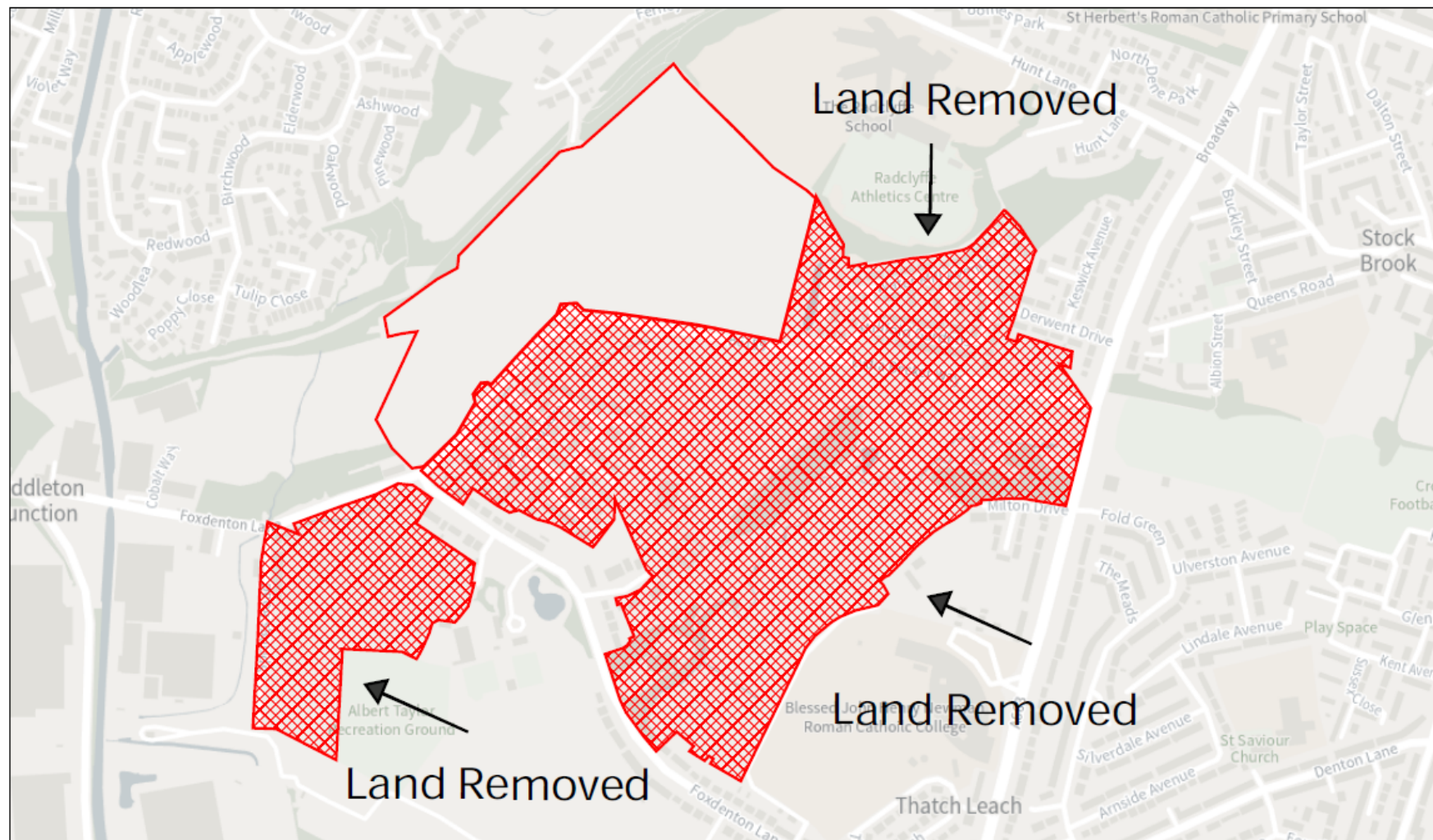
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Proposed Boundary Change BEA 9 Shaw
to create BEA 9 Shaw and BEA 10 Linney Lane

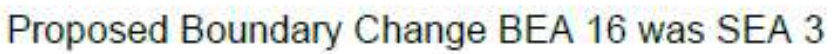


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Boundary Changes at Foxdenton now BEA 13 Broadway Green





Appendix 4: Proforma's for Potential Office, Industry and Warehousing Allocations – contained in a separate document

The map displays the Lees District Centre. A legend in the top left corner indicates:

- Lees District Centre Boundary - Existing (Red line)
- Lees District Centre Boundary - Proposed (Blue line)
- Proposed Land Added (Blue hatched area)

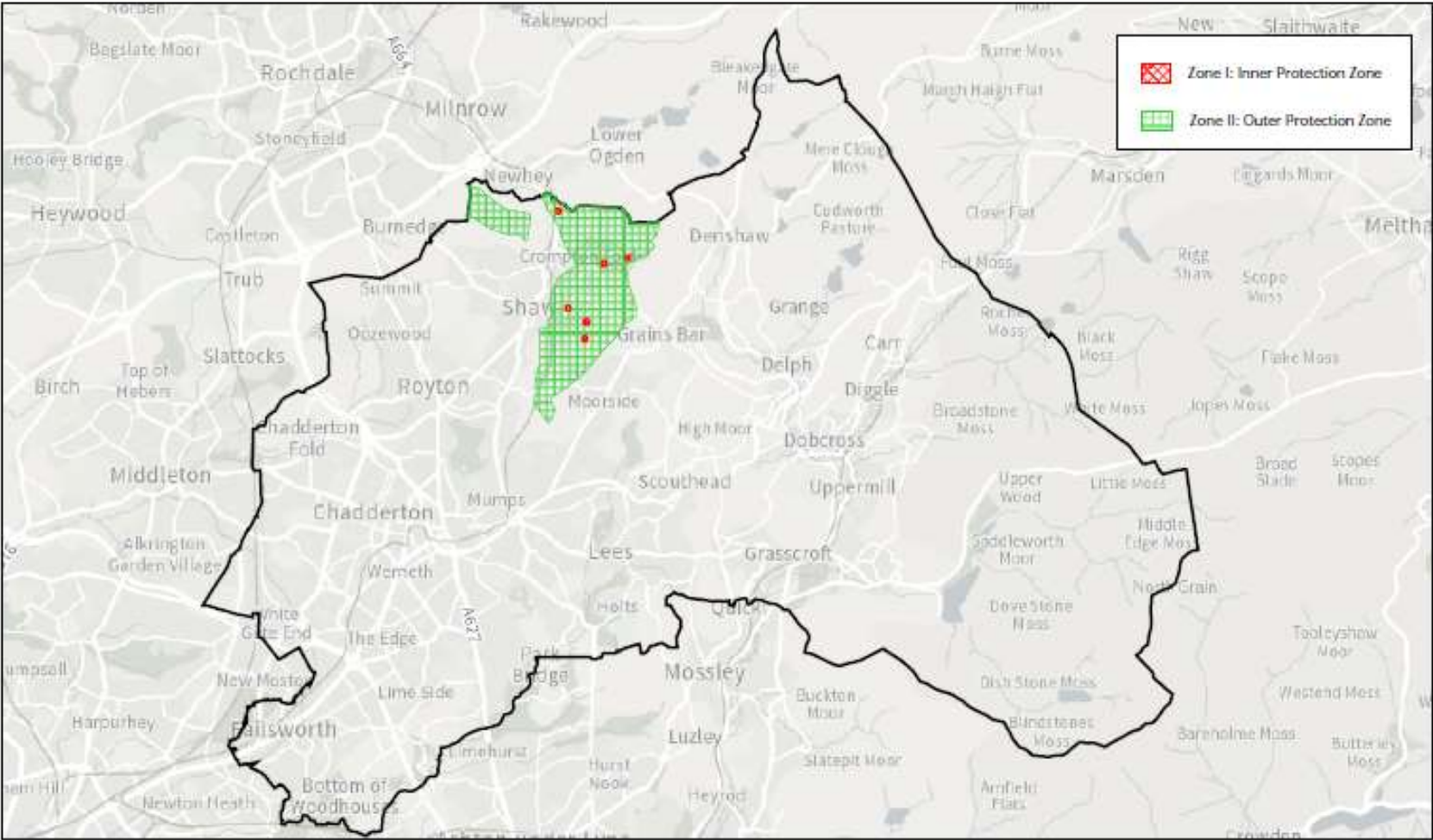
 The map shows a central area labeled 'Lees' with streets including High Street, Princess Street, and Warrington Street. A large area to the west is marked with blue hatching, indicating proposed land added. The map also shows surrounding areas like Woodside Close and Brook Lane. A north arrow and the Oldham Council logo are in the bottom right corner.

The map displays the town centre of Oldham, with various streets labeled. A legend in the top left corner indicates:

- Oldham Town Centre Boundary - Existing (Red dashed line)
- Oldham Town Centre Boundary - Proposed (Purple solid area)
- Proposed Land Removed (Red hatched area)

The map shows the existing boundary as a red dashed line. The proposed boundary is a solid purple area. Land to be removed is indicated by red hatching. Key locations marked include Westwood, Bank Top, Oldham Central, Oldham King Street, Oldham Mumps, Lower Moor, and Moorhey. A north arrow and the Oldham Council logo are in the bottom right corner.

Appendix 7: Groundwater Source Protection Zones (SPZs)



Groundwater Source Protection Zones (SPZs)



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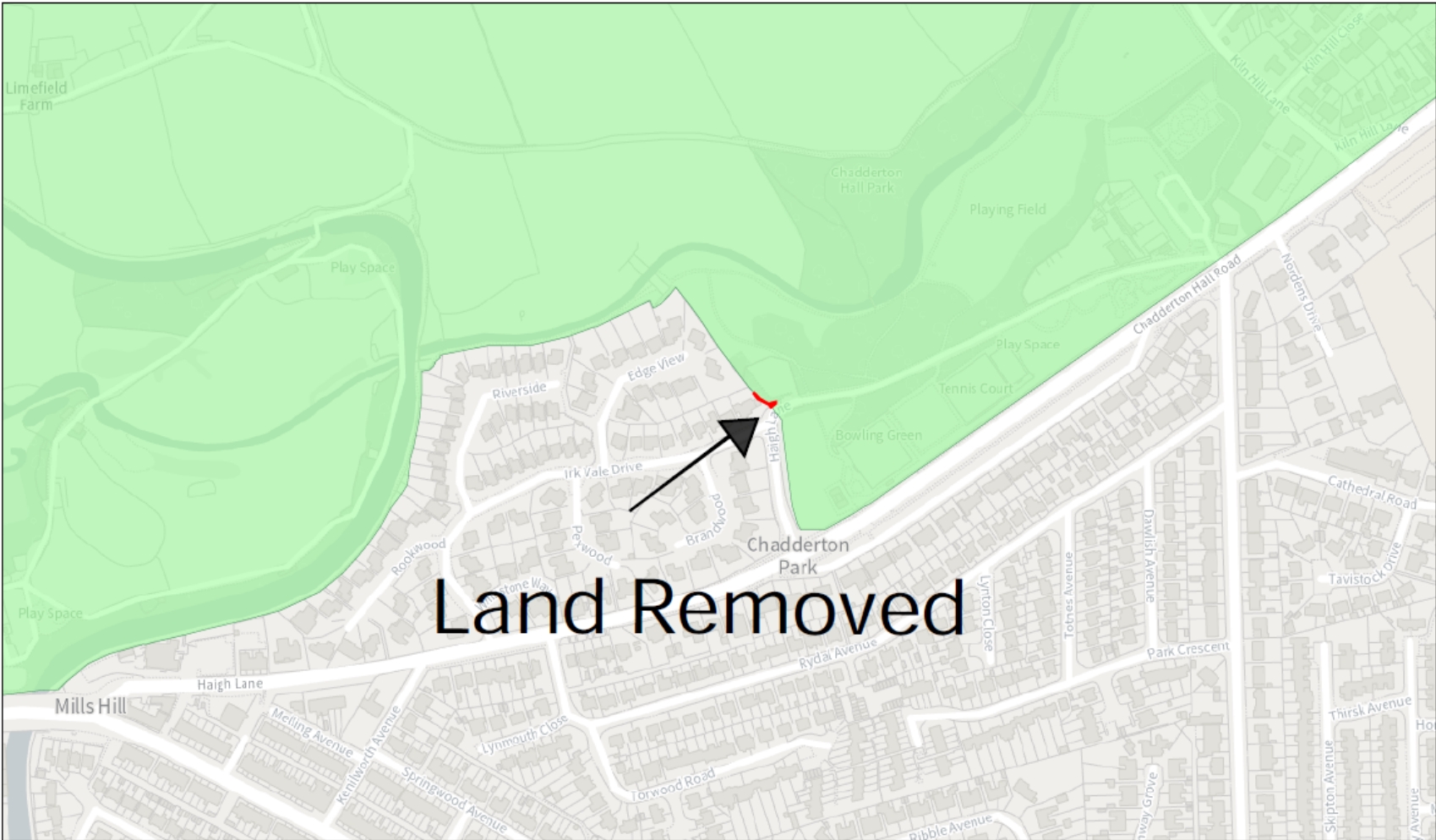
Appendix 8: Green Belt Proposed Boundary Amendments

Alexandra



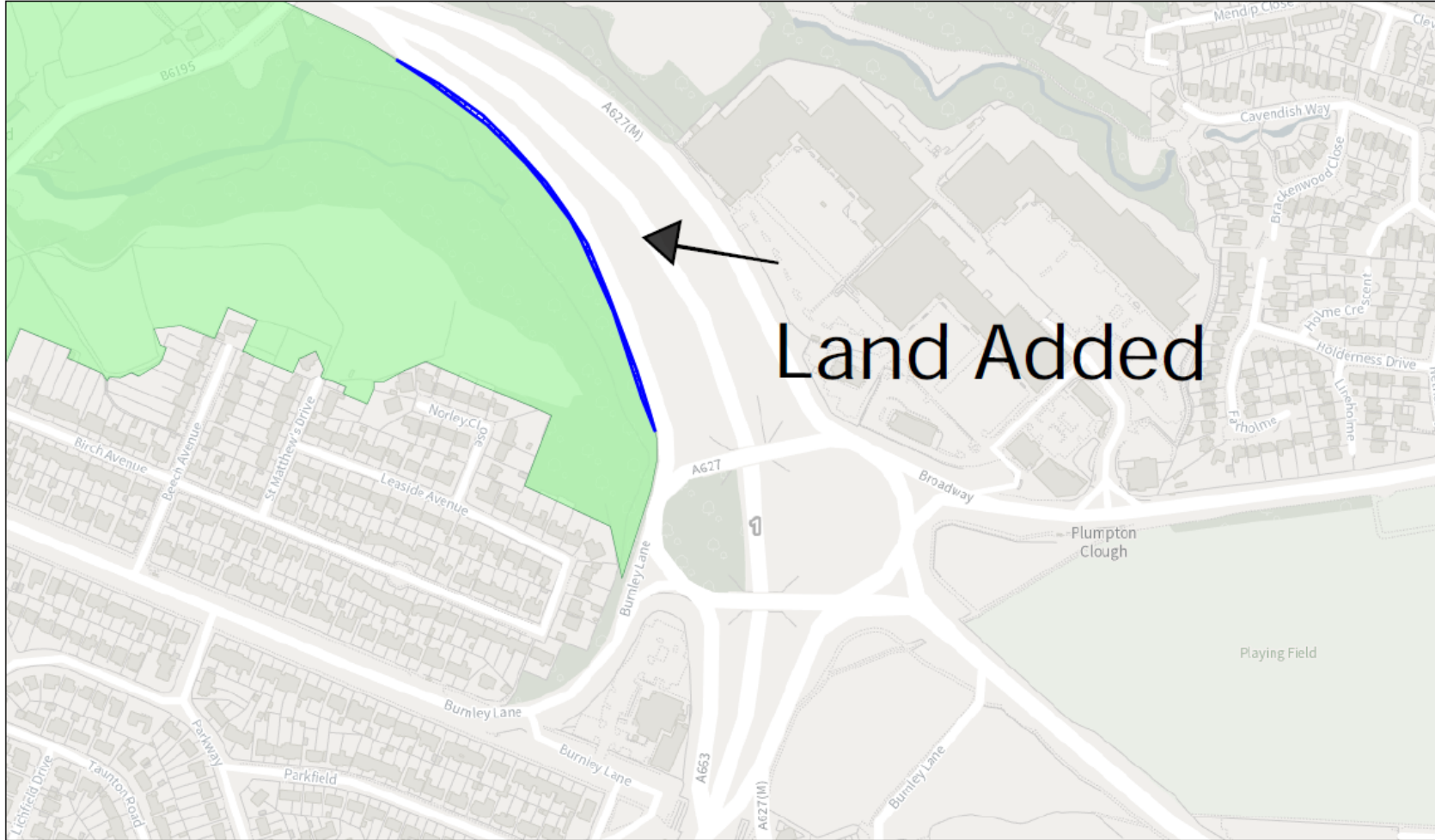
Map 1: Proposed Map Change at Alexandra Road, Oldham

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Map 2: Proposed Boundary Change at 2 Irk Vale Drive, Chadderton

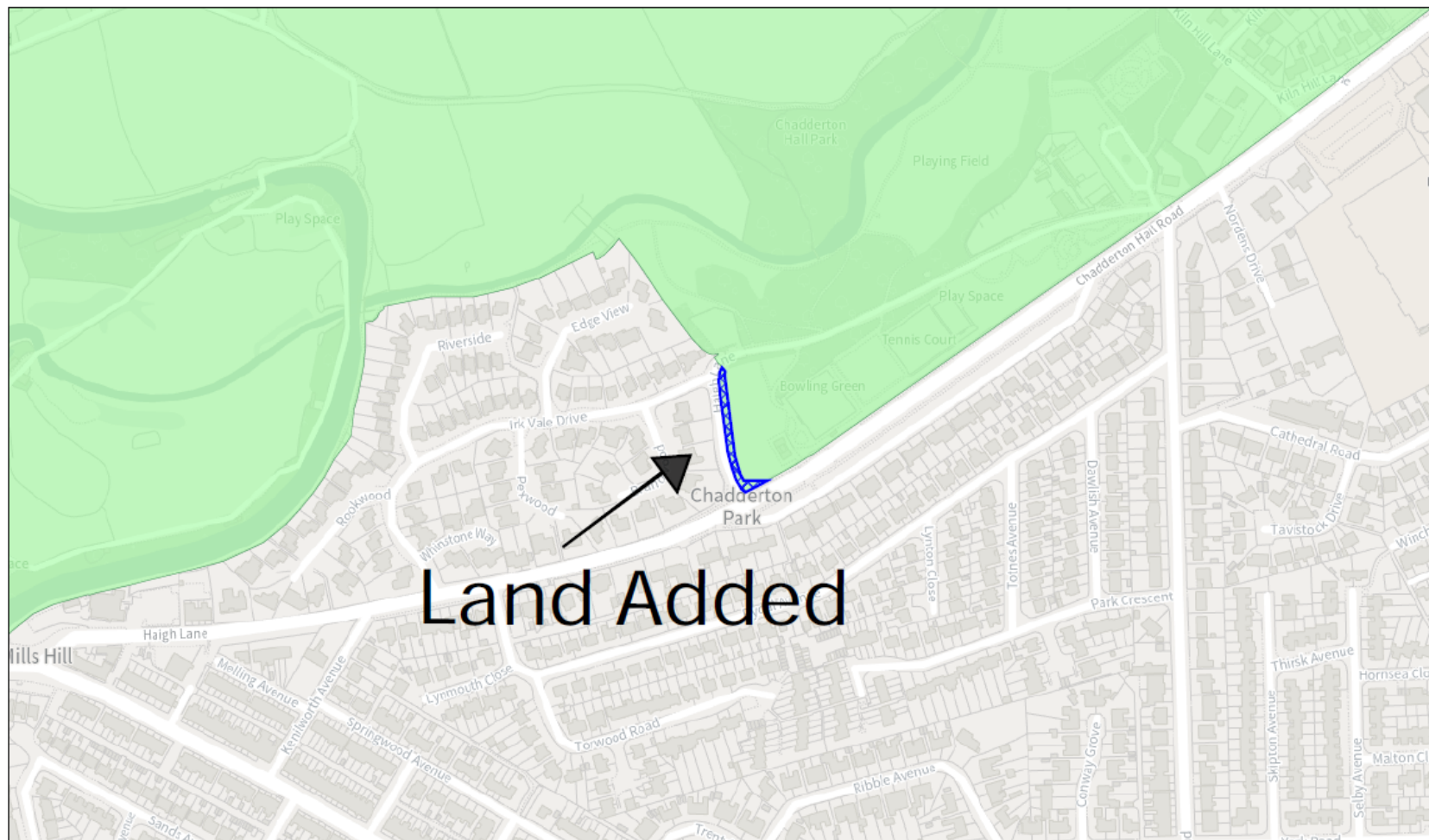




Map 3: Proposed Boundary Change at Burnley Lane, Chadderton



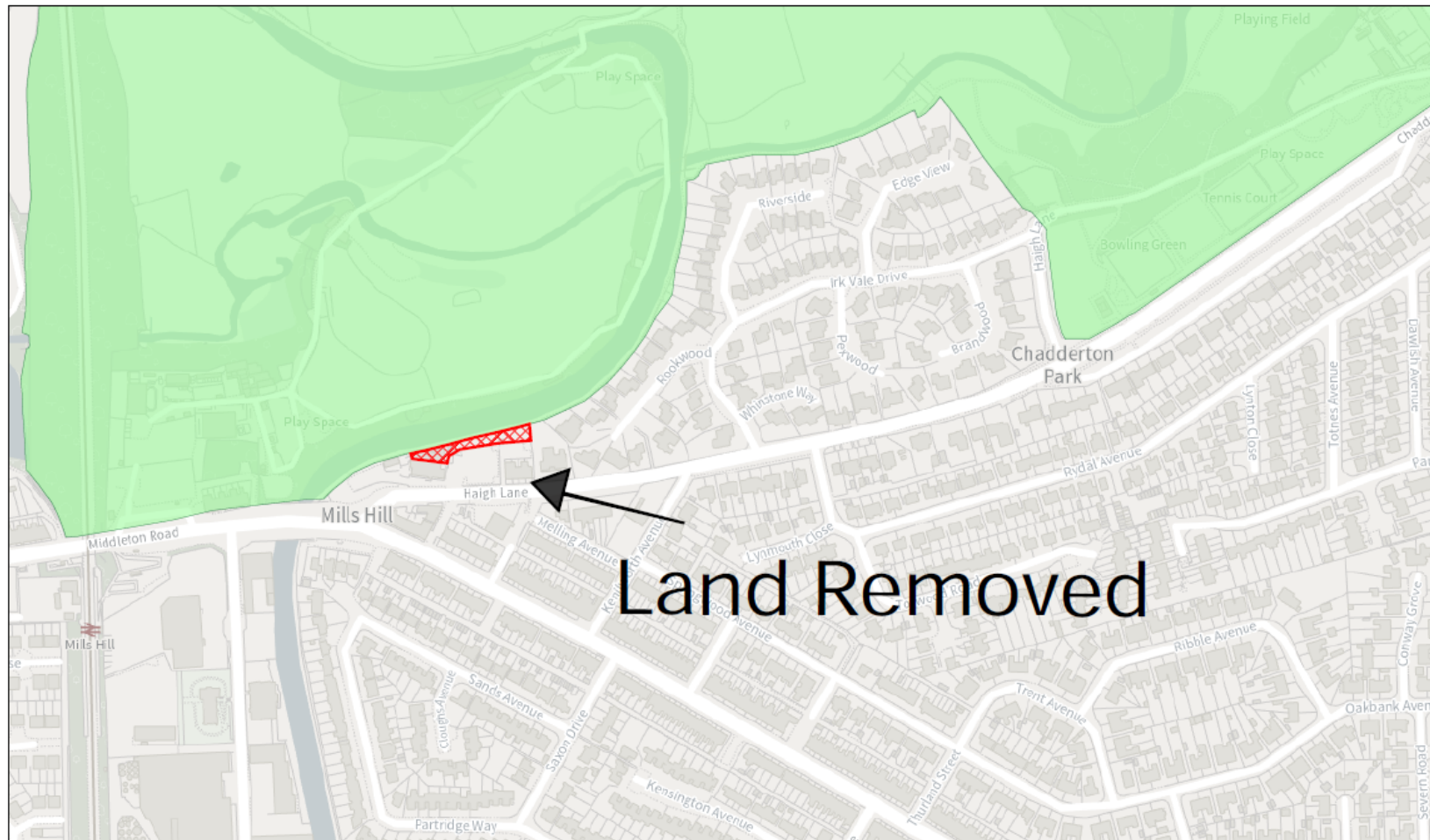
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Map 4: Proposed Boundary Change at Haigh Lane and Chadderton Hall Road, Chadderton



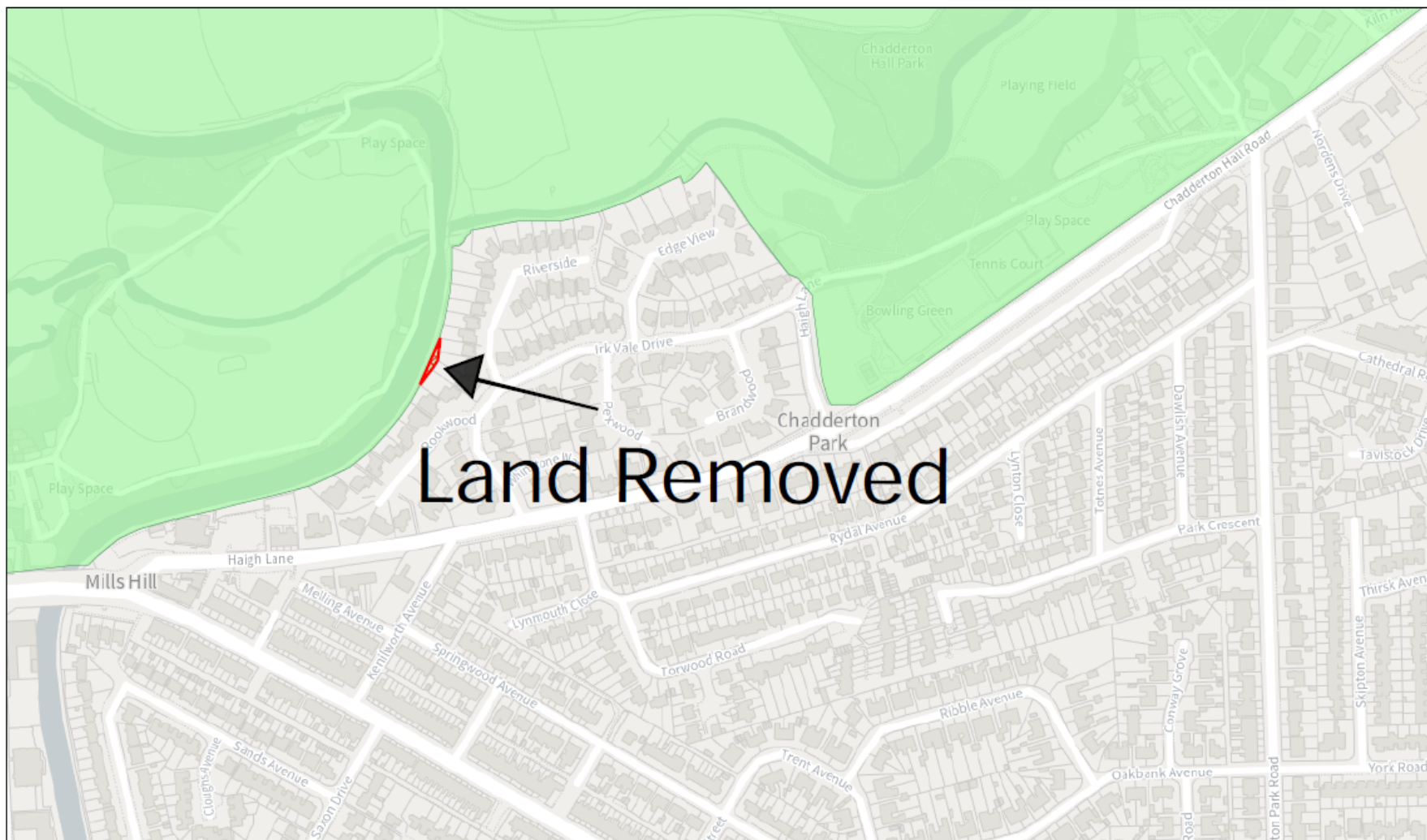
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Map 5: Proposed Boundary Change at Haigh Lane, Chadderton



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Map 6: Proposed Boundary Change at Riverside and Rookwood, Chadderton

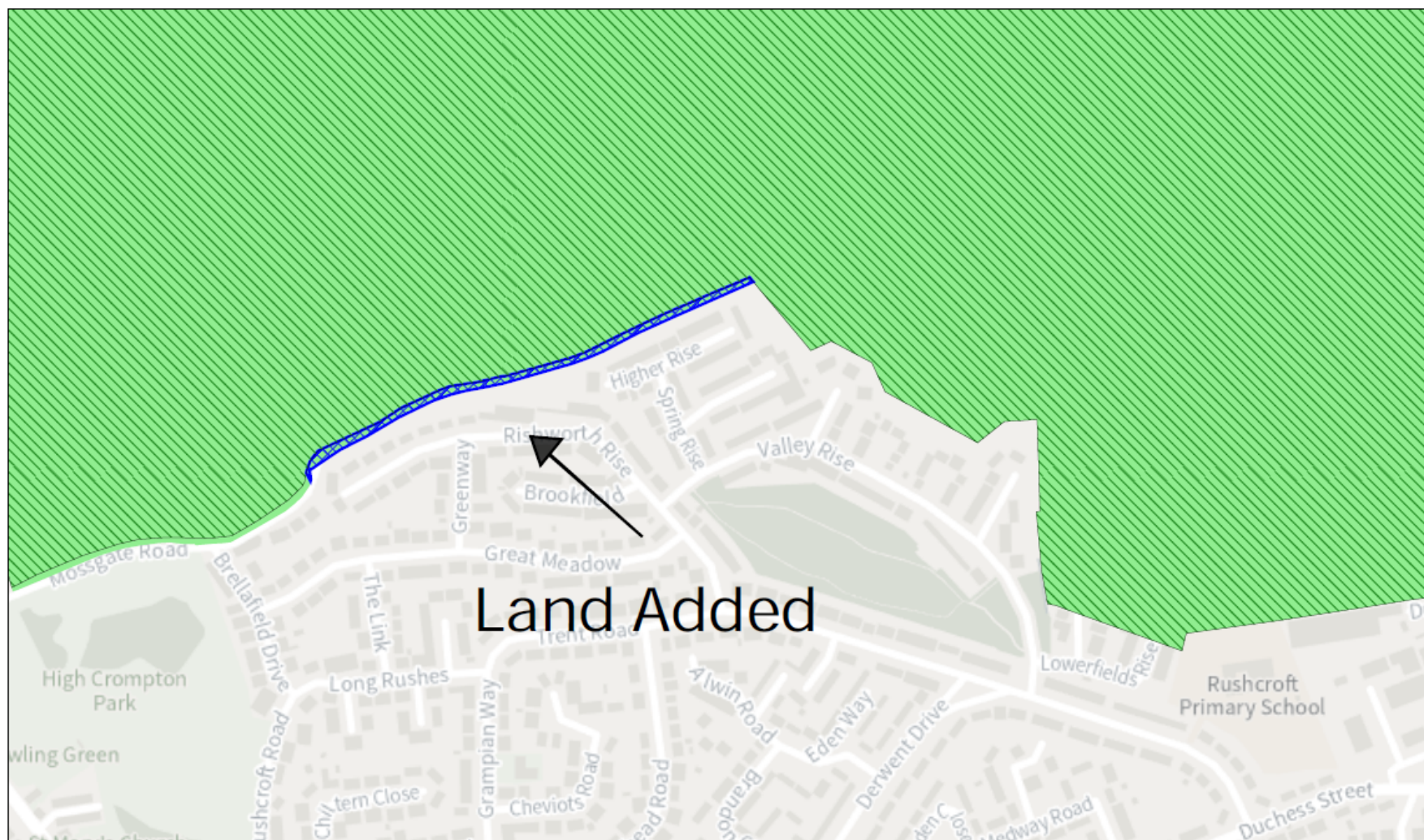




Map 7: Proposed Boundary Change at Gazey's Farm, Moss Gate Road, Shaw

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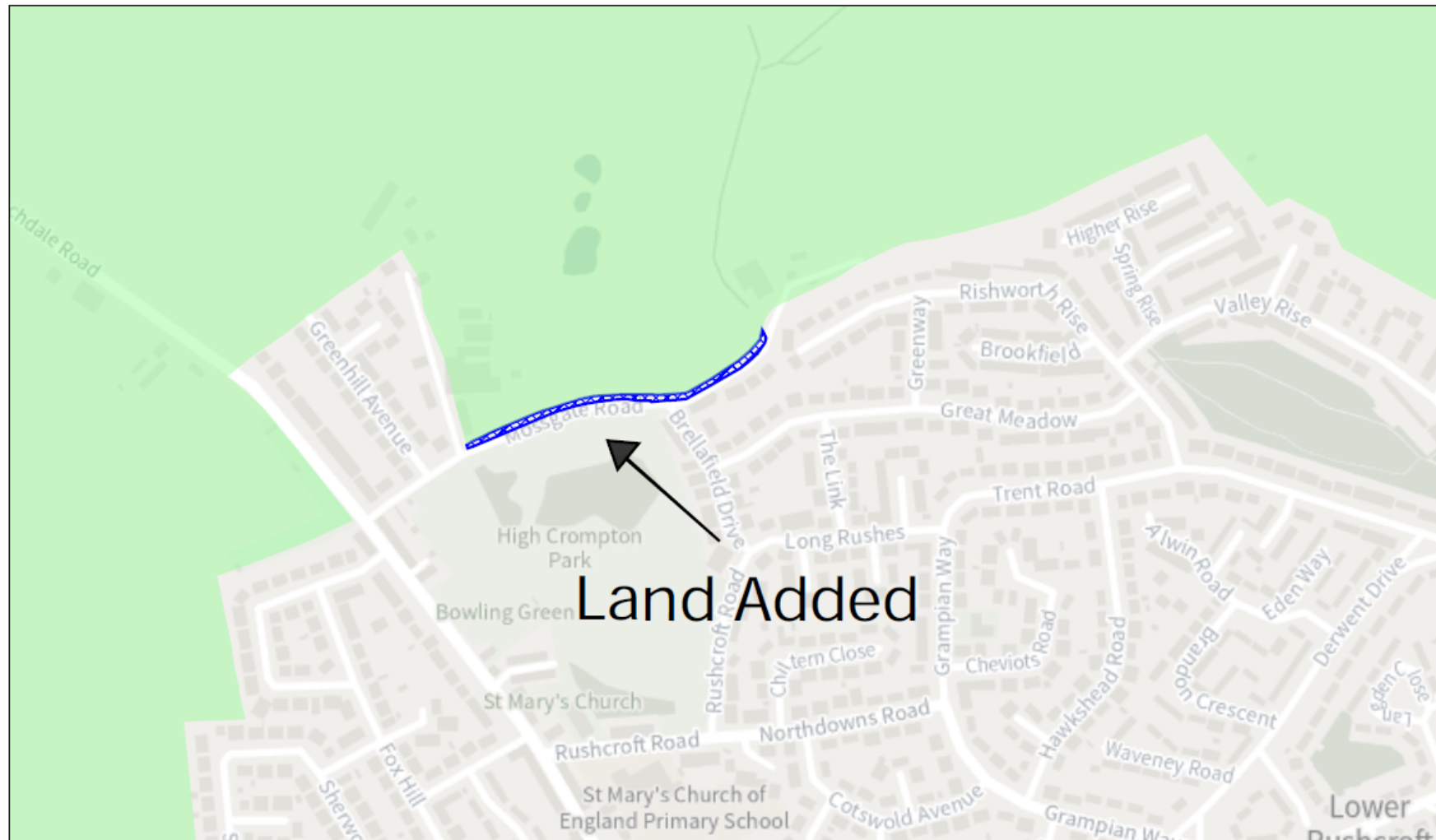




Map 8: Proposed Boundary Change at Mossgate Road, Shaw



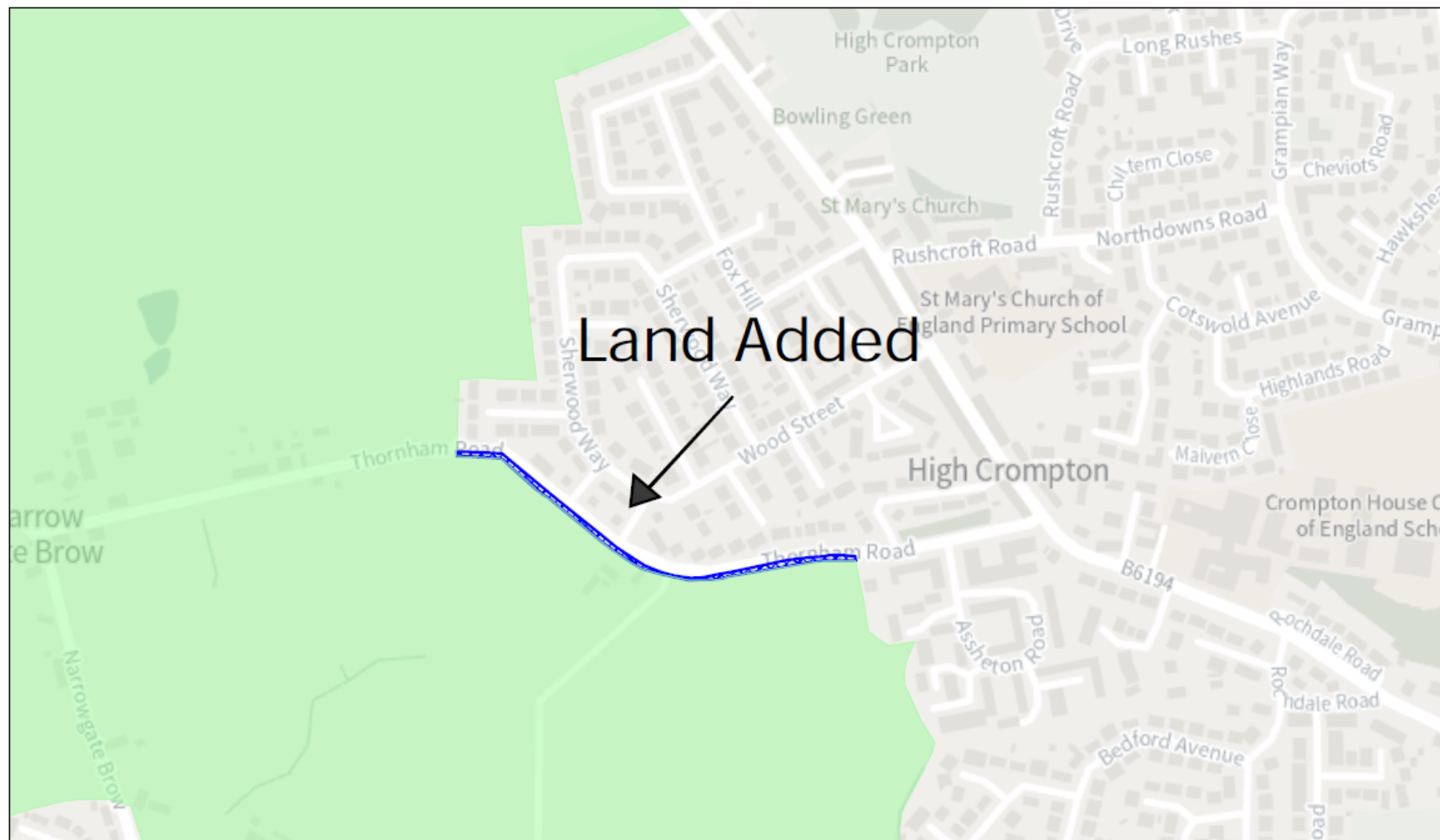
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Map 9: Proposed Boundary Change at Moss Gate Road, Shaw



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Map 10: Proposed Boundary Changes at Thornham Road, Shaw



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Map 11: Proposed Boundary Change at Cutler Hill Road, Failsworth





Map 12: Proposed Boundary Change at Farmstead Close, Woodhouses



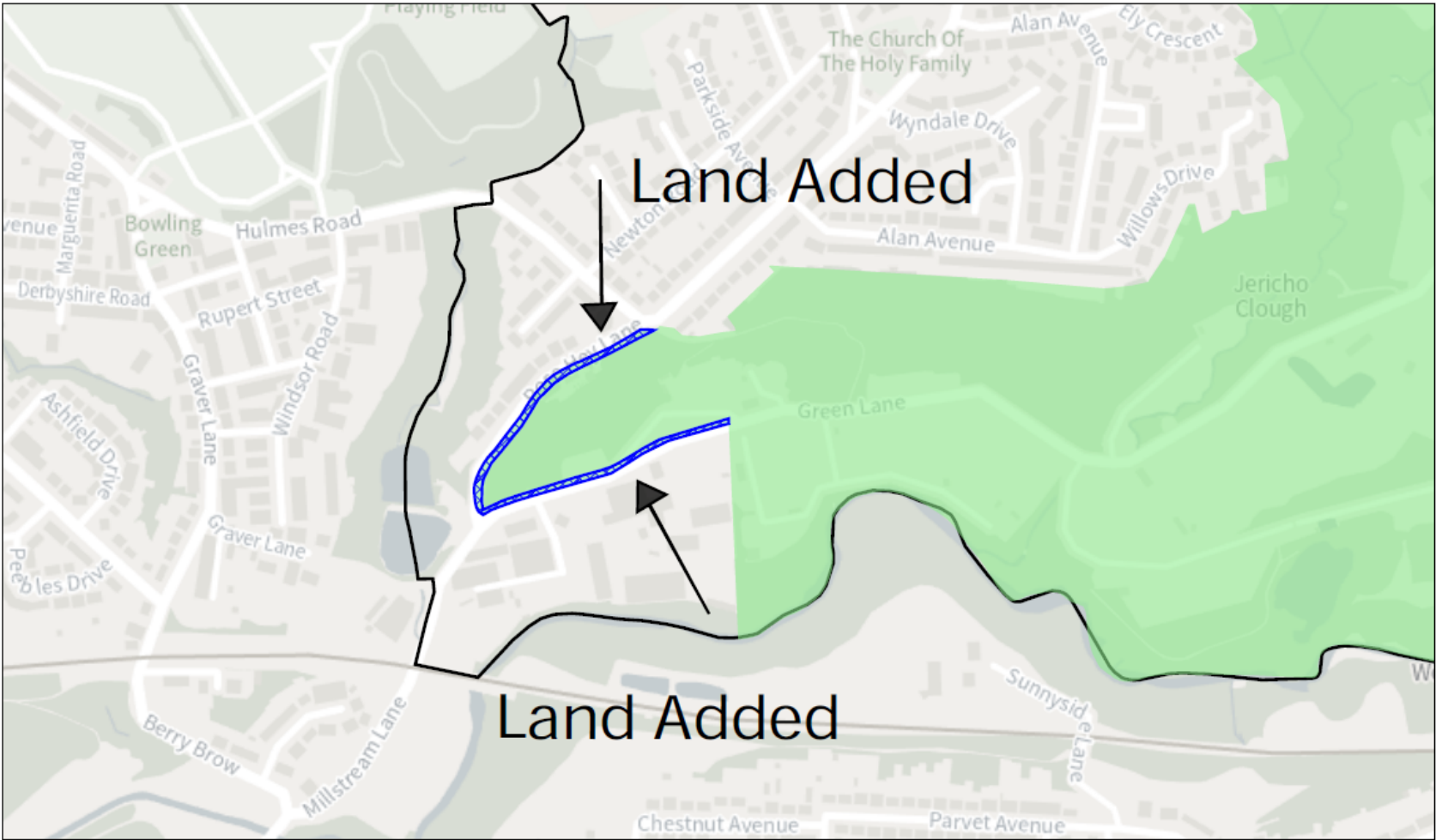
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Map 13: Proposed Map Change at Hartshead Crescent, Woodhouses

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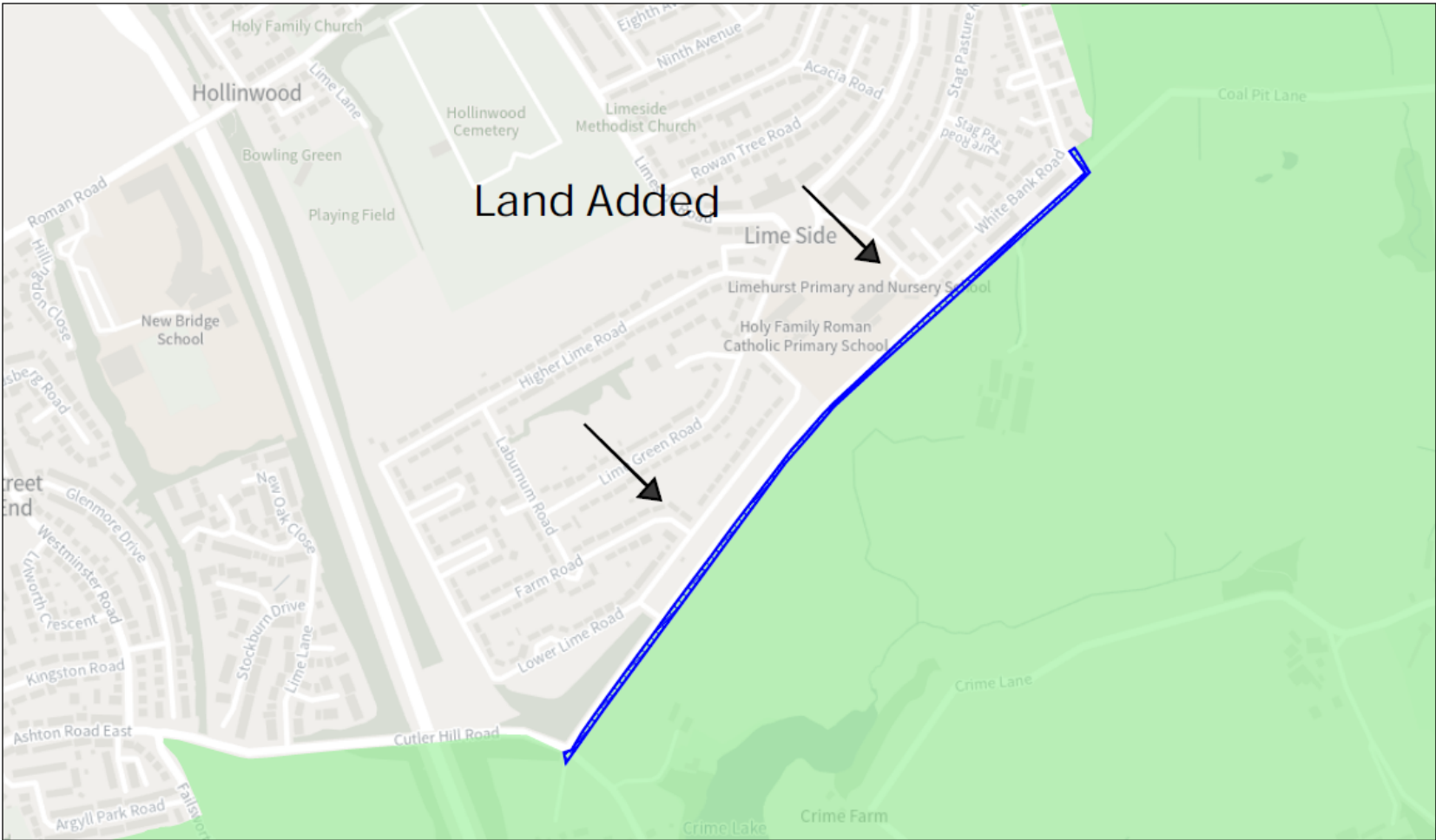




Map 14: Proposed Boundary Change at Rose Hey Lane and Green Lane, Failsworth



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Map 15: Proposed Boundary Change at Coal Pit Lane, Limeside

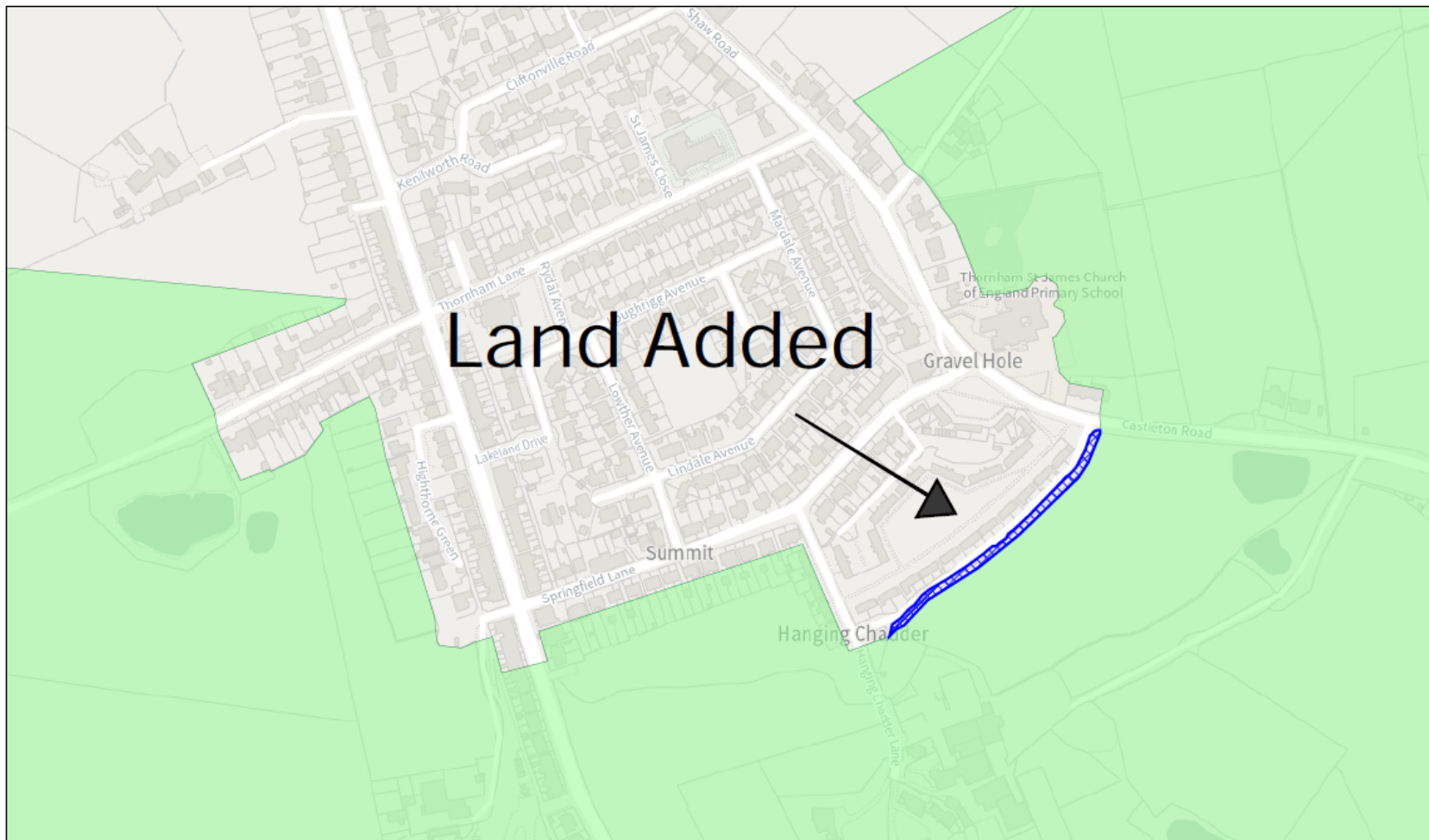




Map 16: Proposed Boundary Change at 32 Tandlewood Park



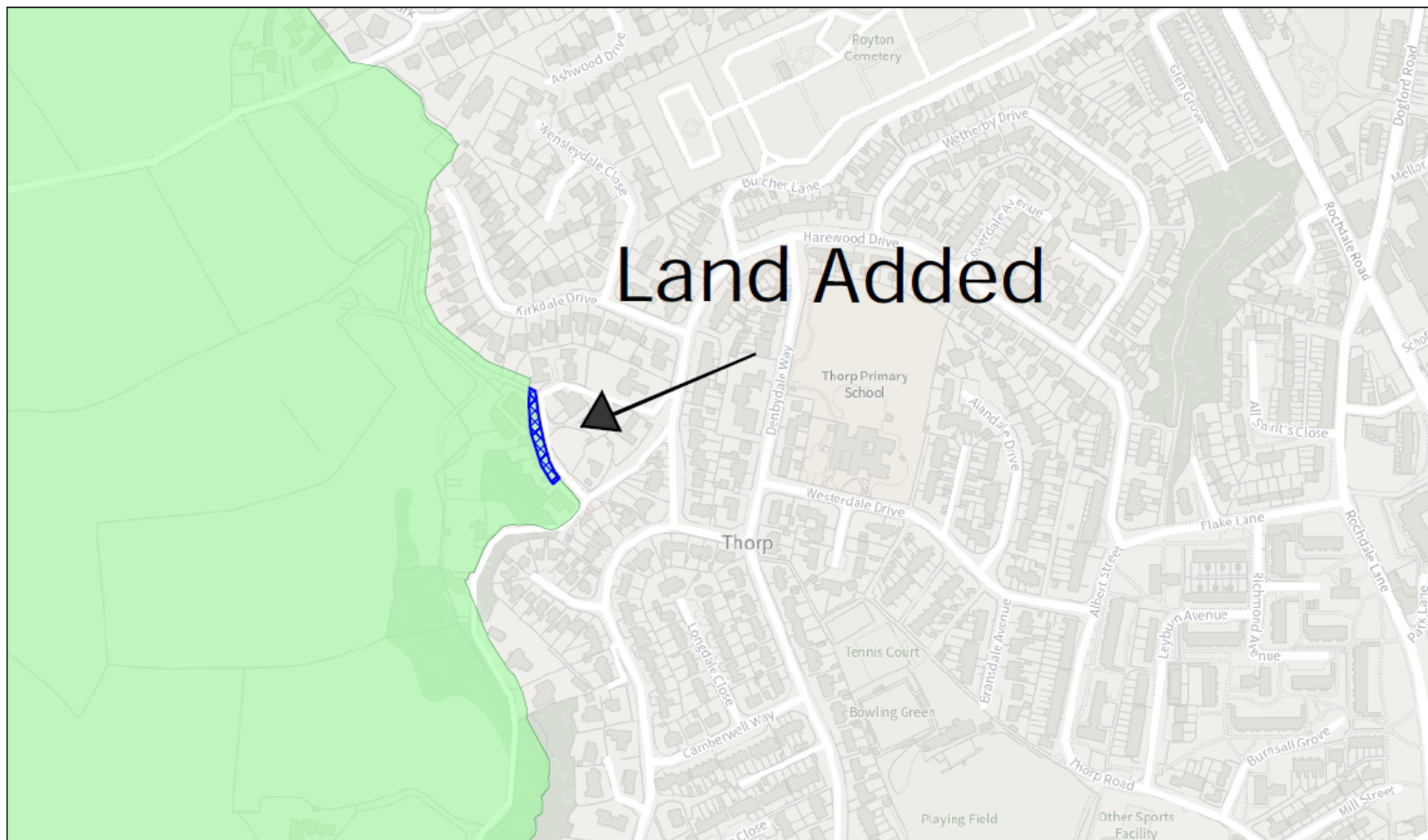
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Map 17: Proposed Boundary Change at Garden Terrace, Royton

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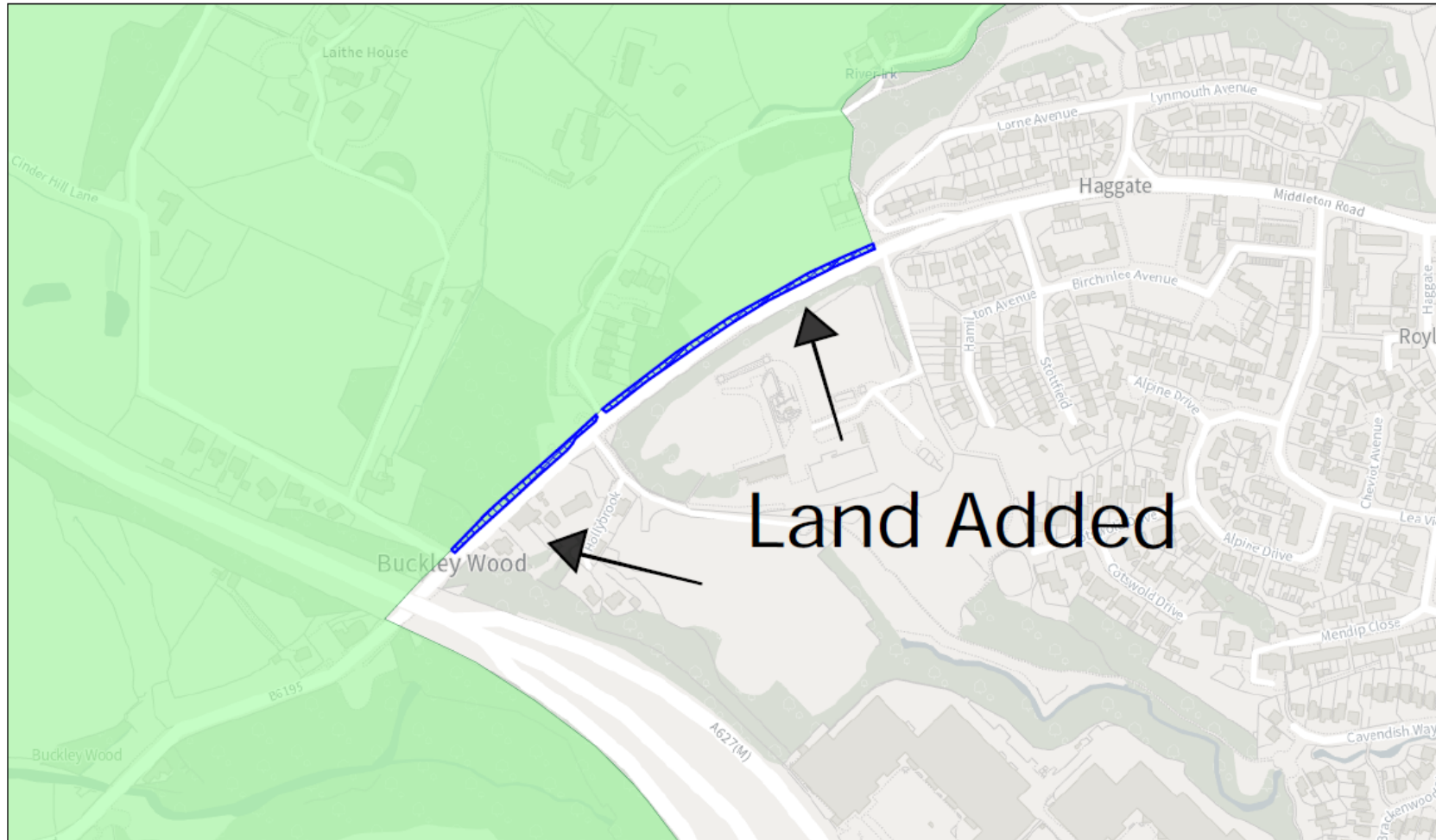




Map 18: Proposed Boundary Change west of Harewood Drive, Royton



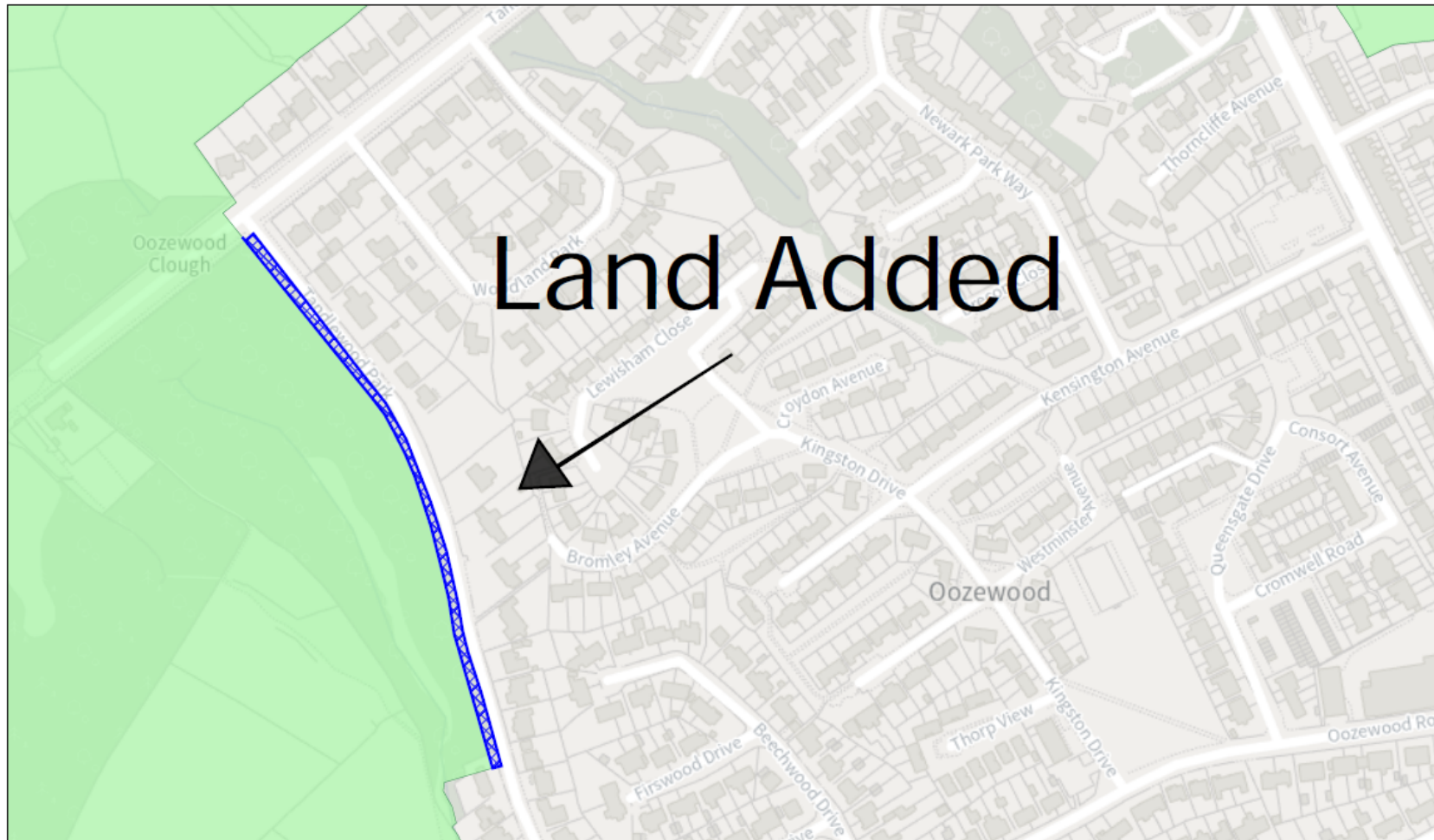
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Map 19: Proposed Boundary Changes at Street Bridge Road, Royton

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Map 20: Proposed Boundary Change at Tandlewood Park, Royton

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Map 21: Proposed Boundary Change at Thorp Cottage and Brima House, Royton



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Map 22: Proposed Boundary Change at Park Lane, Royton



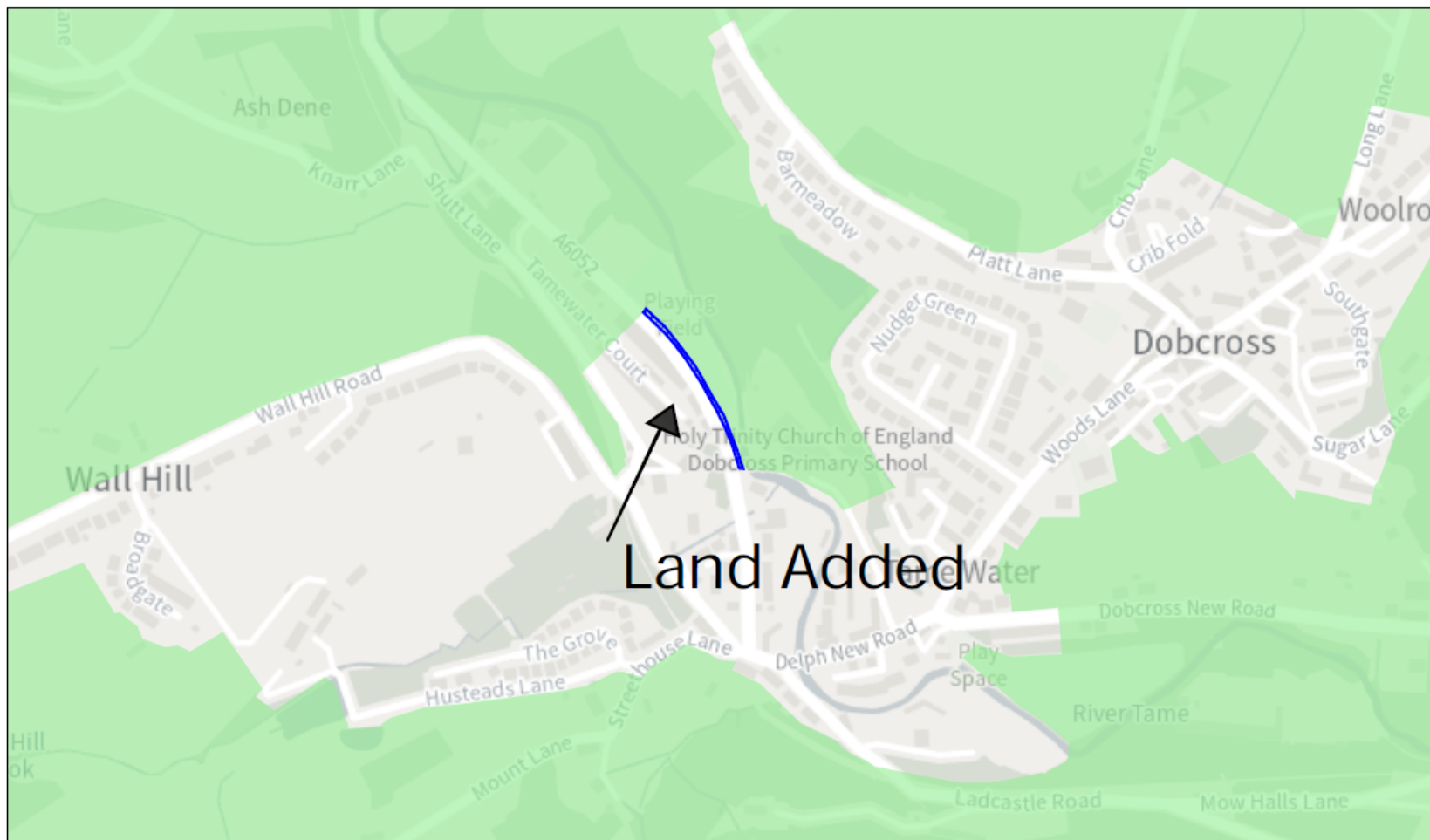
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Map 23: Proposed Boundary Change at Barnmeen, Austerlands



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Map 24: Proposed Map Change at Brownhill Lane, Uppermill

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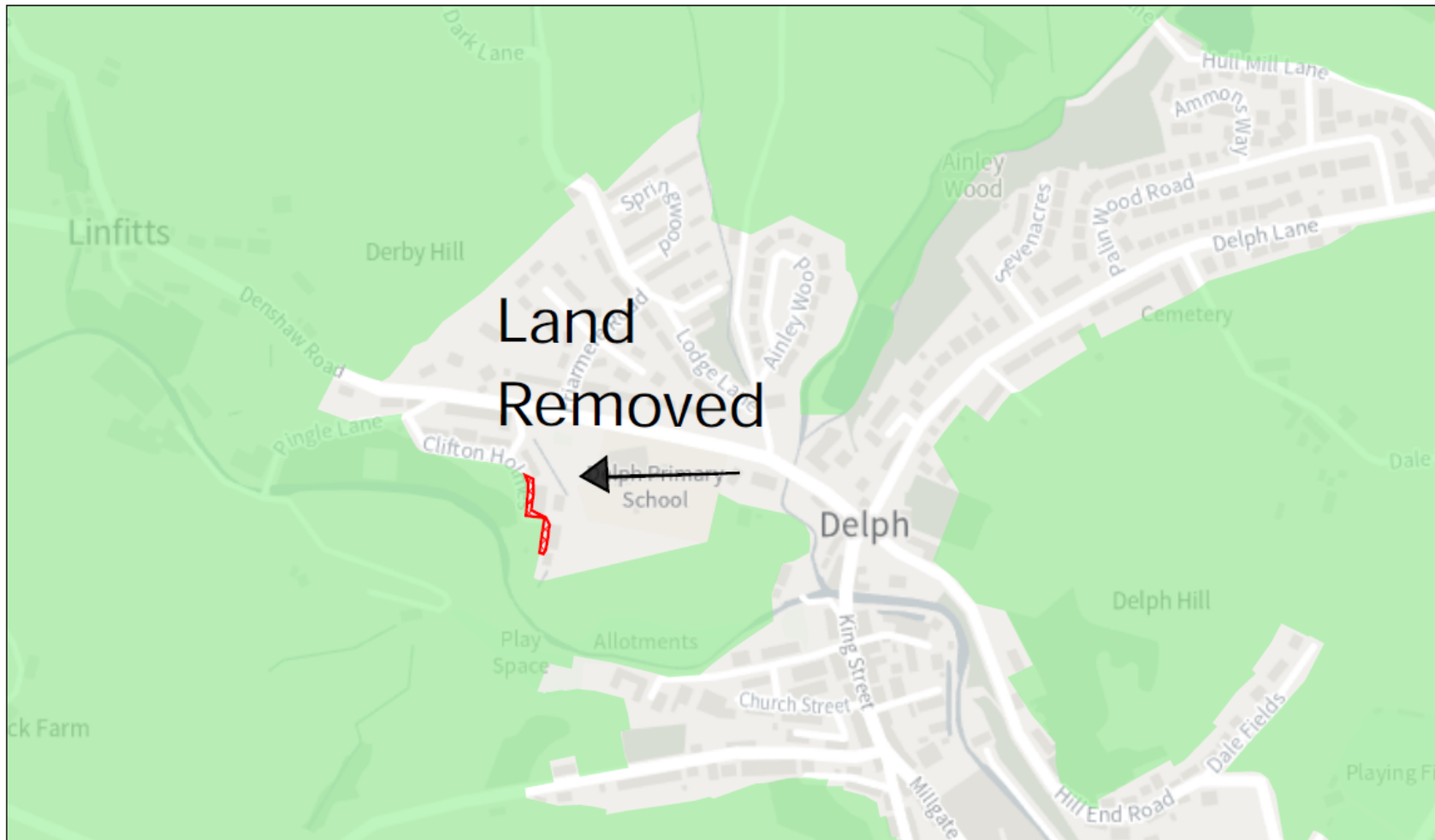




Map 25: Proposed Boundary Change at Clifton Holmes, Delph



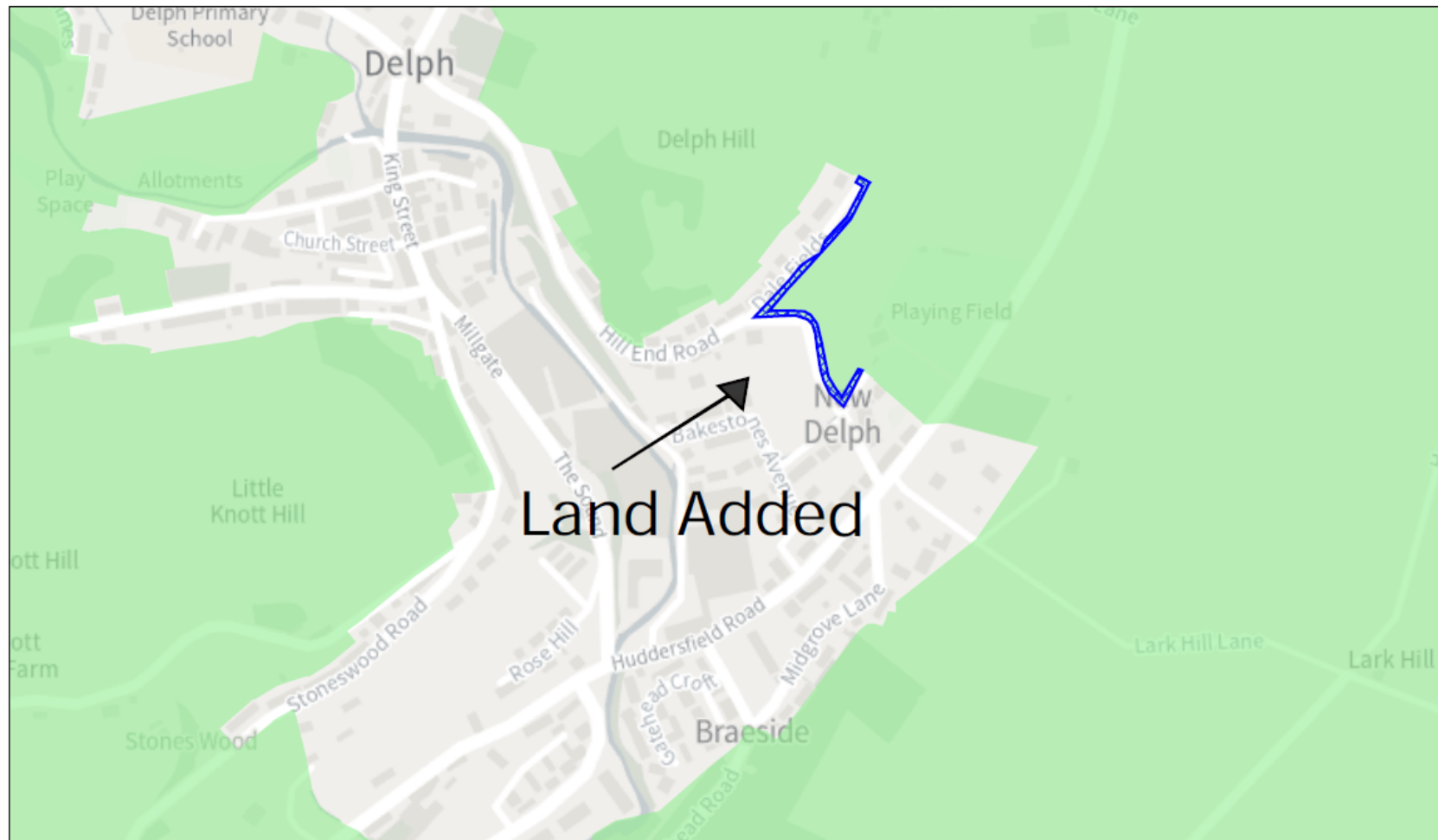
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Map 26: Proposed Boundary Change at Clifton Holmes, Delph



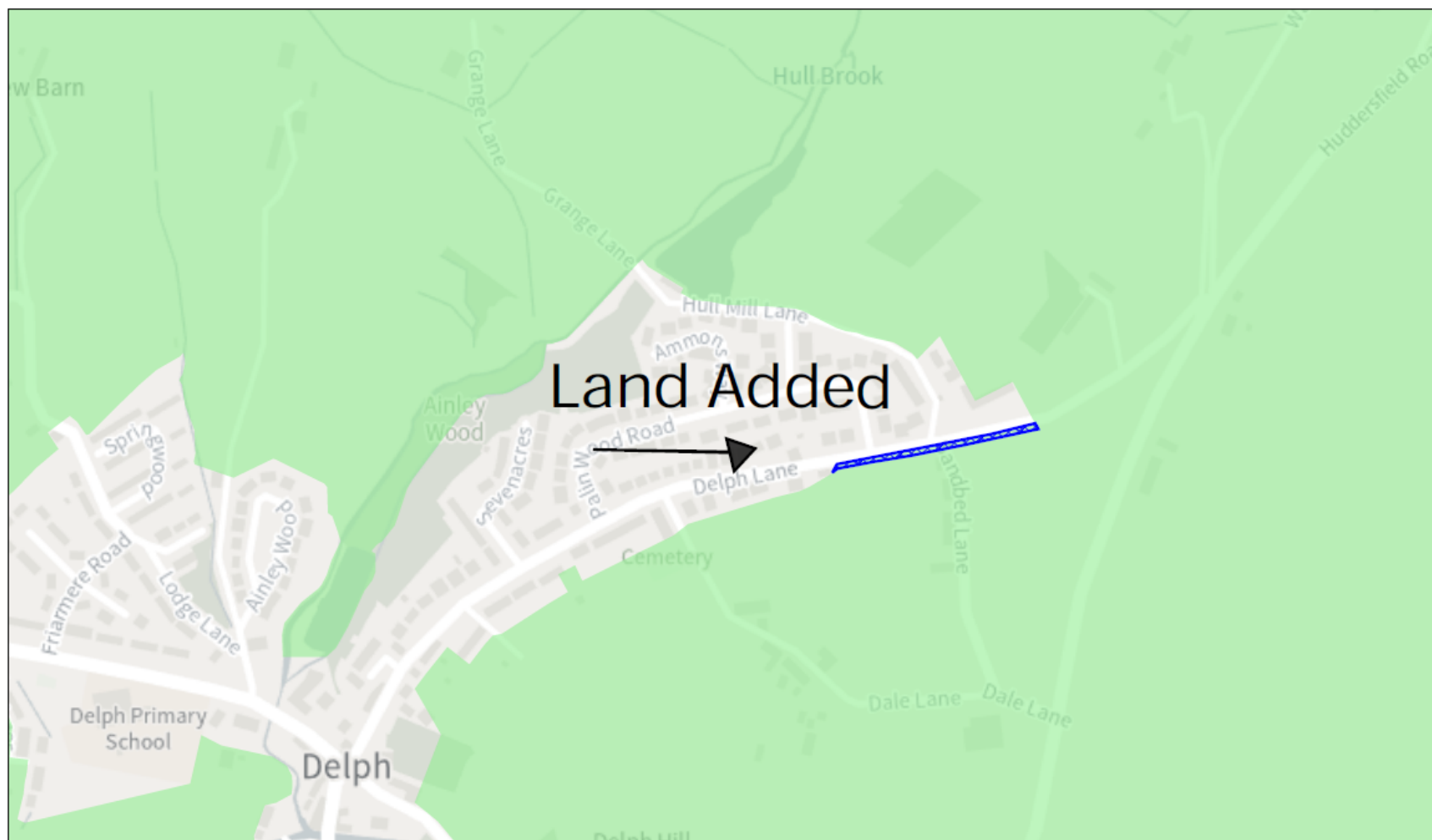
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Map 27: Proposed Boundary Change at Dale Road,
Rumbles Lane and Ainsbrook Avenue, Delph



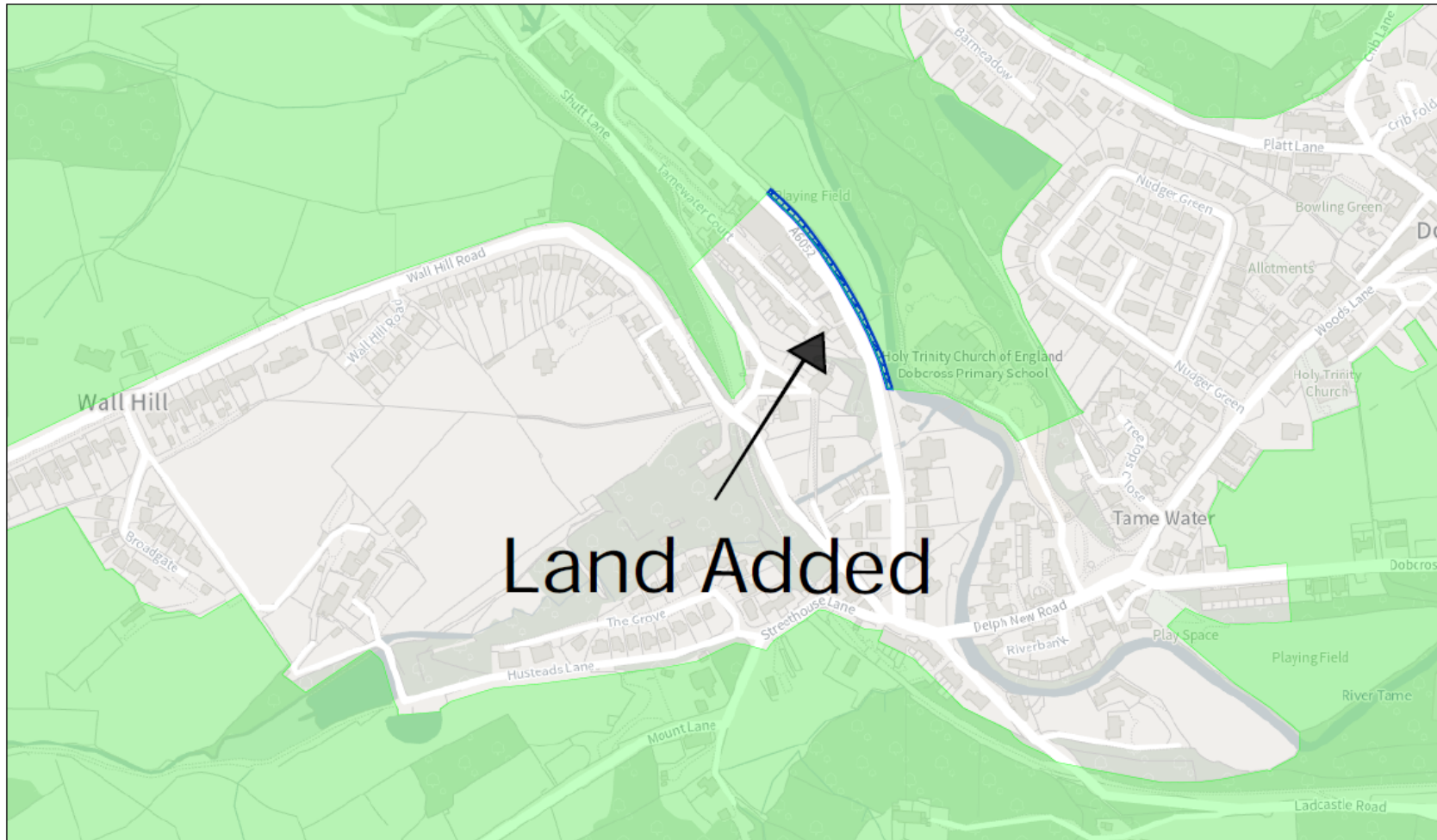
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Map 28: Proposed Boundary Change at Delph Lane, Delph



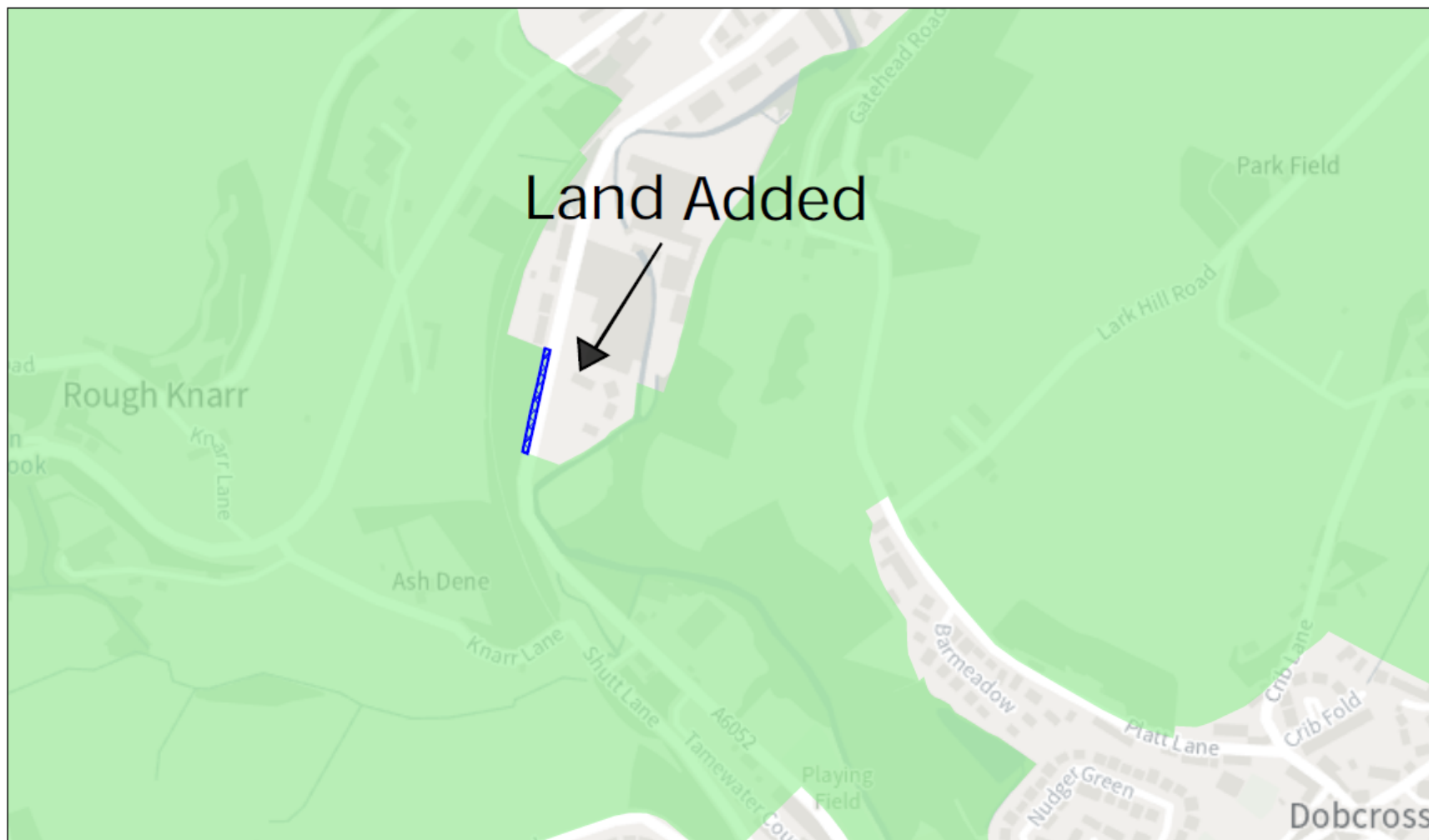
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Map 29: Proposed Boundary Change at Delph New Road, Dobcross

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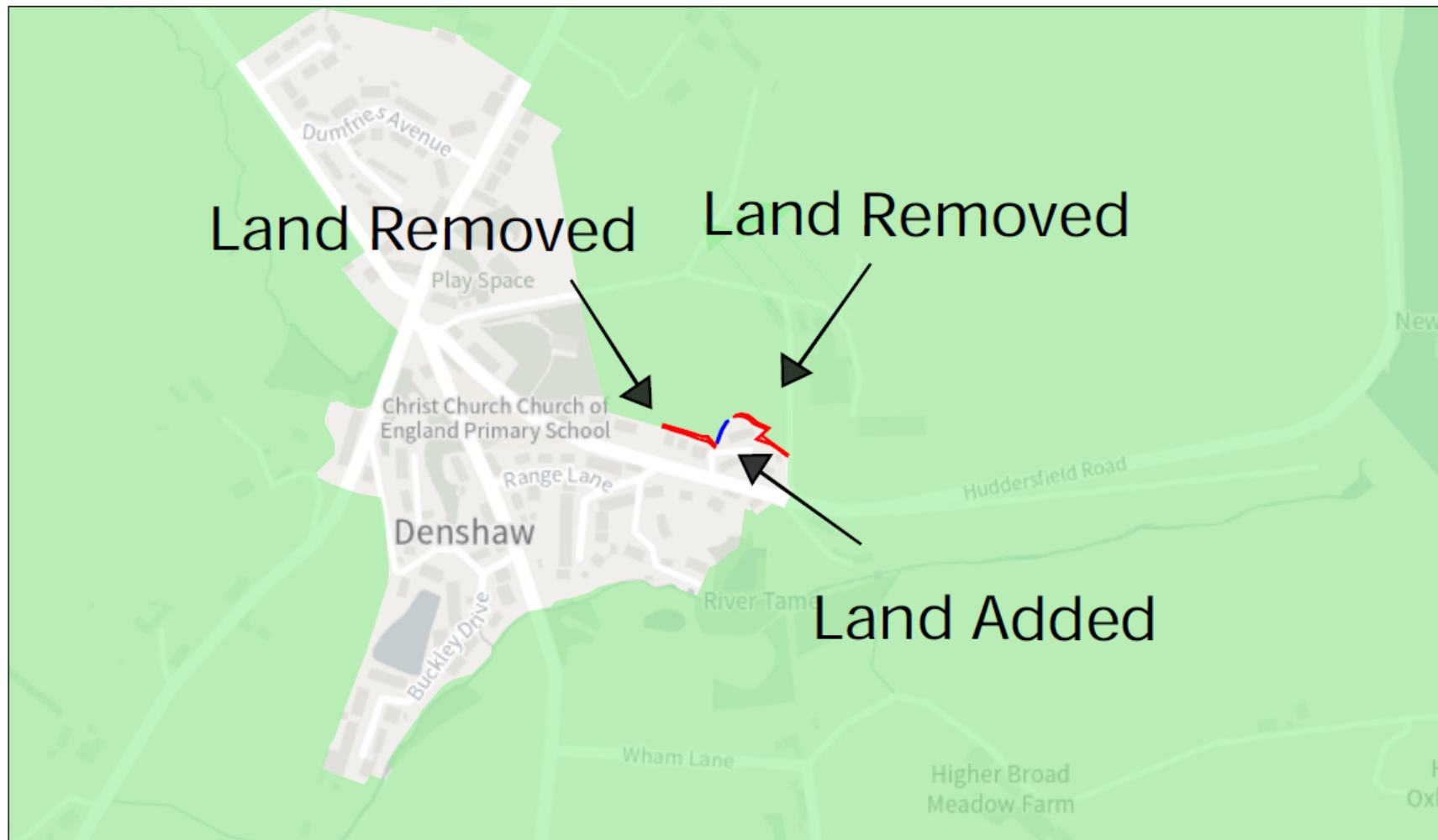




Map 30: Proposed Boundary Change at Delph New Road, Delph

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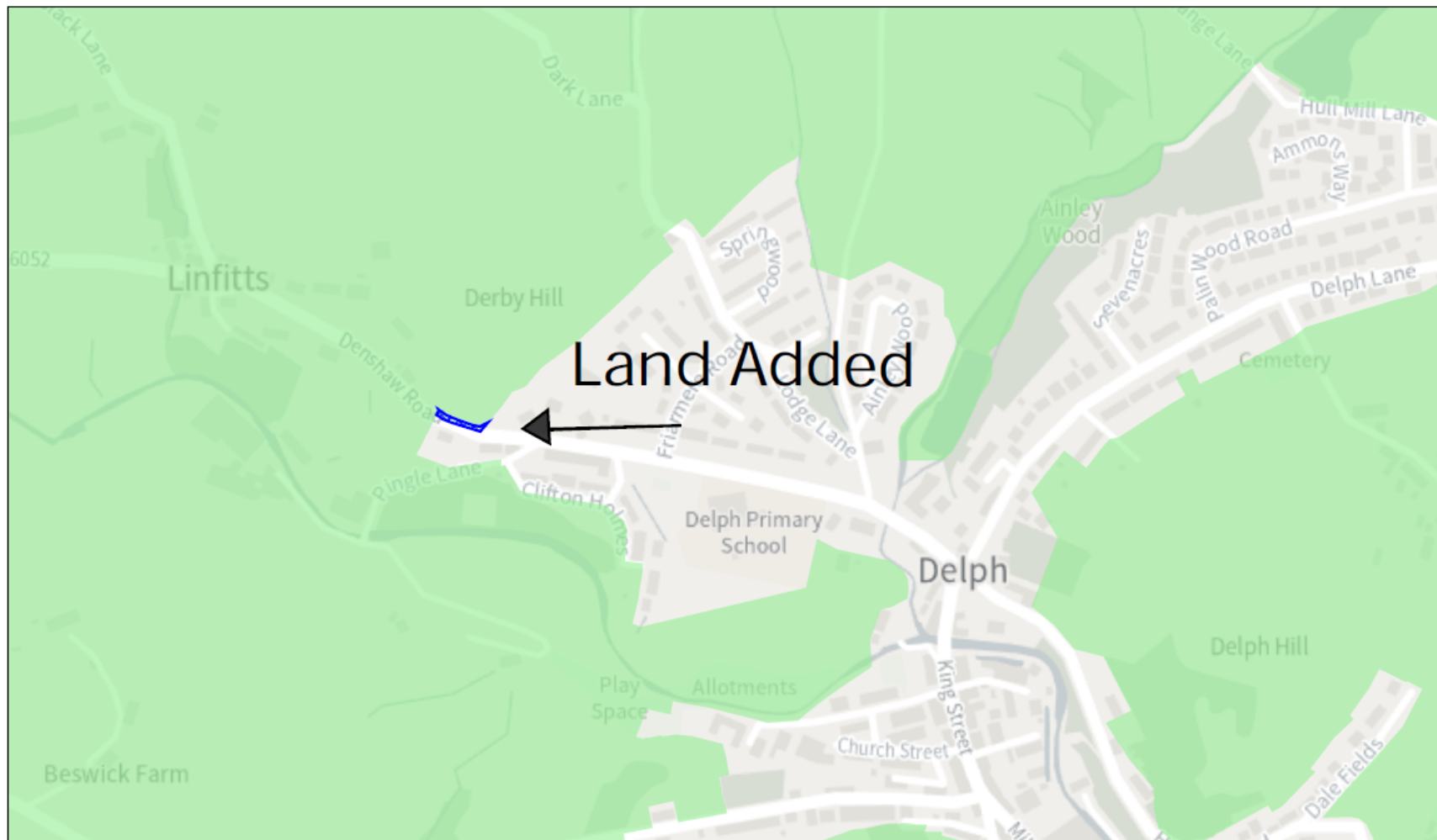




Map 31: Proposed Boundary Change at Denshaw Fold, Denshaw

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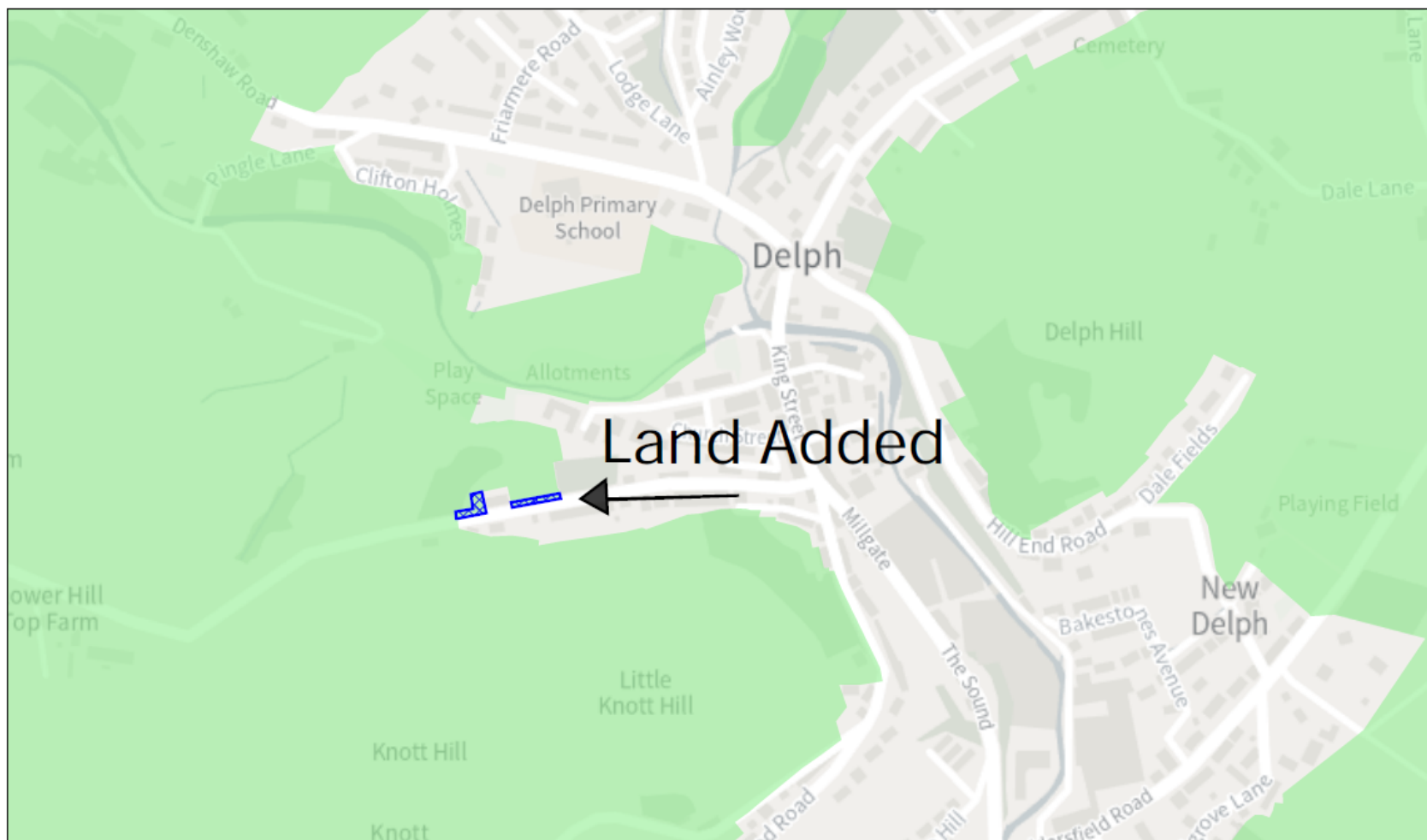




Map 32: Proposed Boundary Change at Denshaw Road, Delph

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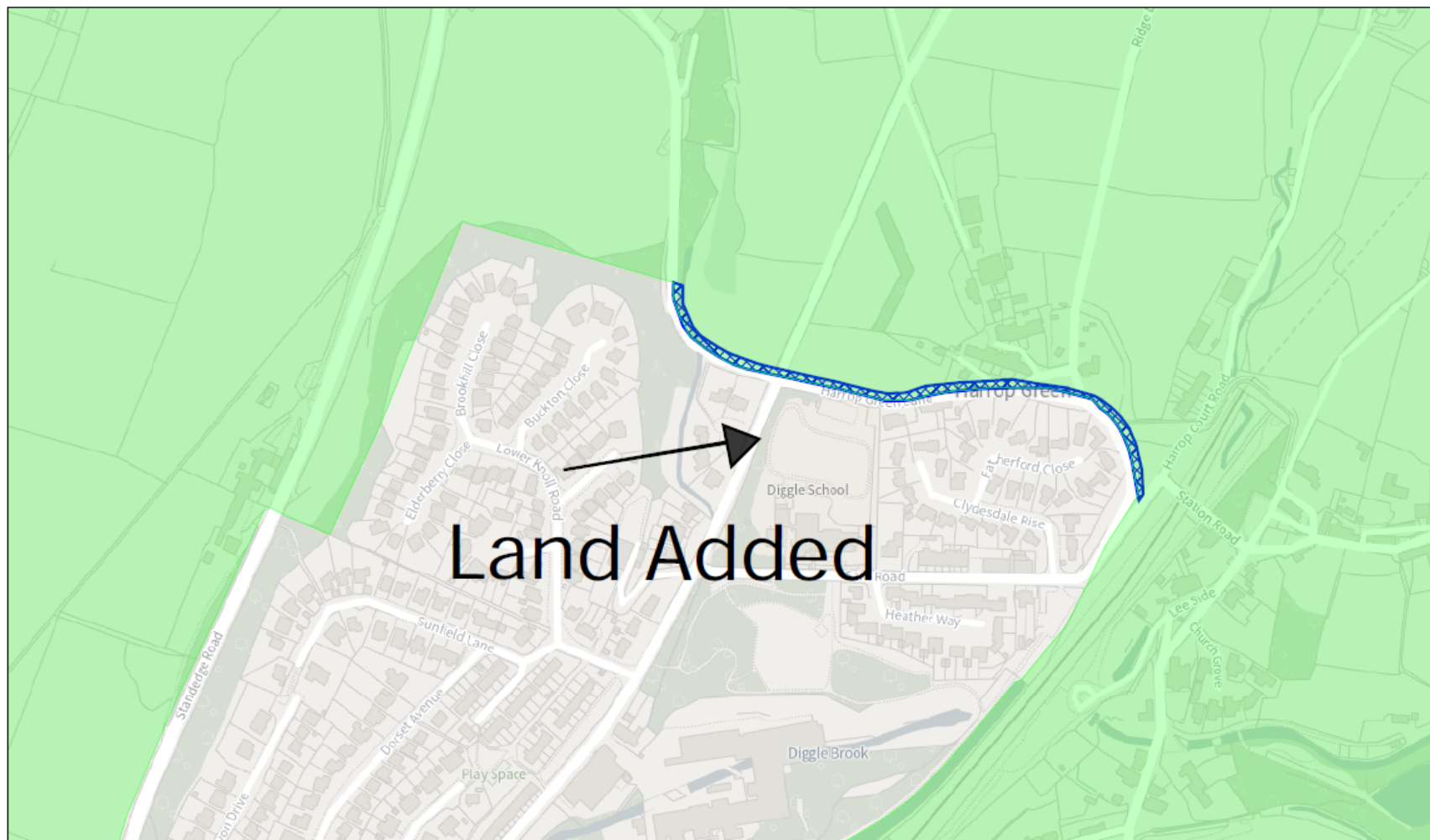




Map 33: Proposed Boundary Change at 28 and 34 Grains Road, Delph



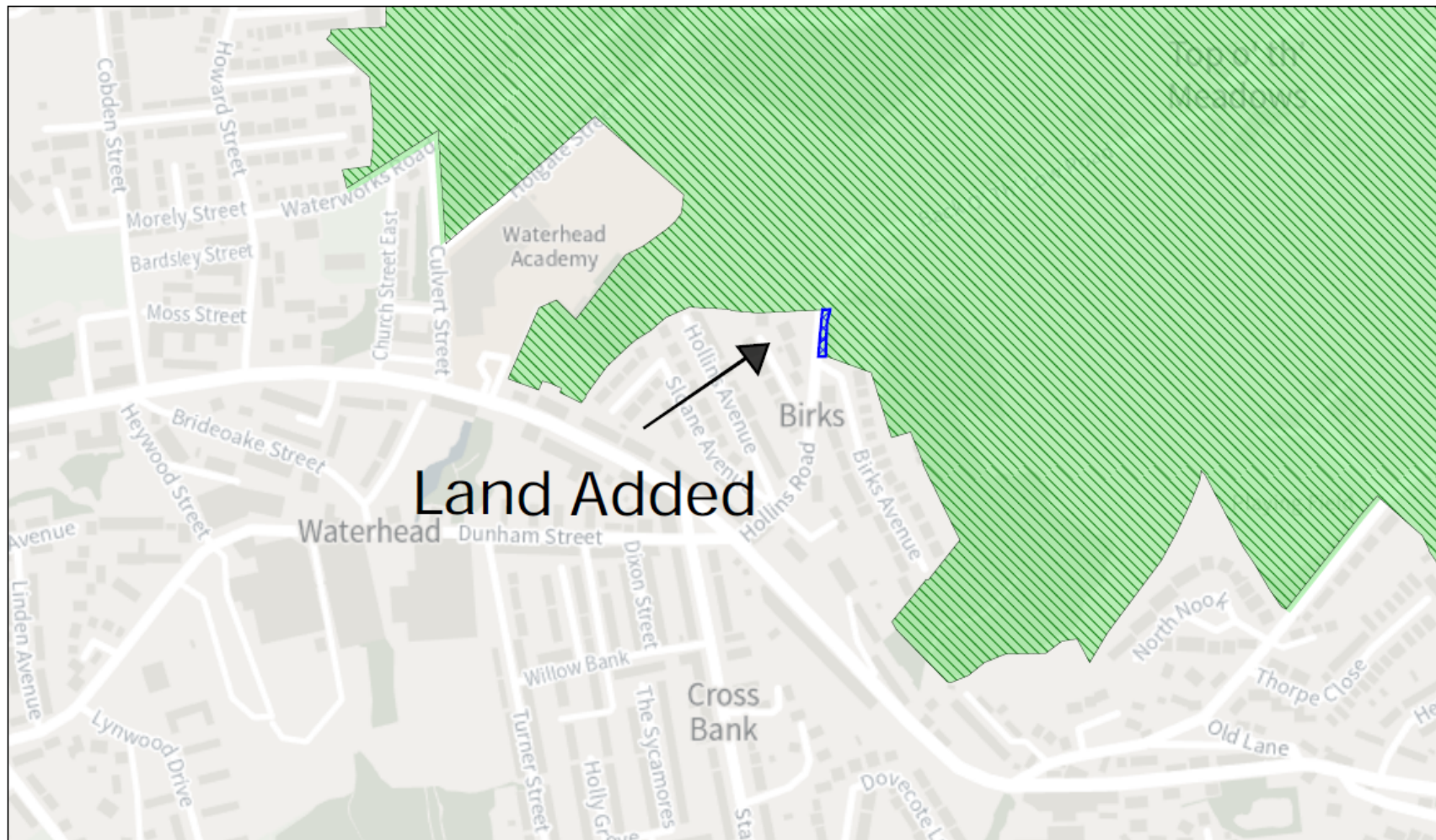
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Map 34: Proposed Map Change at Harrop Green Lane, Diggle

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Map 35: Proposed Boundary Change at Hillcrest cottage, Strinesdale



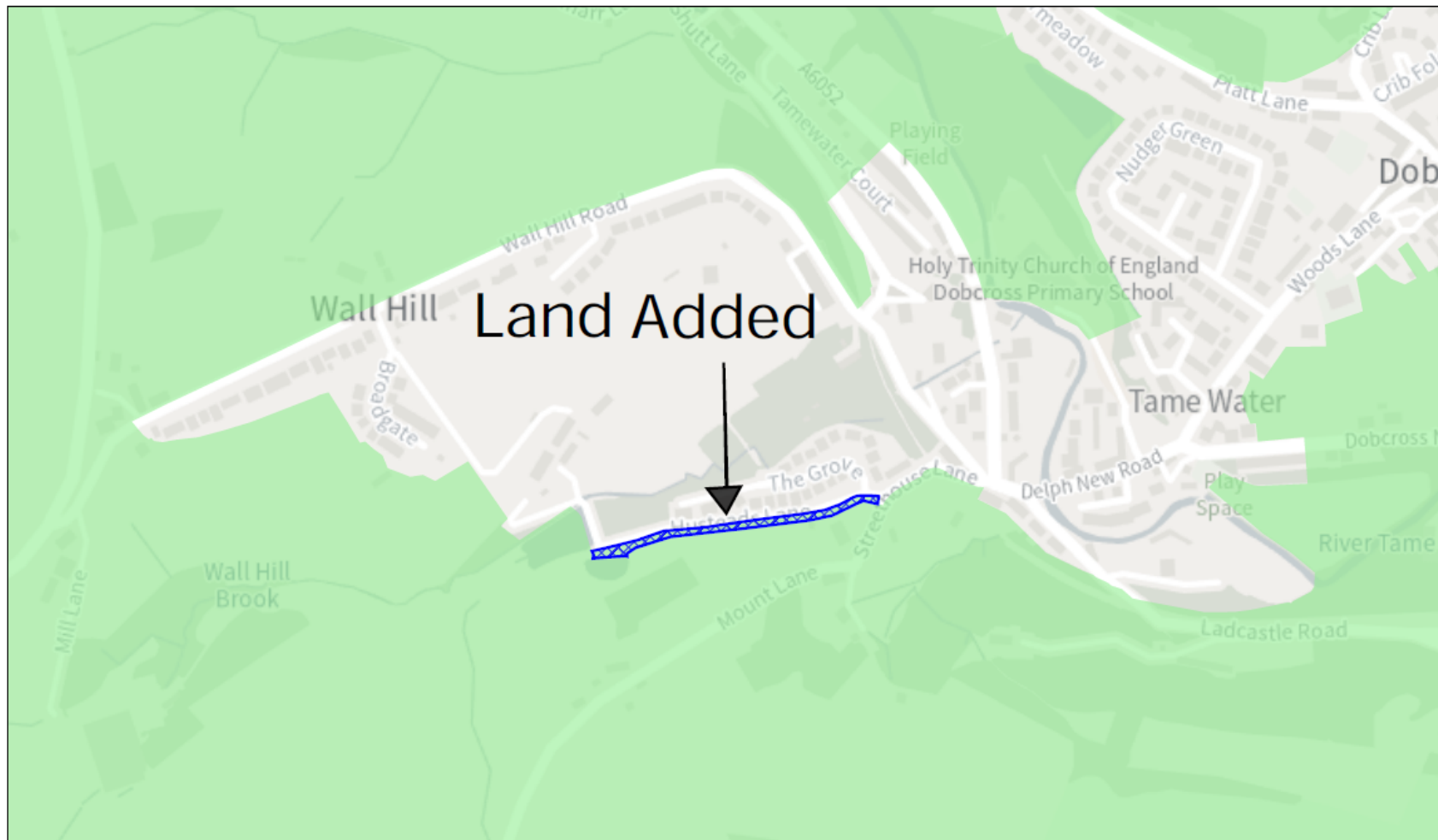
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Map 36: Proposed Boundary Change north of Holland Close, Delph



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Map 37: Proposed Boundary Change at Husteads Lane, Dobcross



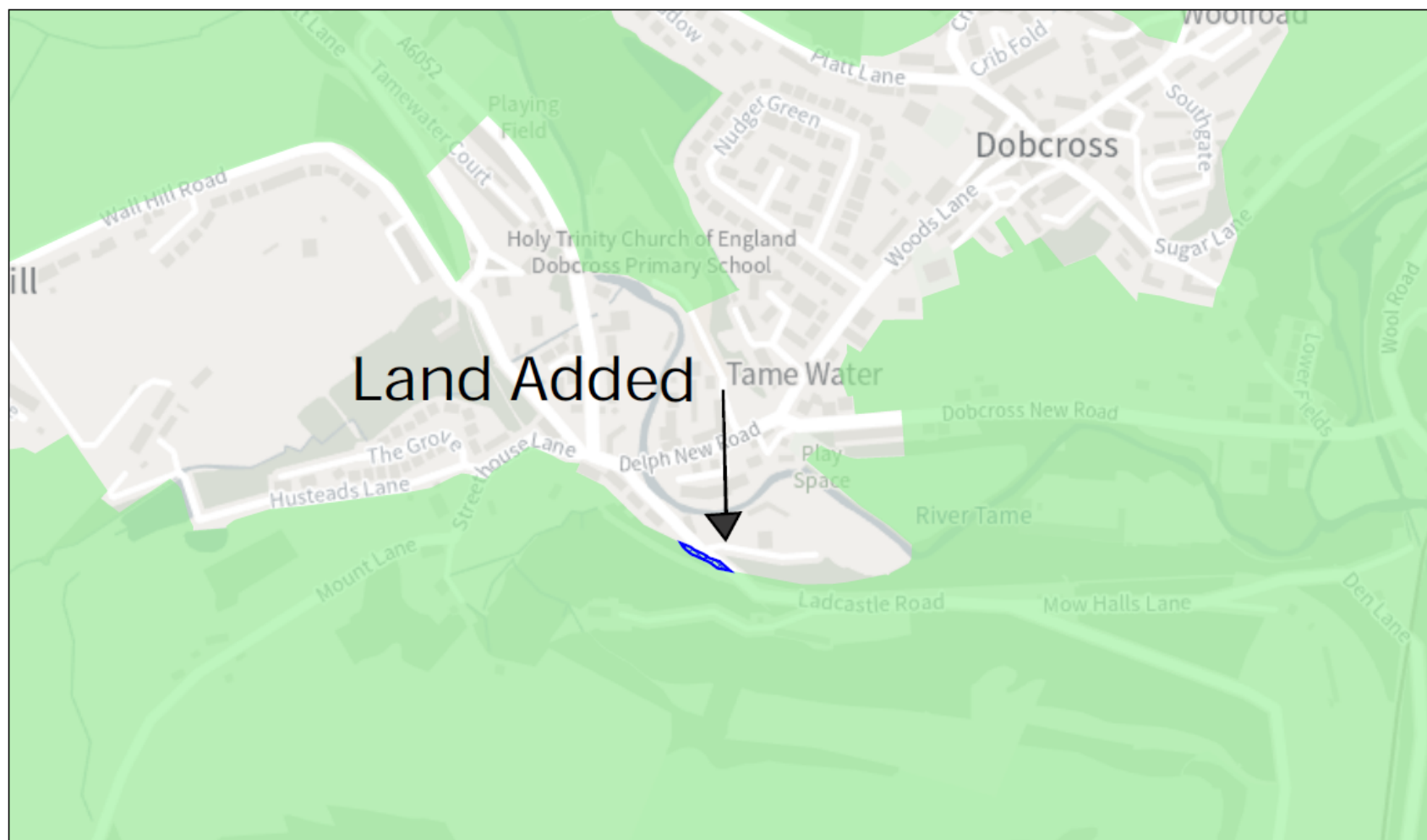
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Map 38: Proposed Boundary Change at Knott Hill Lane, Delph

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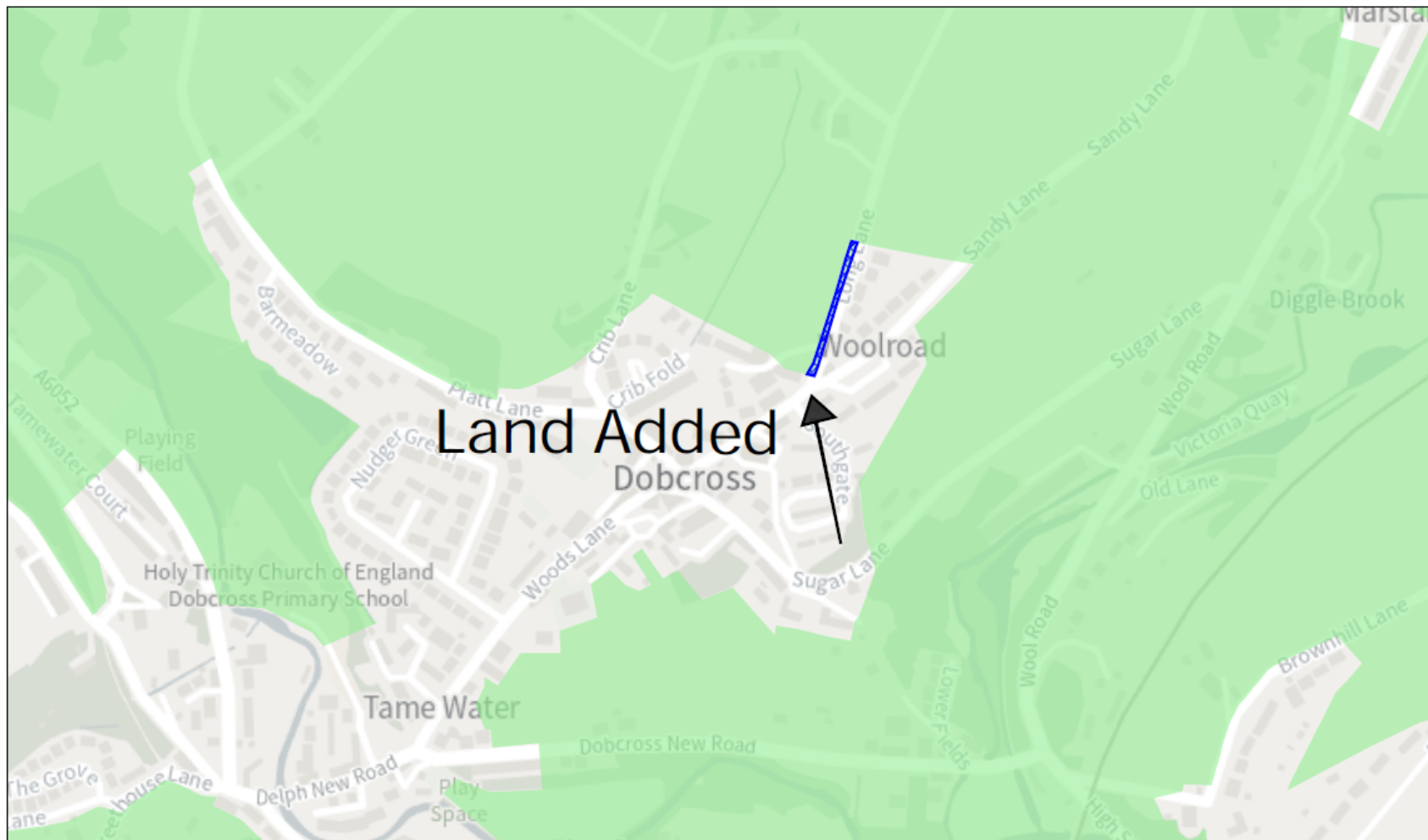




Map 39: Proposed Map Change at Ladcastle Road, Dobcross

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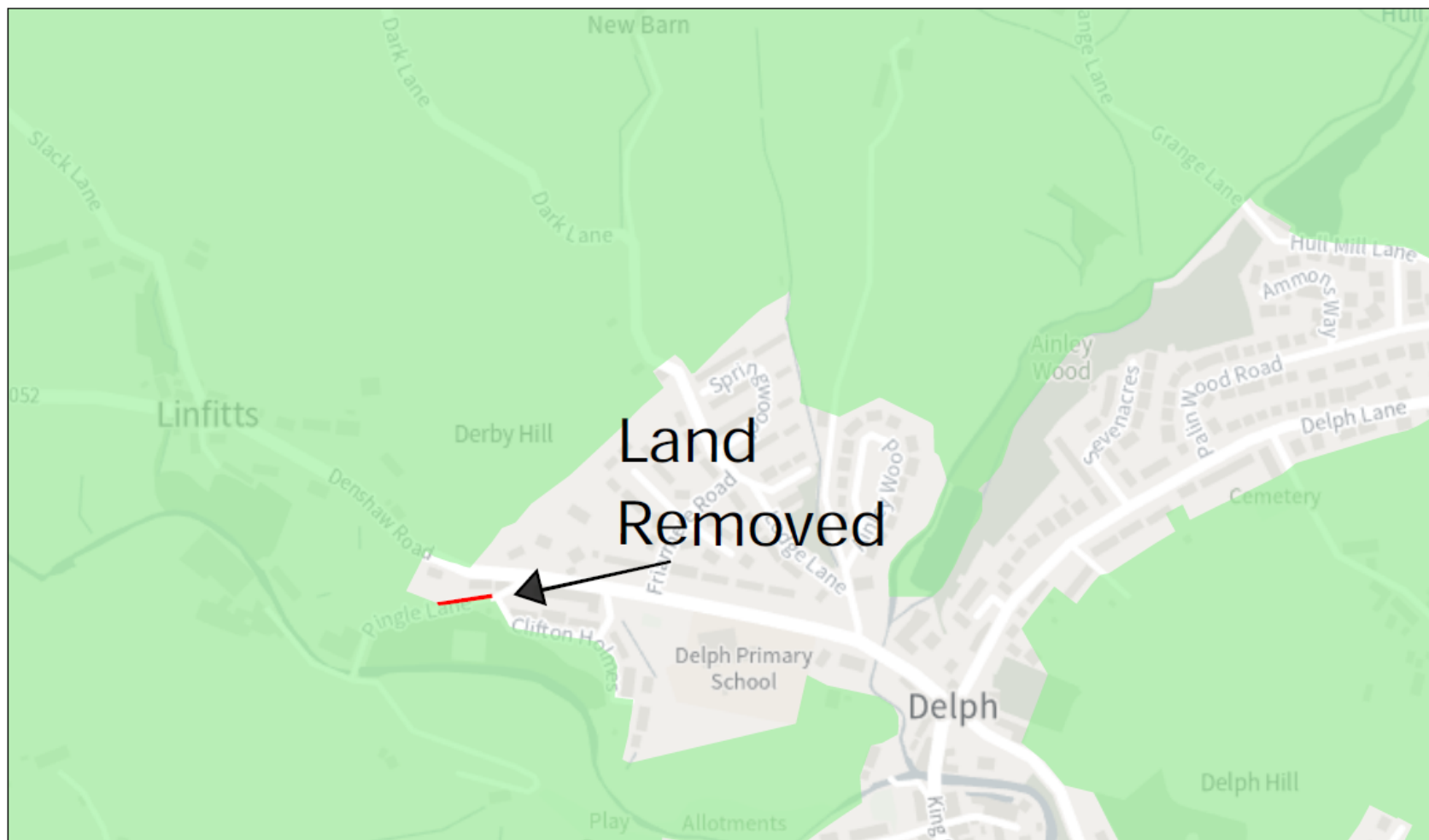




Map 40: Proposed Map Change at Long Lane, Dobcross

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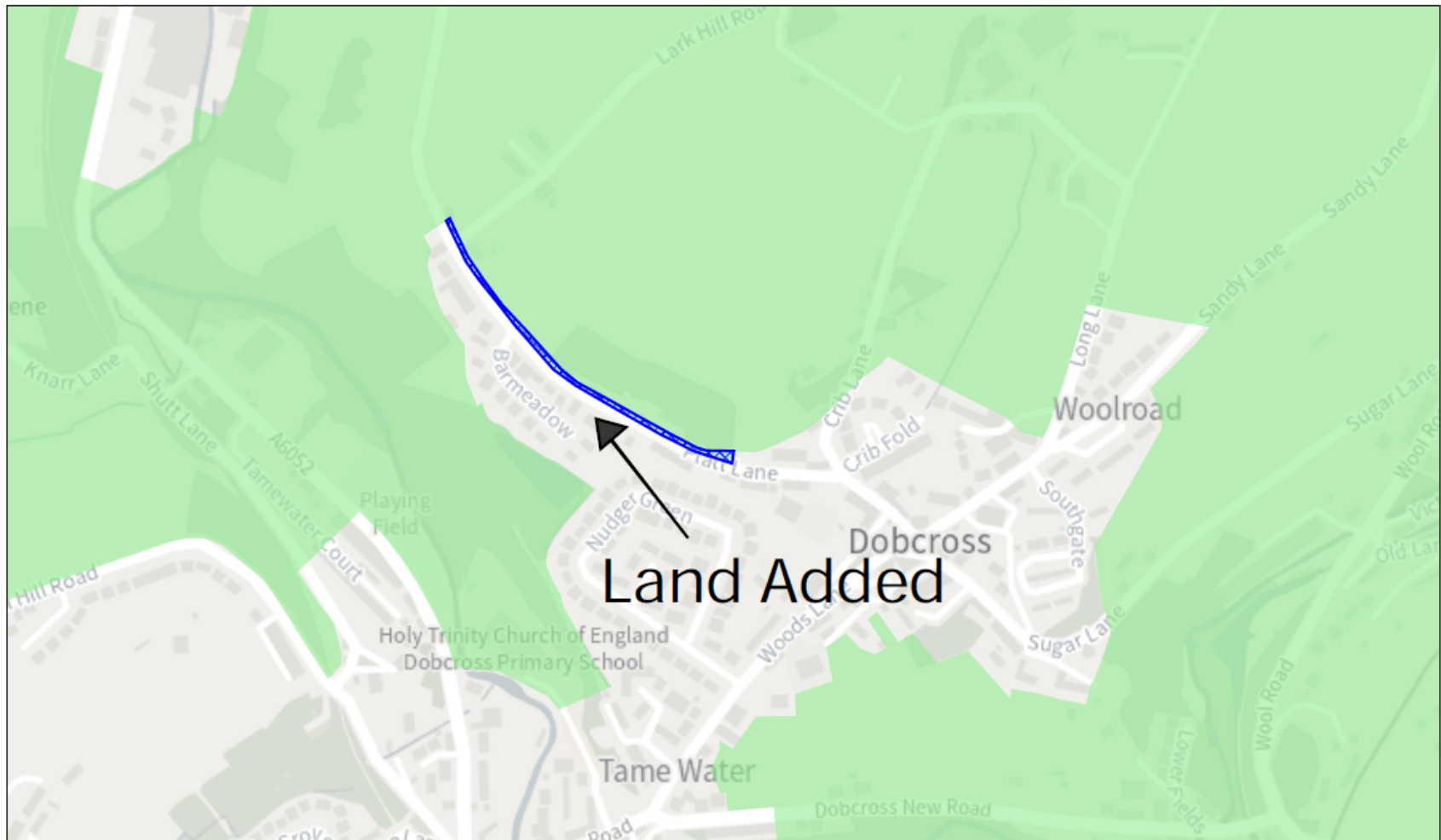




Map 41: Proposed Boundary Change at Pingle Lane, Delph

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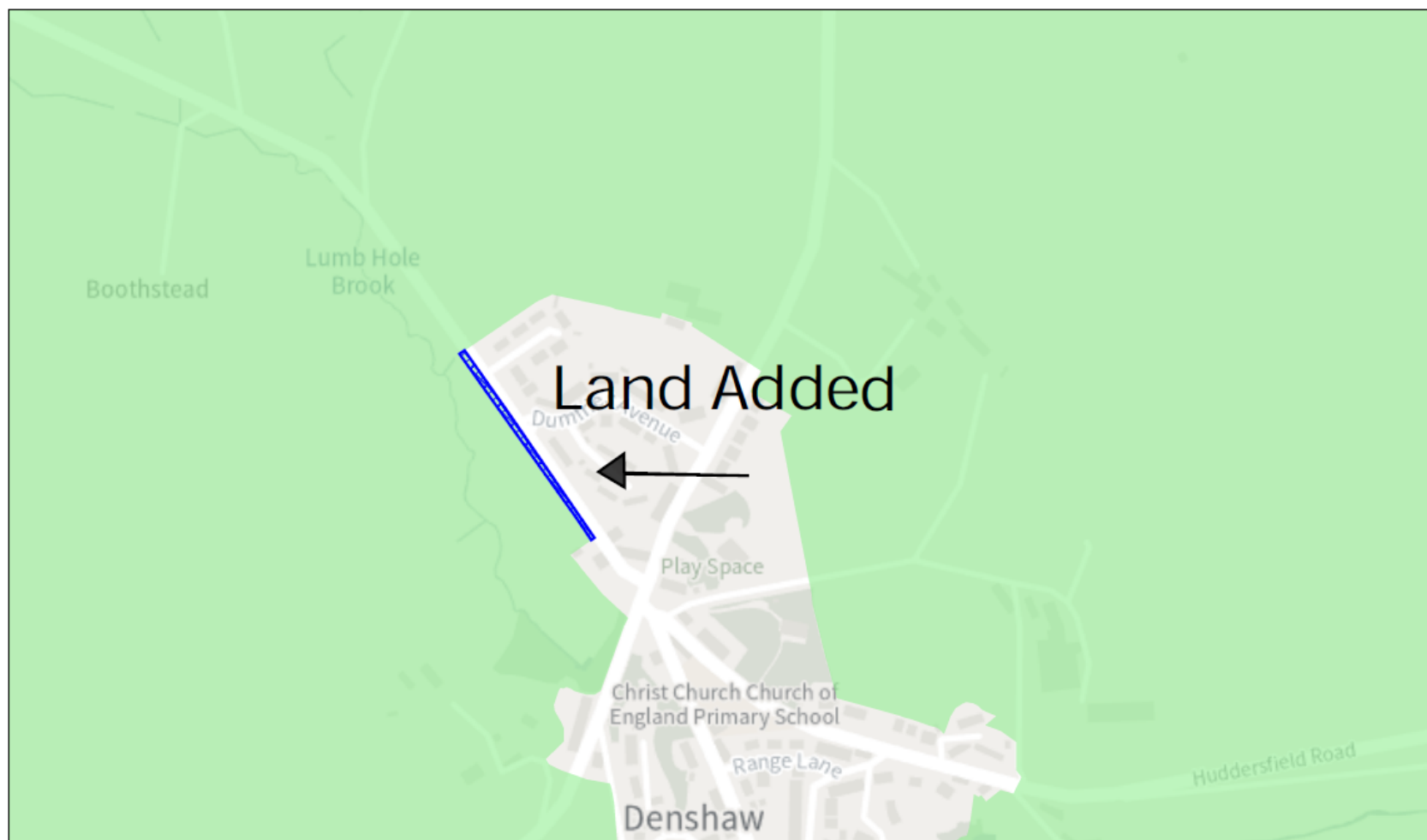




Map 42: Proposed Map Change at Platt Lane, Dobcross

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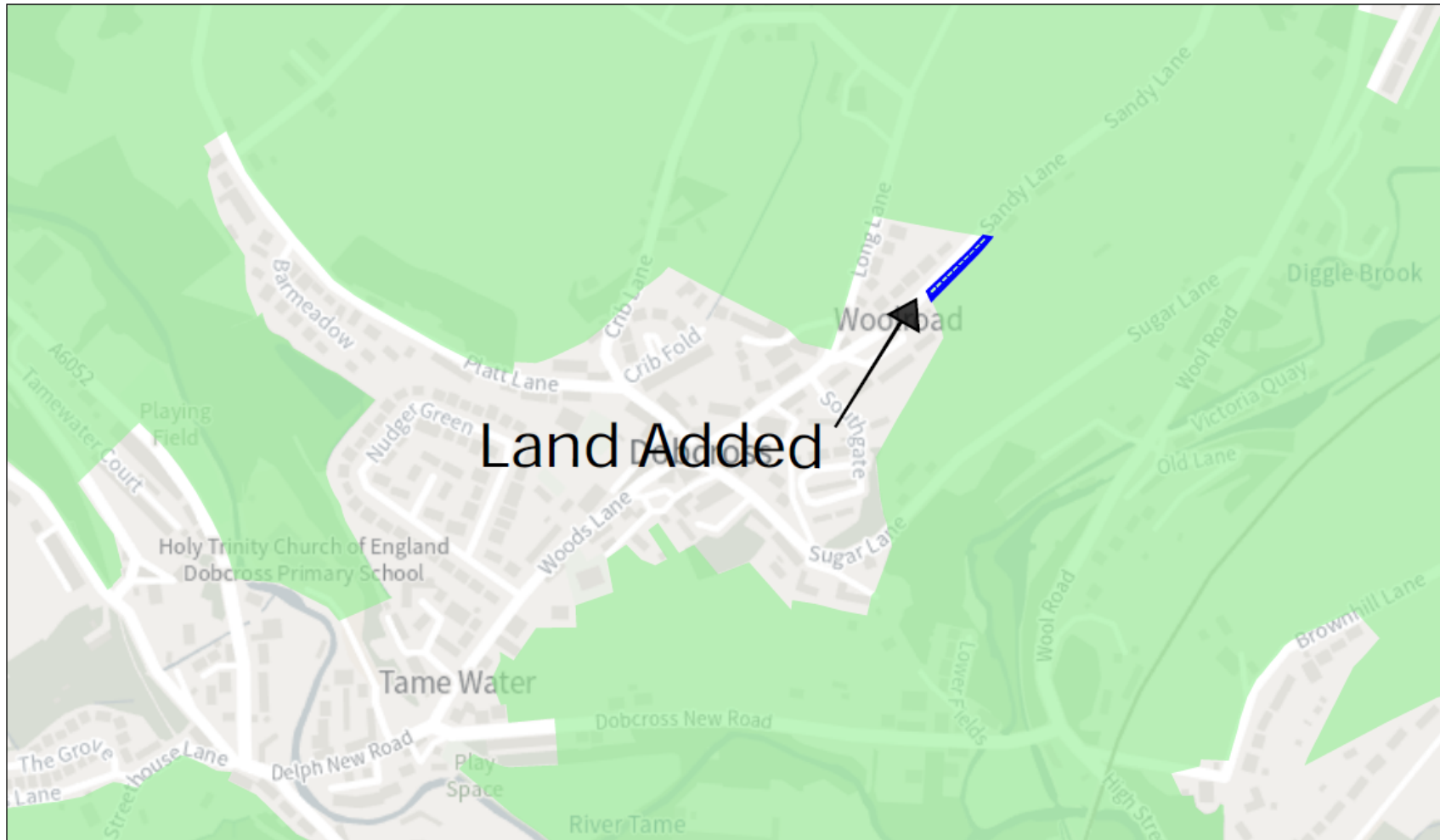




Map 43: Proposed Map Change at Rochdale Road, Denshaw



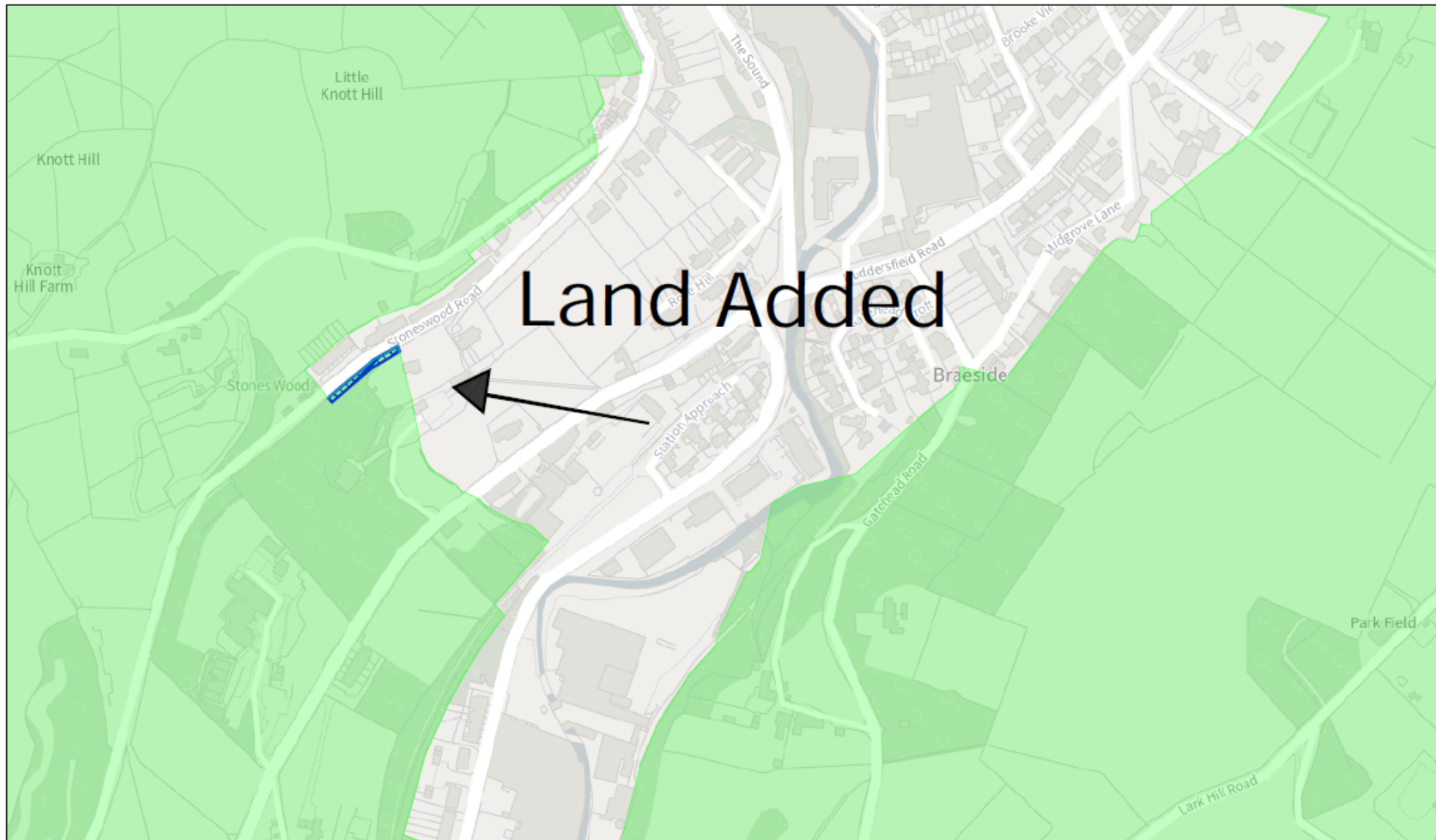
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Map 44: Proposed Map Change at Sandy Lane, Dobcross



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Map 45: Proposed Boundary Changes at Stoneswood Road, Delph

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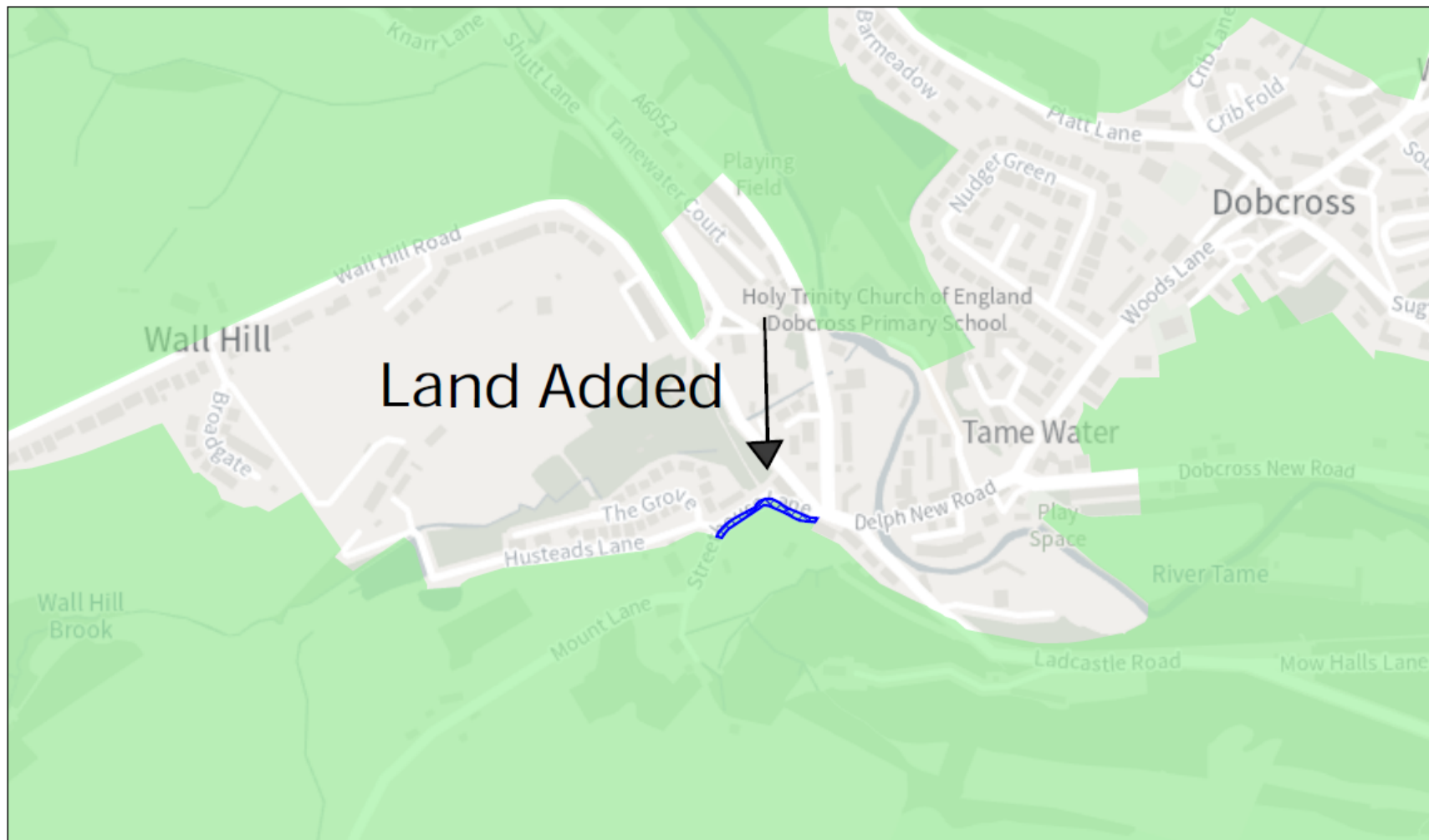




Map 46: Proposed Boundary Change at Stoneswood Road, Delph

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Map 47: Proposed Map Change at Streethouse Lane, Dobcross



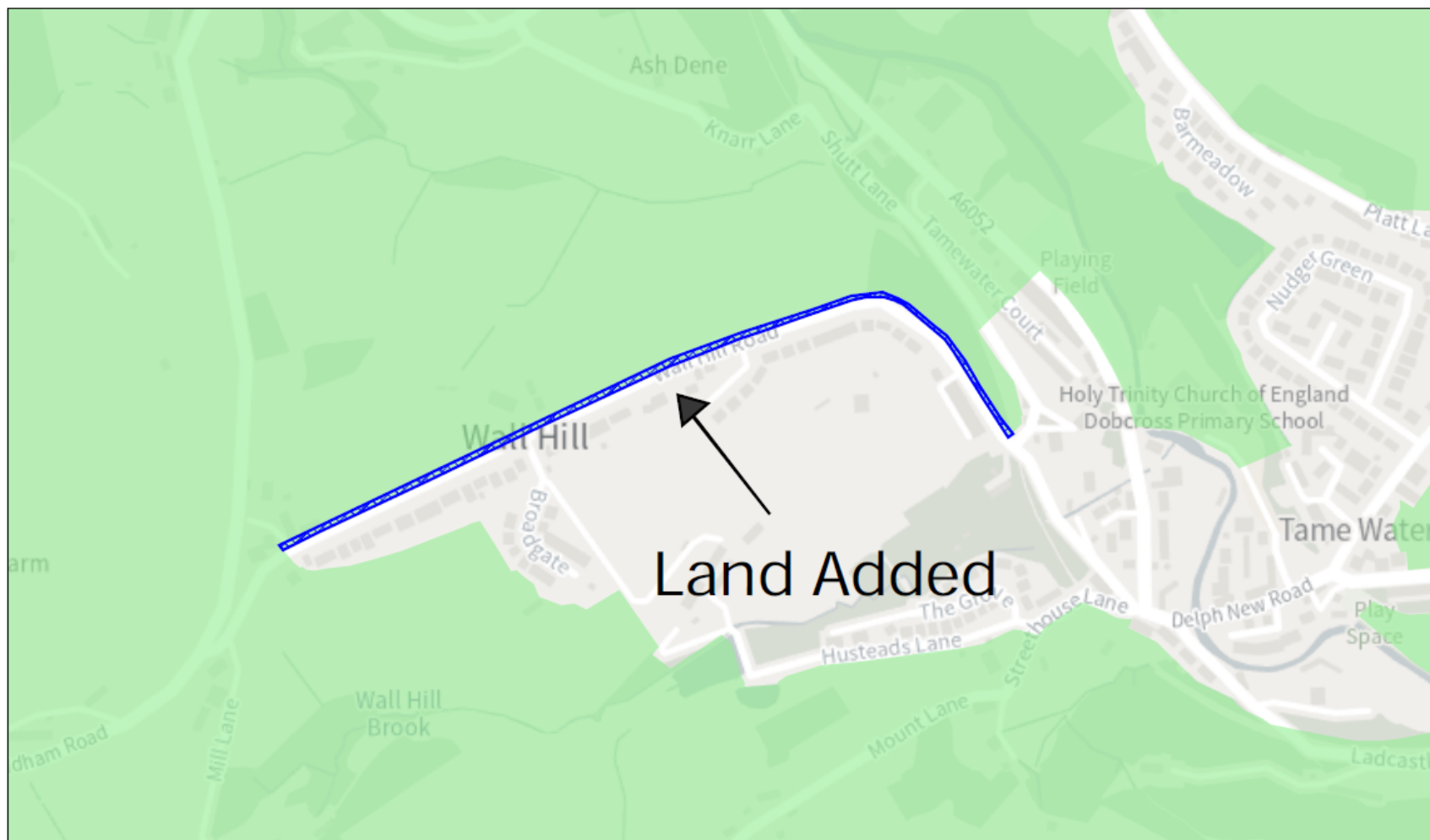
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Map 48: Boundary Changes at Thorpe Lane, Scouthead



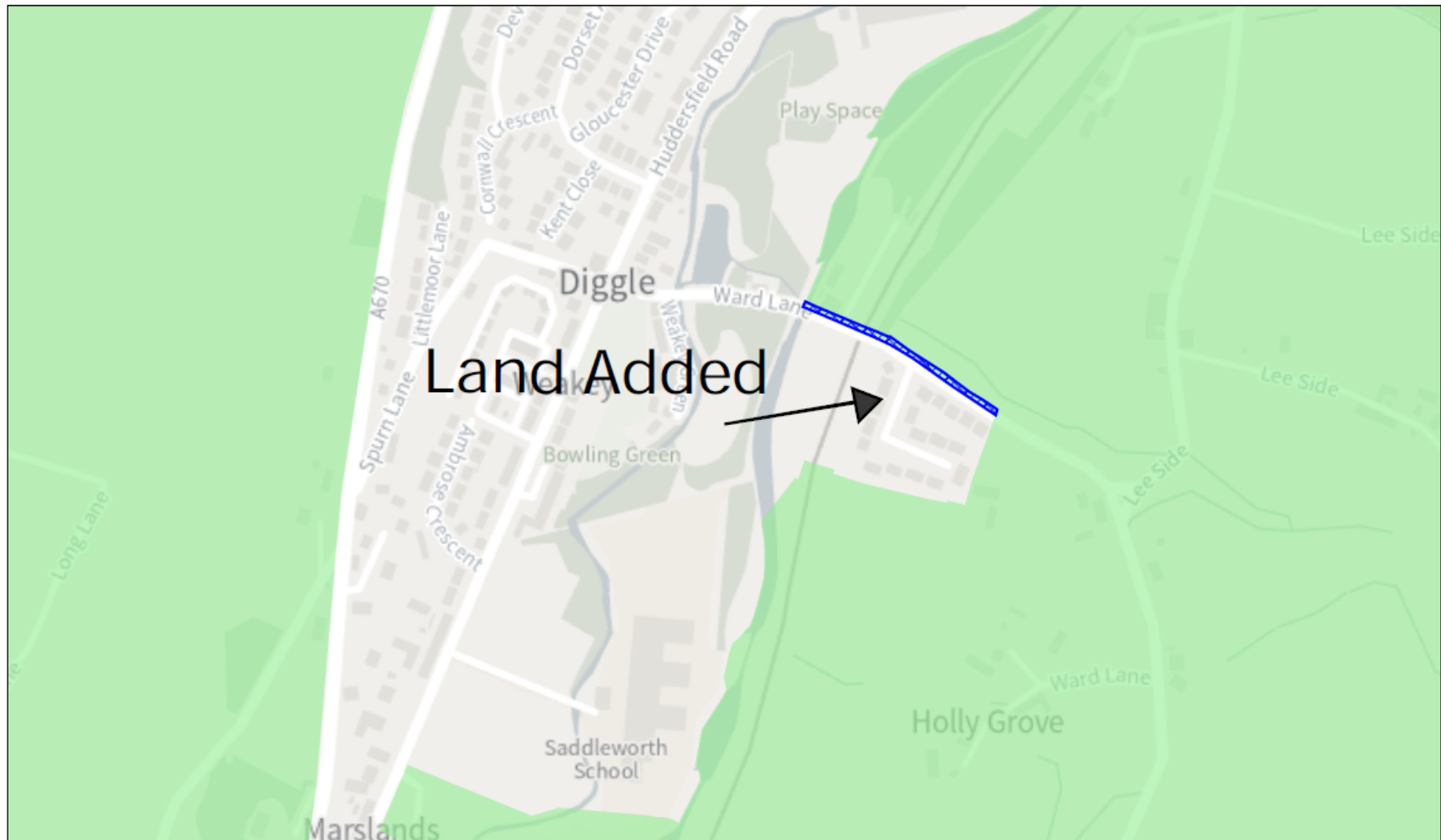
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Map 49: Proposed Map Change at Wall Hill Raod, Dobcross



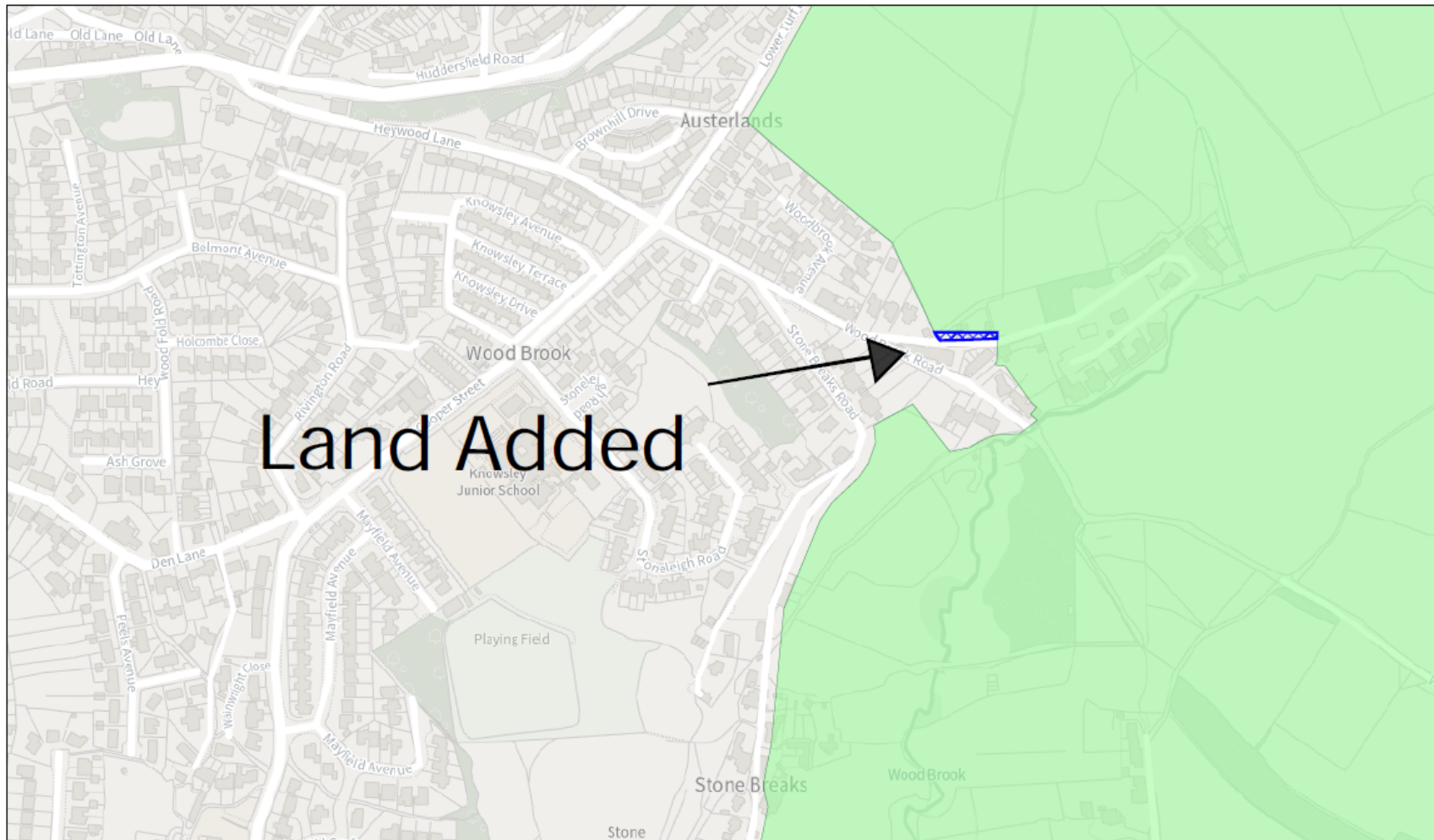
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Map 50: Proposed Boundary Change at Ward Lane, Diggle



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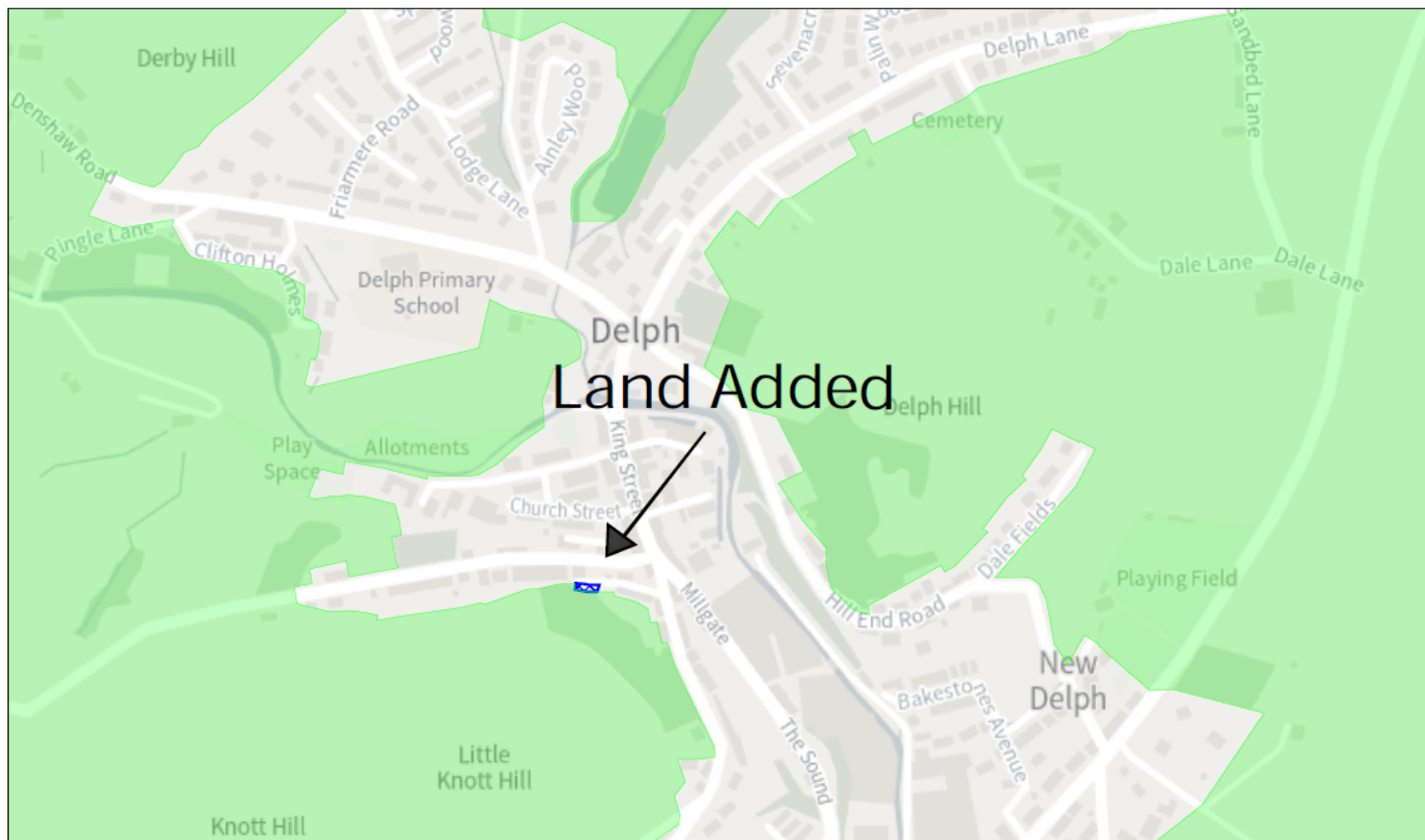


Map 51: Proposed Boundary Change at Woodbrook Road, Austerlands



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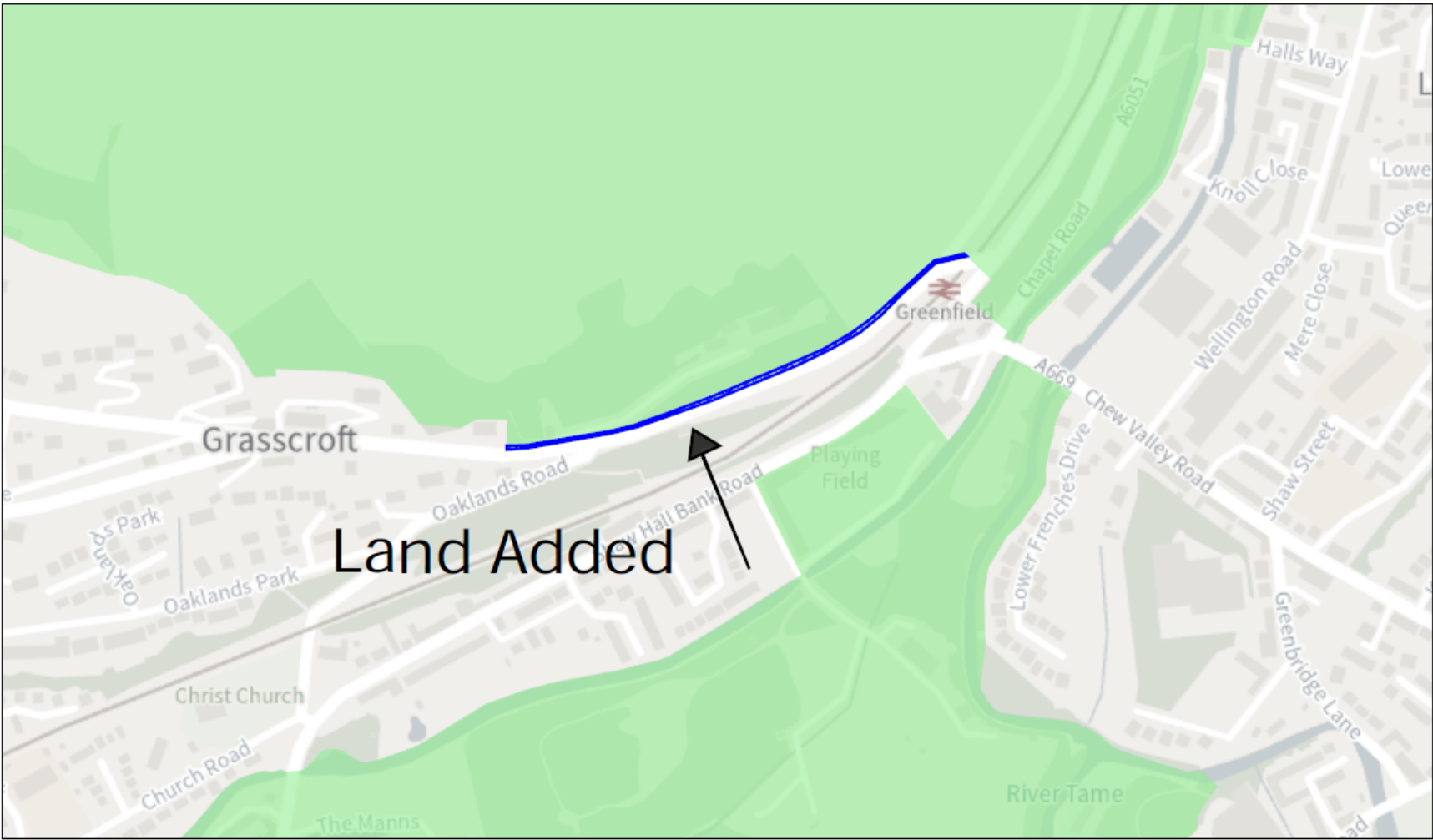




Map 53: Proposed Boundary Change south of Woodhouse Knowl, Delph

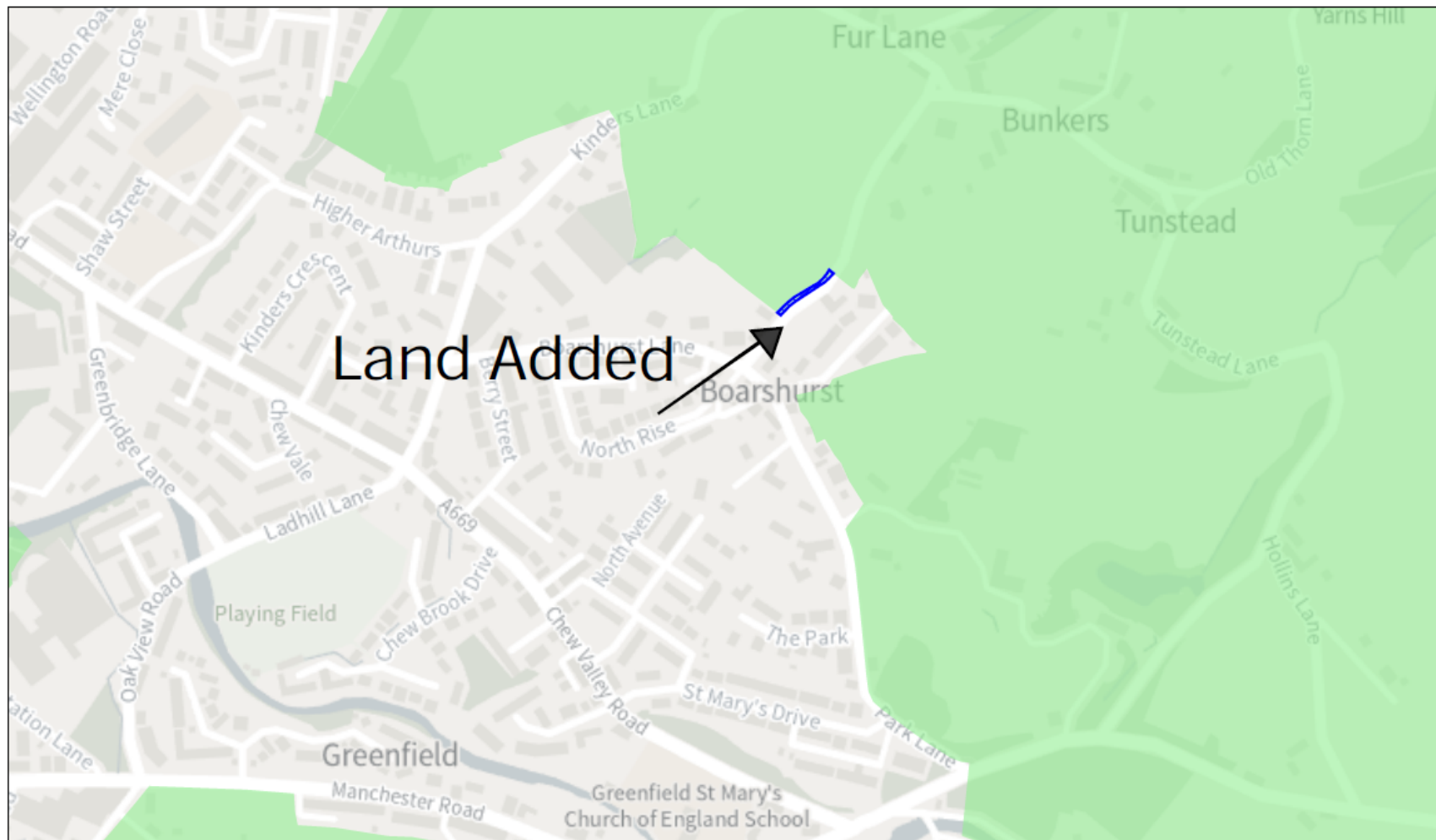


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Map 54: Proposed Map Change at A640/Oldham Road, Greenfield





Map 55: Proposed Boundary Change at Boarshurst Lane, Greenfield



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Map 56: Proposed Boundary Change at Burnedge Lane, Grasscroft



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Map 57: Proposed Boundary Change at Carr Lane, Greenfield



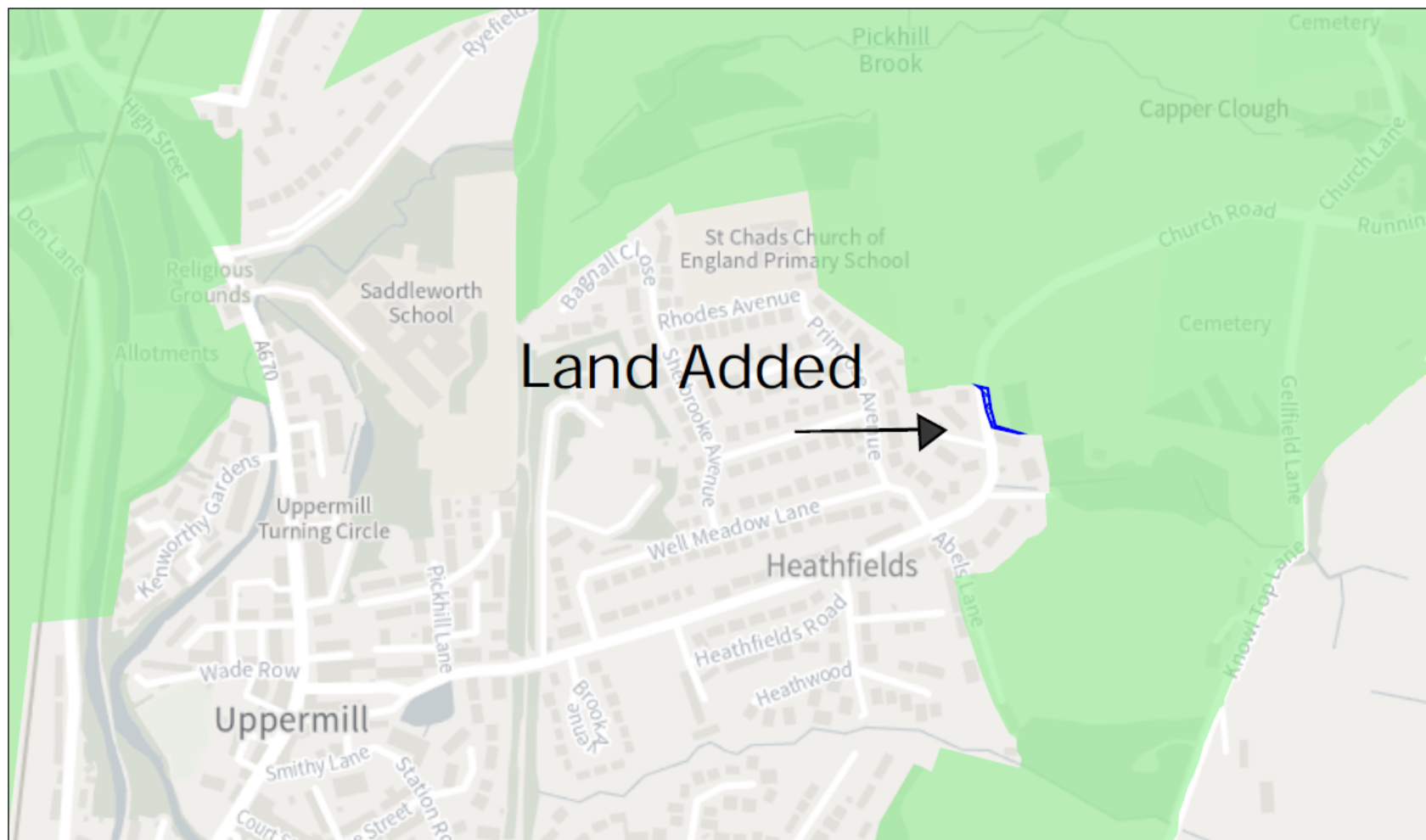
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Map 58: Proposed Map Change at Church Road, Greenfield

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Map 59: Proposed Boundary Change at Church Road, Uppermill



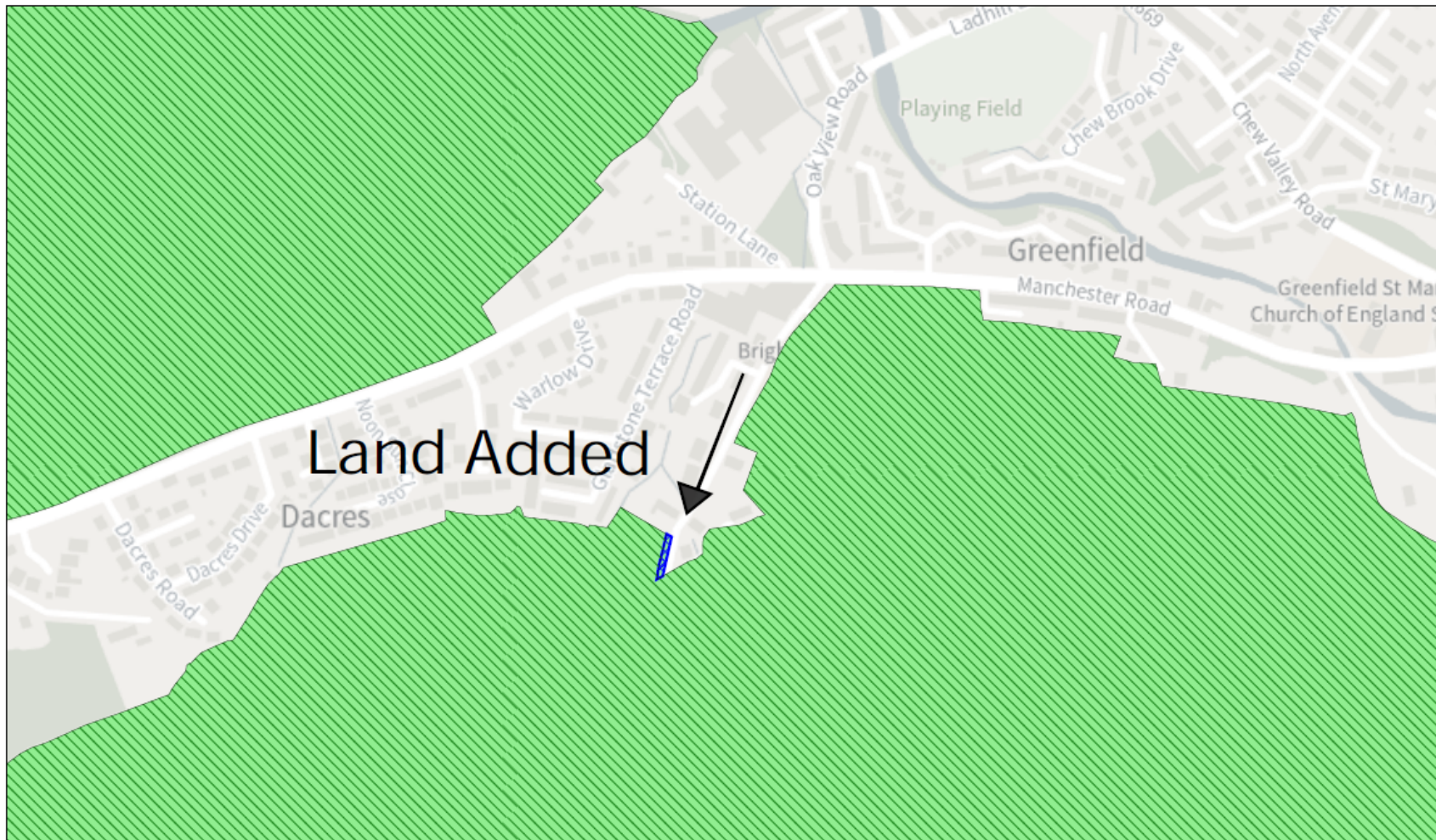
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Map 60: Proposed Map Change at Frieizland Lane, Greenfield - south of Bright Futures School



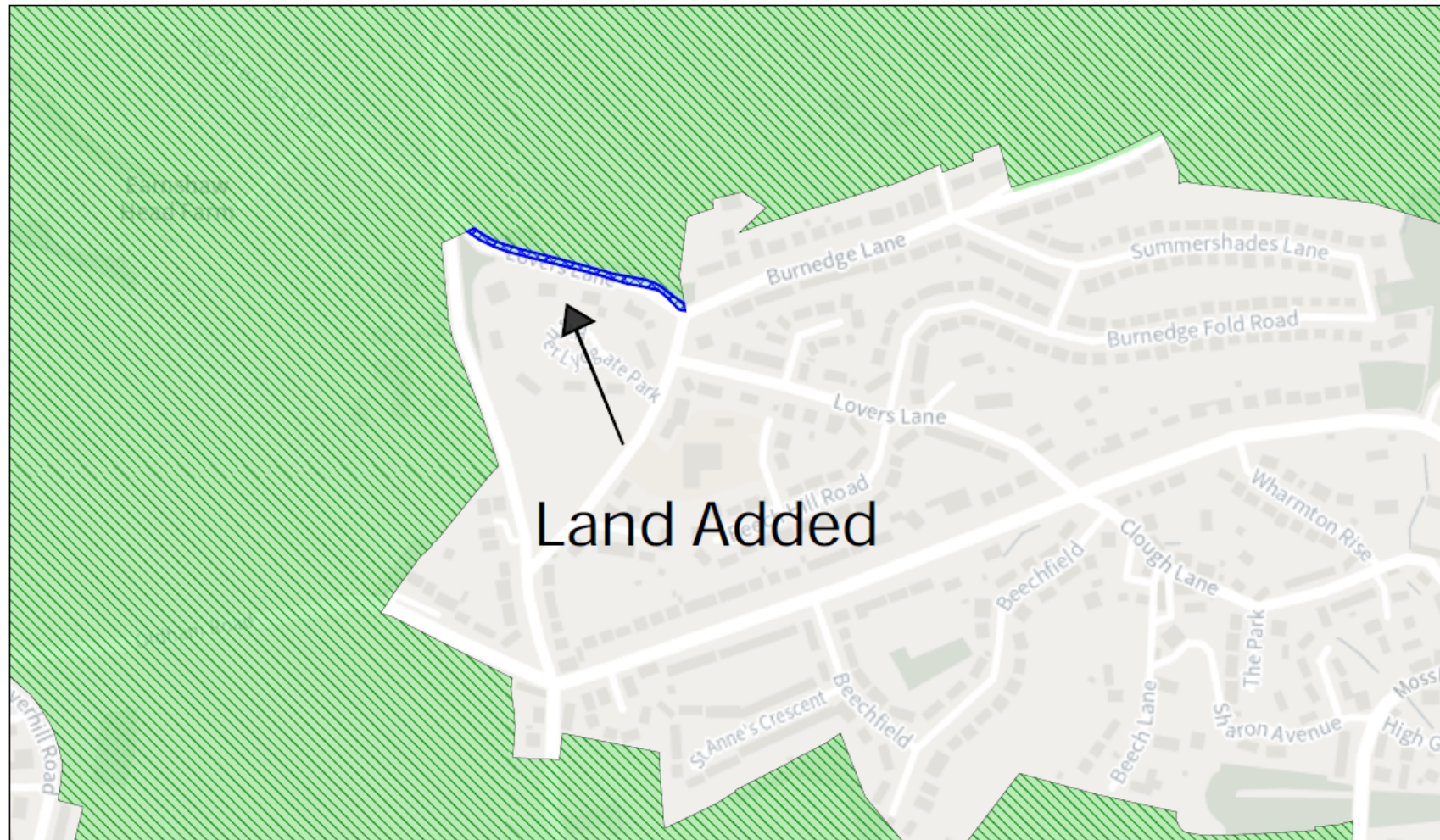
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Map 61: Proposed Map Change at Friezland Lane, Greenfield



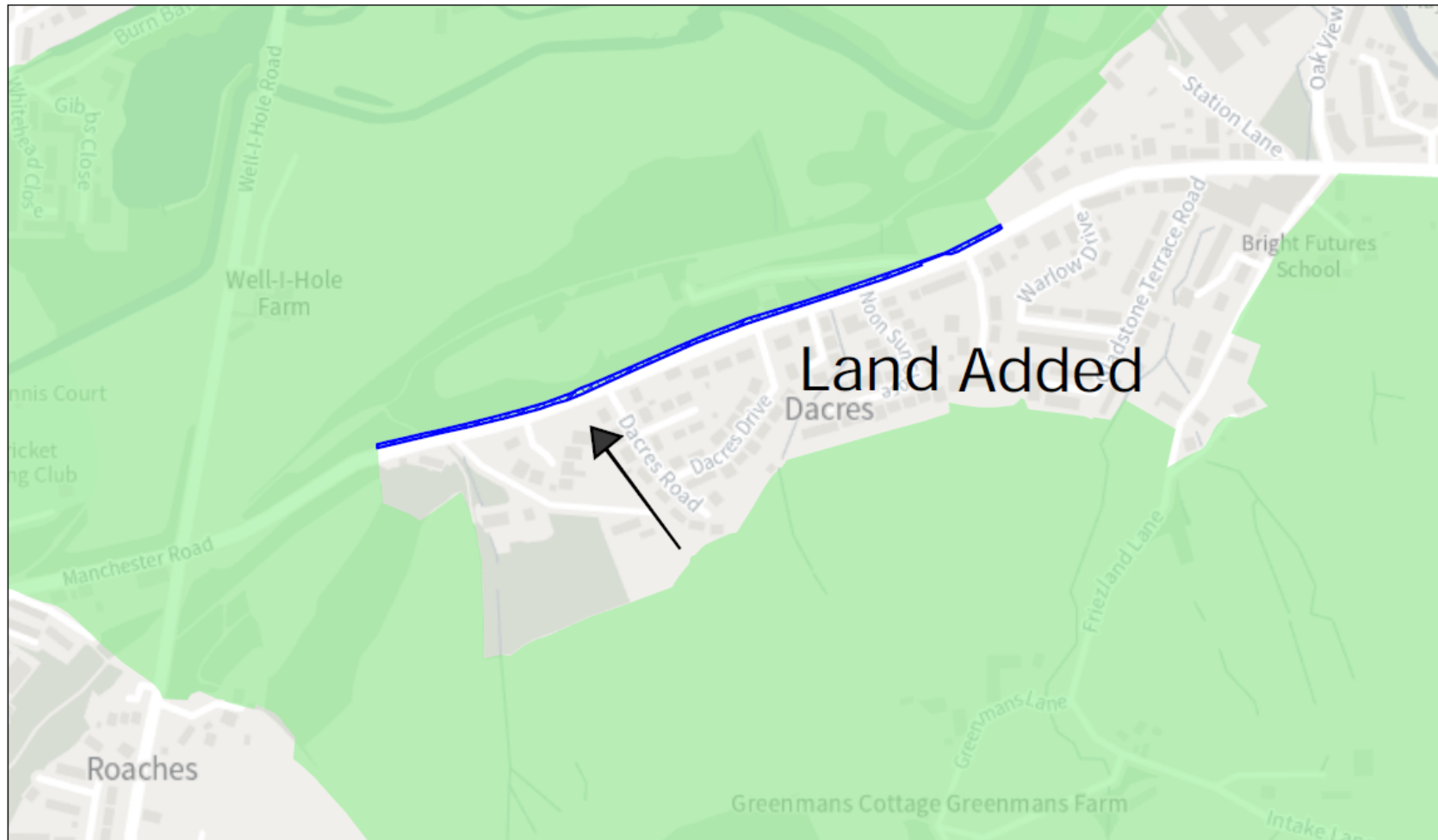
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Map 62: Proposed Boundary Change at Lovers Lane, Grasscroft



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Map 63: Proposed Boundary Change at Manchester Road, Greenfield



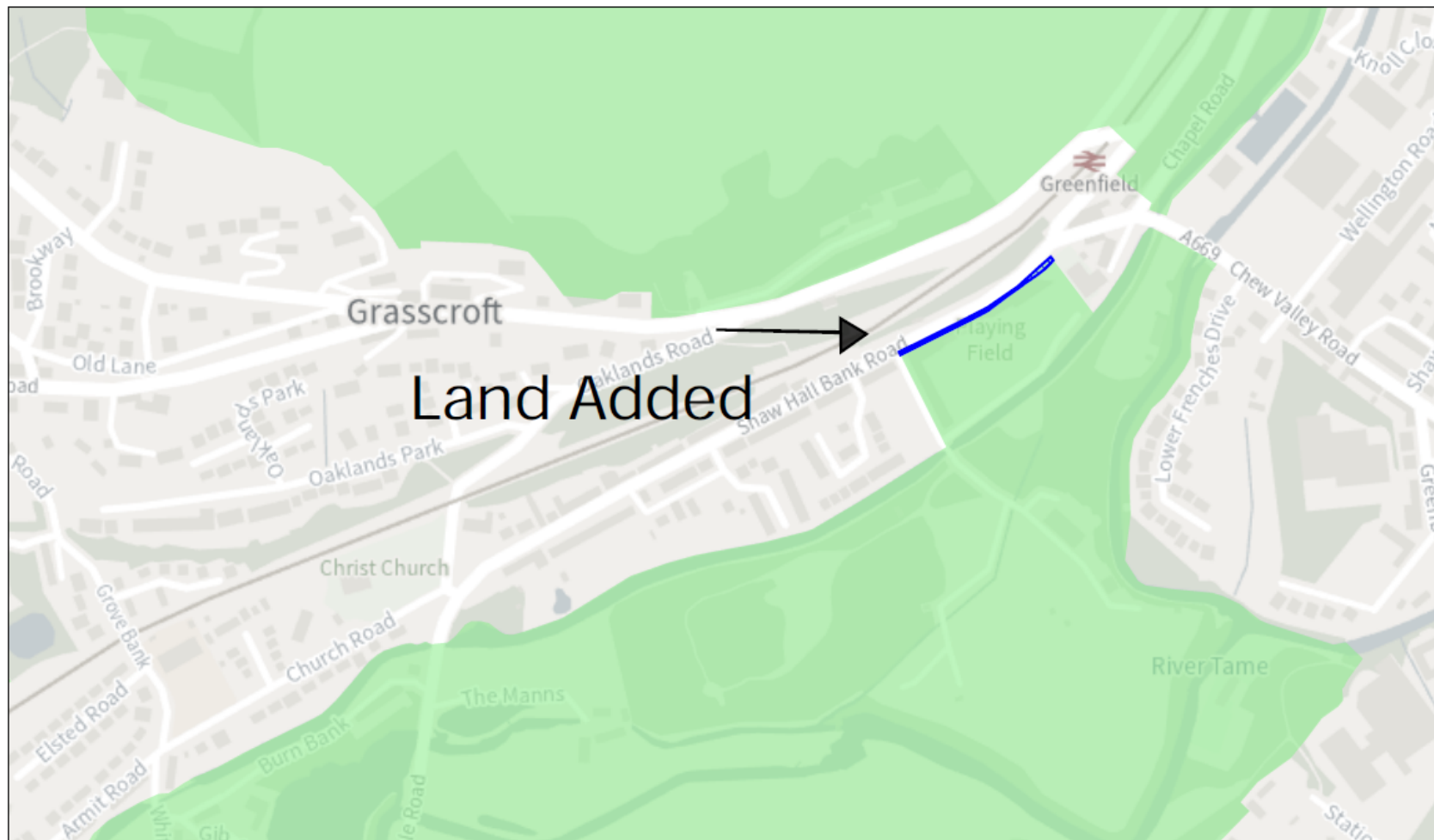
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Map 64: Proposed Boundary Change at Park Lane, Greenfield



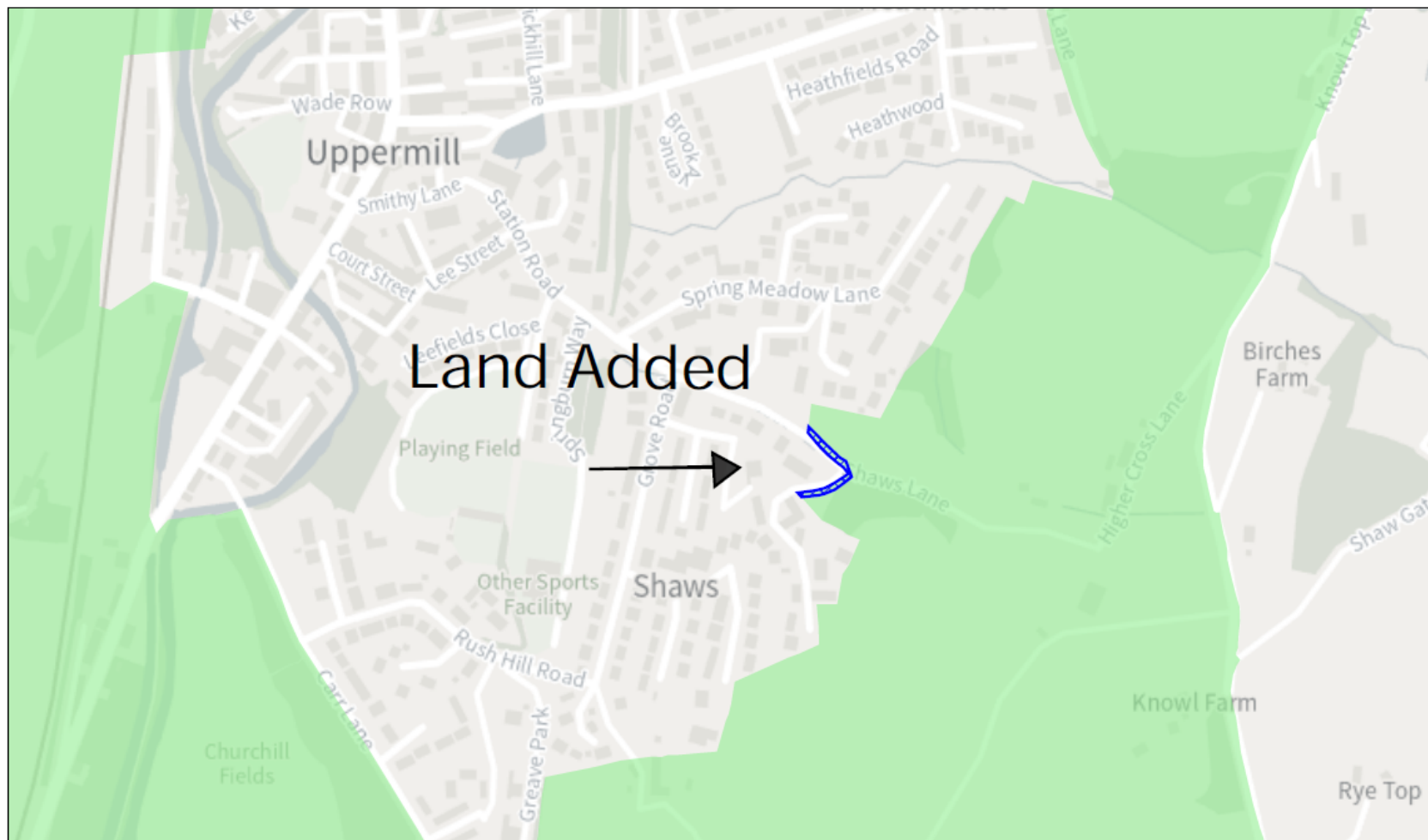
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Map 65: Proposed Boundary Change at Shaw Hall Bank Road, Greenfield



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Map 66: Proposed Boundary Change at Shaws Lane, Uppermill

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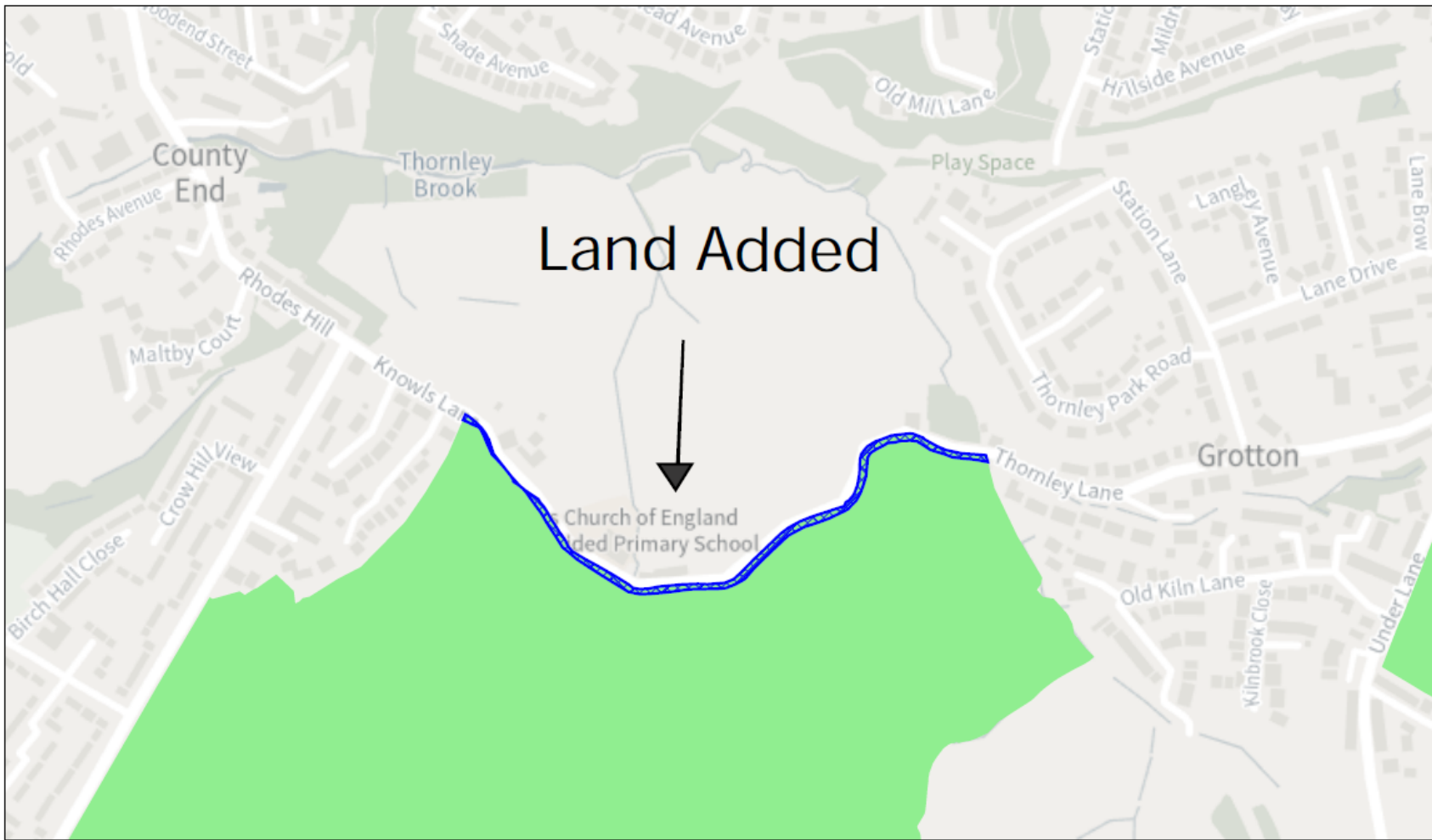




Map 67: Proposed Boundary Change at Swallow Bank

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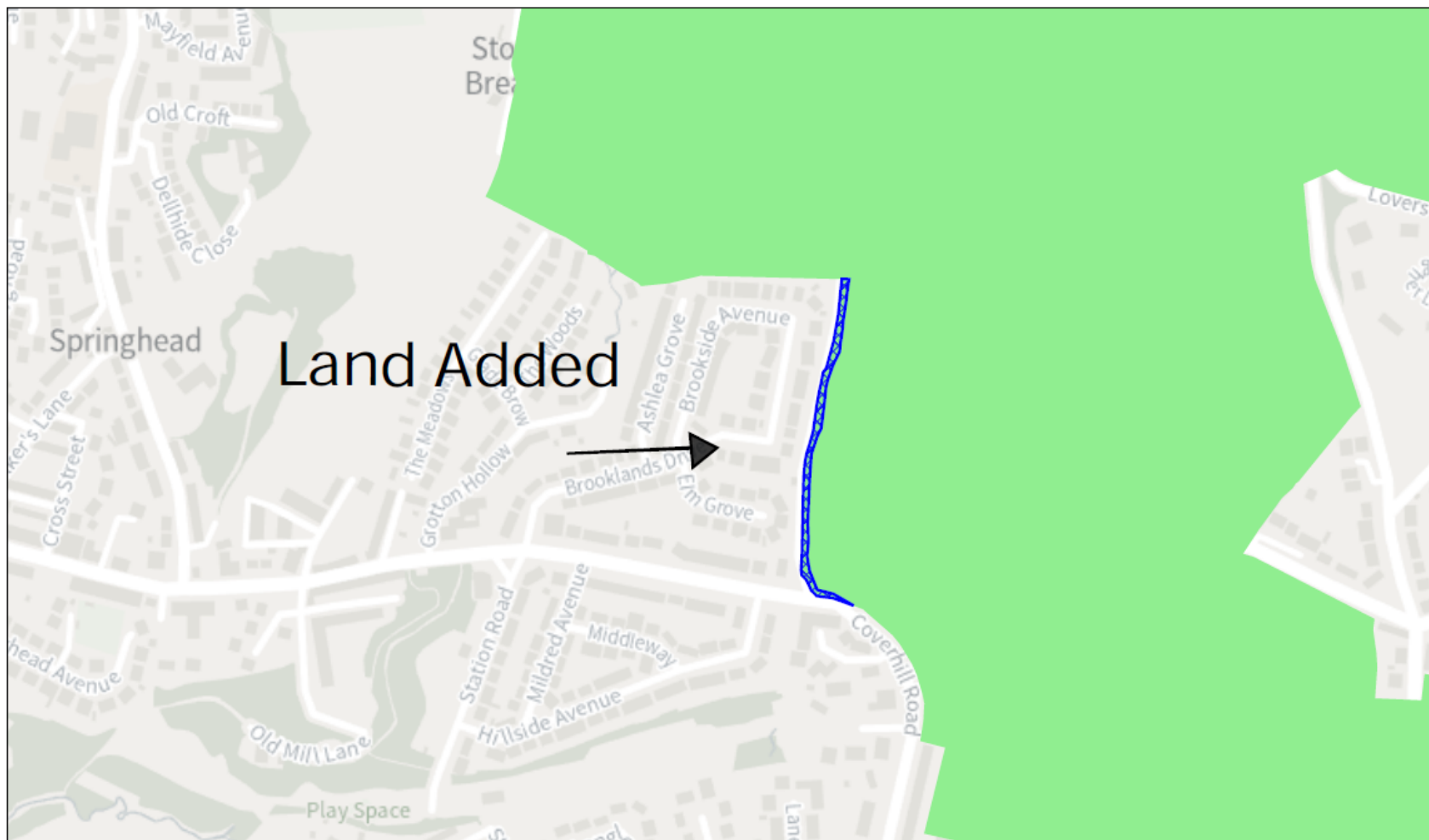




Map 68: Proposed Map Changes at Knowls Lane, Springhead



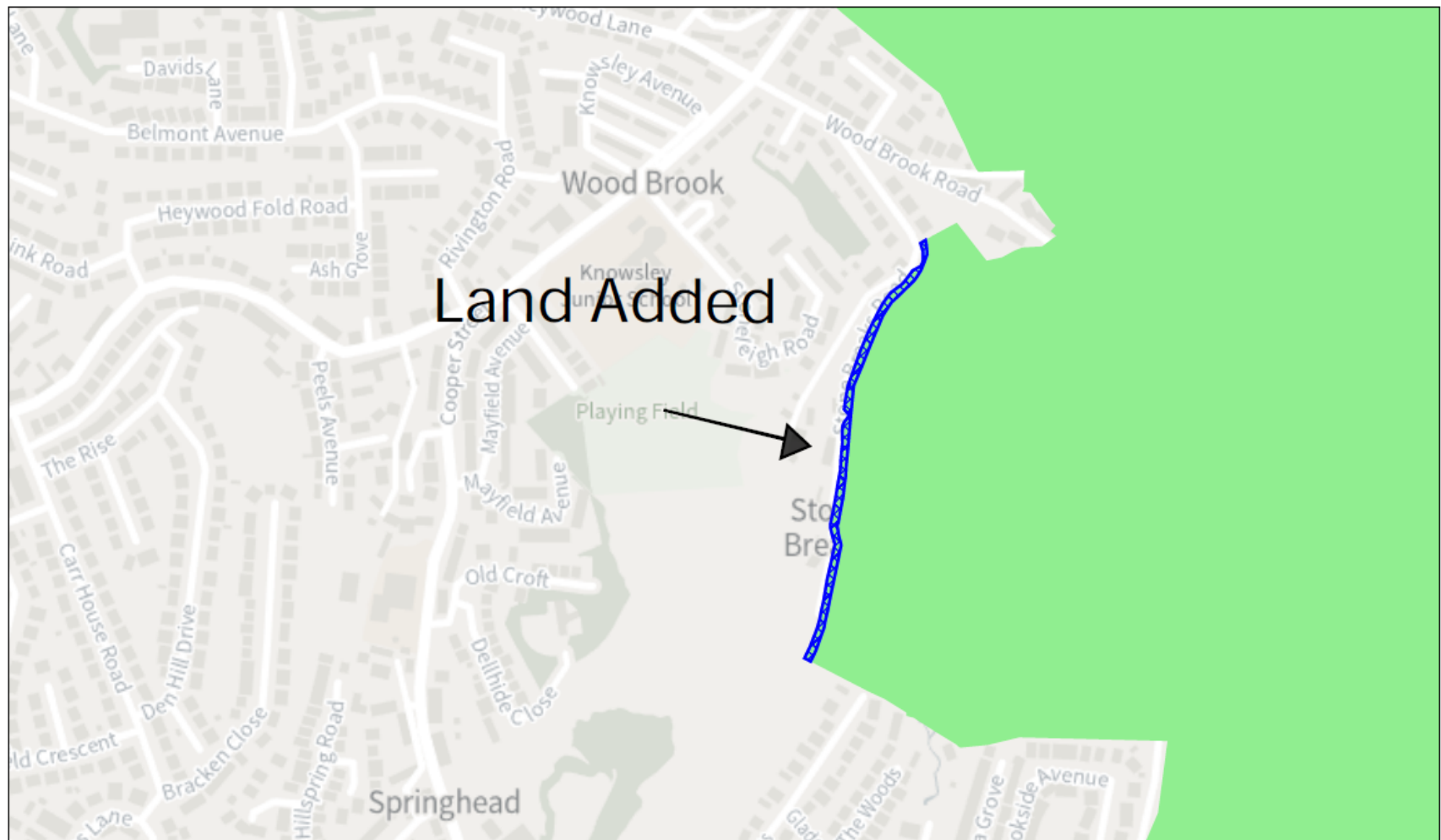
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Map 69: Proposed Map Changes at Lawton Fold, Springhead



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Map 70: Boundary Changes at Stonesbreak Road, Springhead

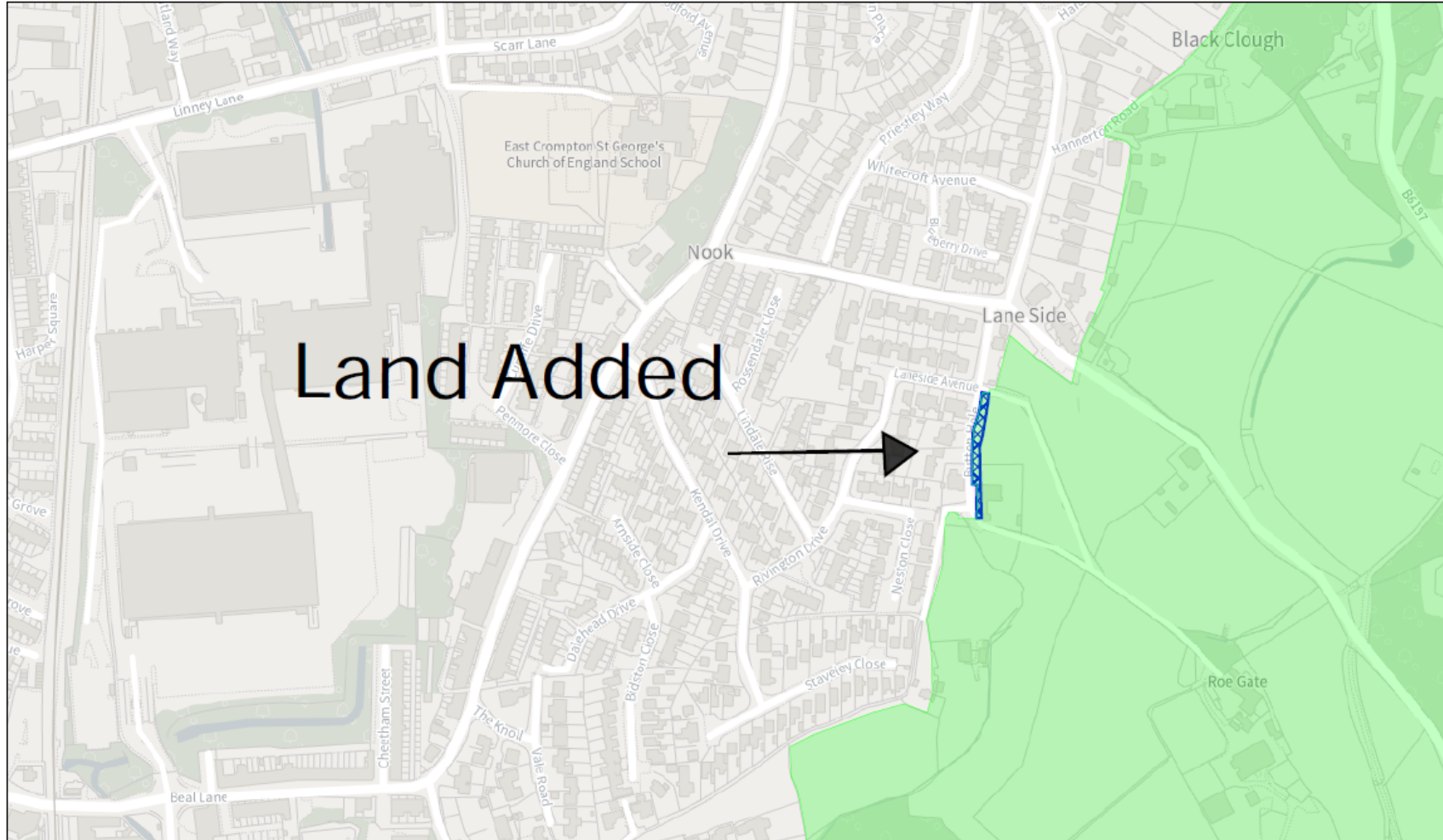


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Map 71: Proposed Boundary Change at Buckstones Road, Shaw

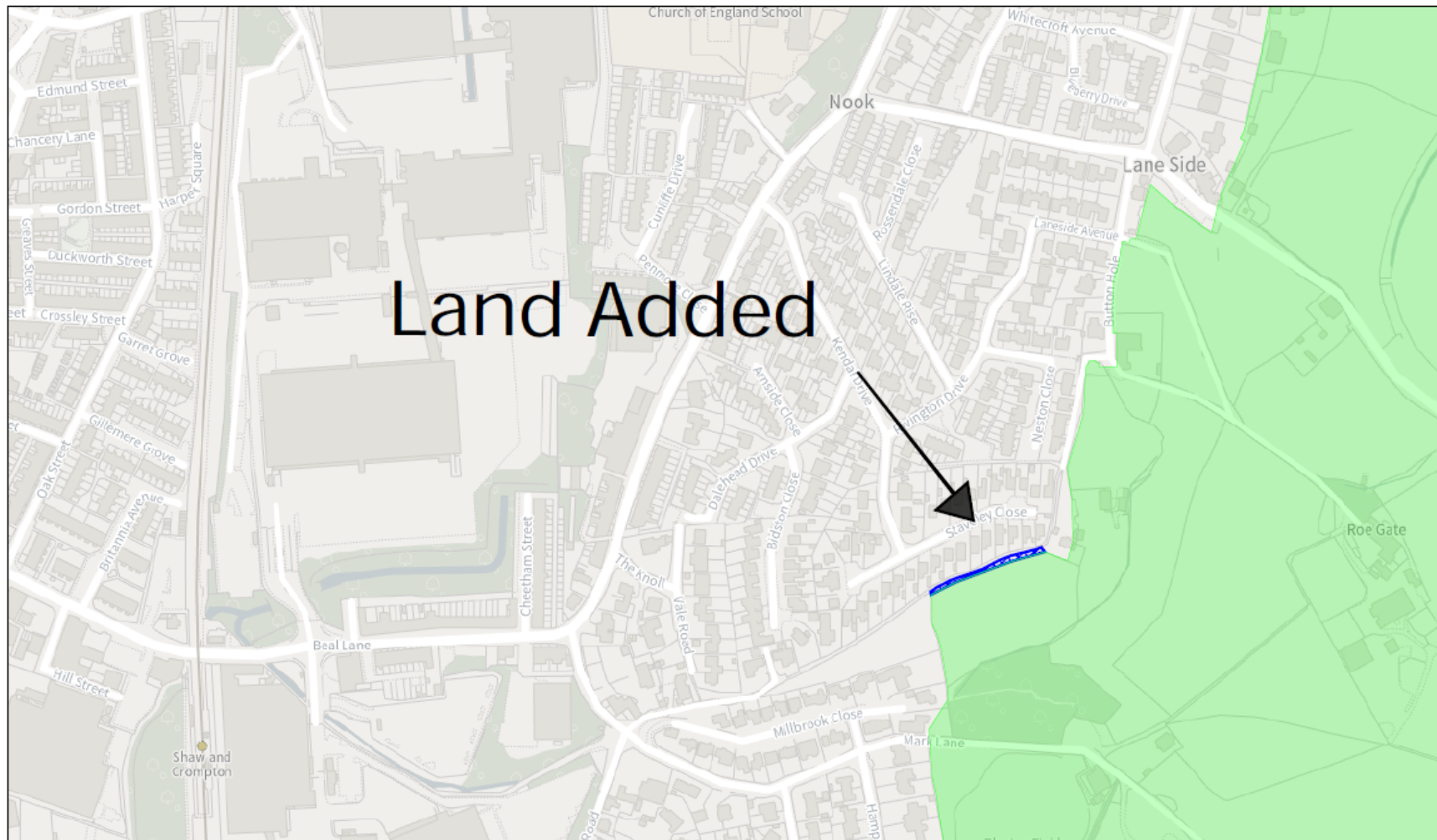




Map 72: Proposed Boundary Change at Button Hole, Shaw



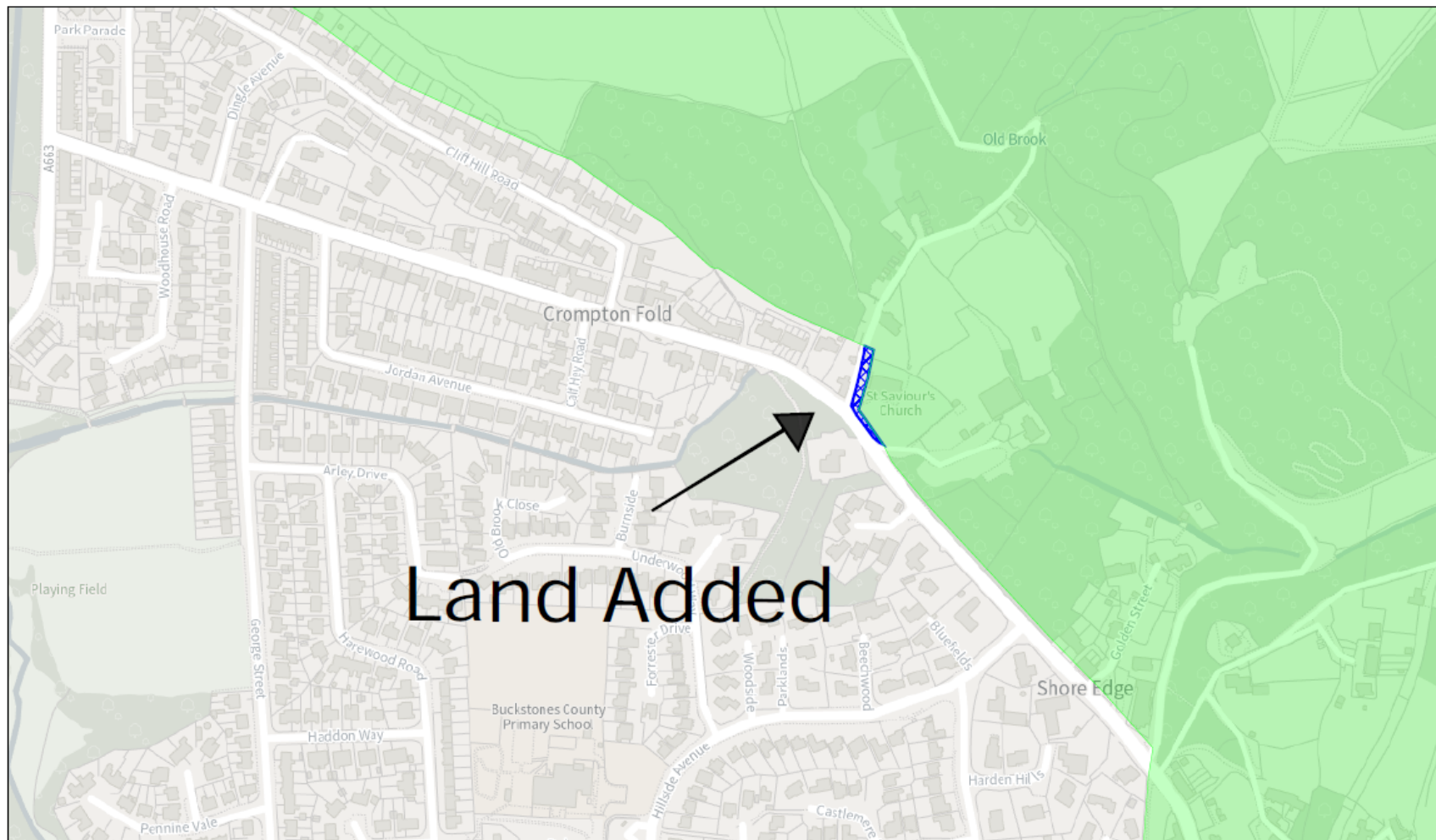
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Map 73: Proposed Boundary Change west of Brookfield, Shaw



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Map 74: Proposed Boundary Change at land to the west of St. Saviour's Church, Shaw



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Map 75: Proposed Map Change at Turf Pit Lane, Moorside





Map 76: Boundary Change at Counthill Road, Waterhead

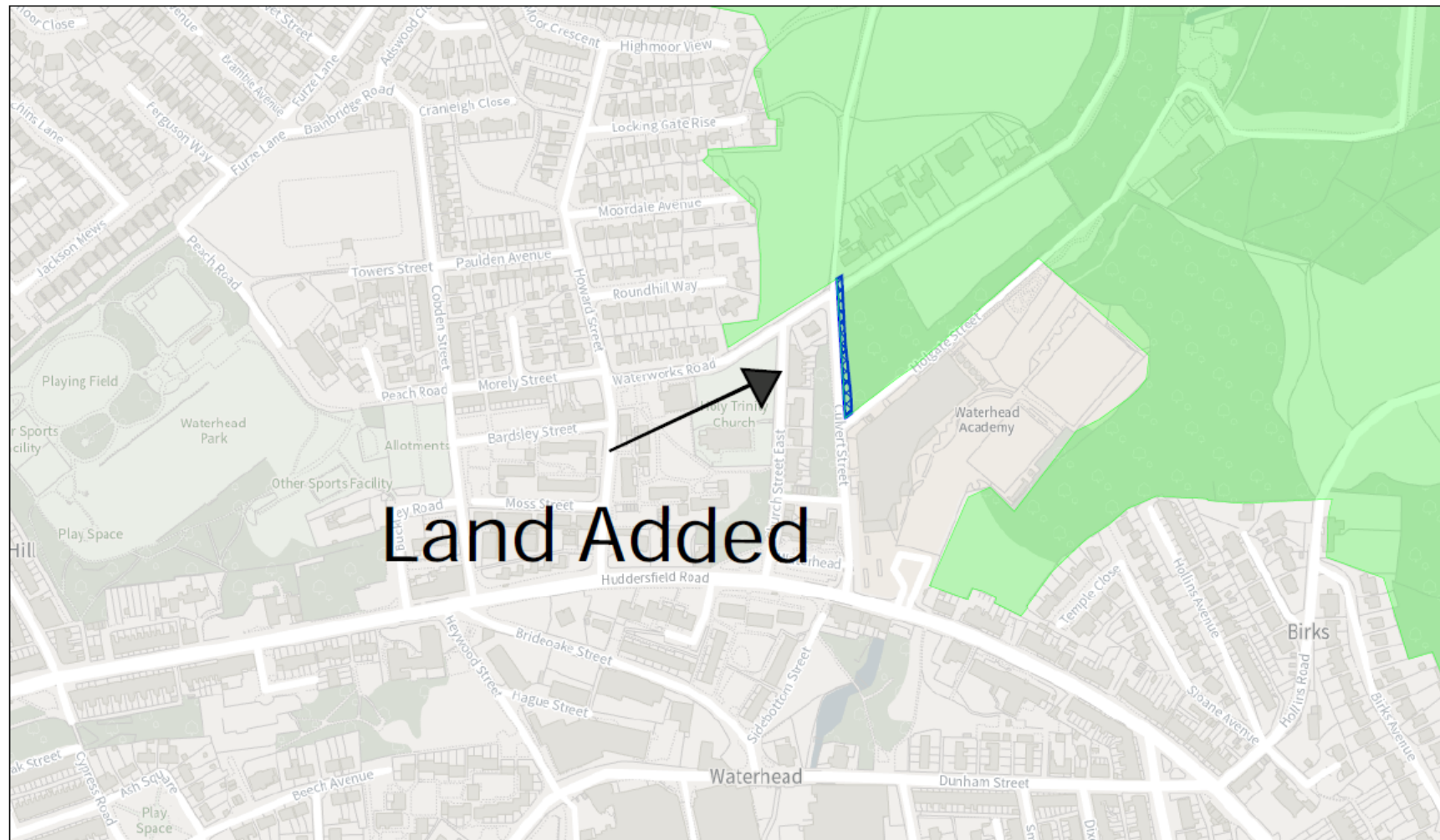




Map 77: Boundary Changes at Counthill Road, Waterhead



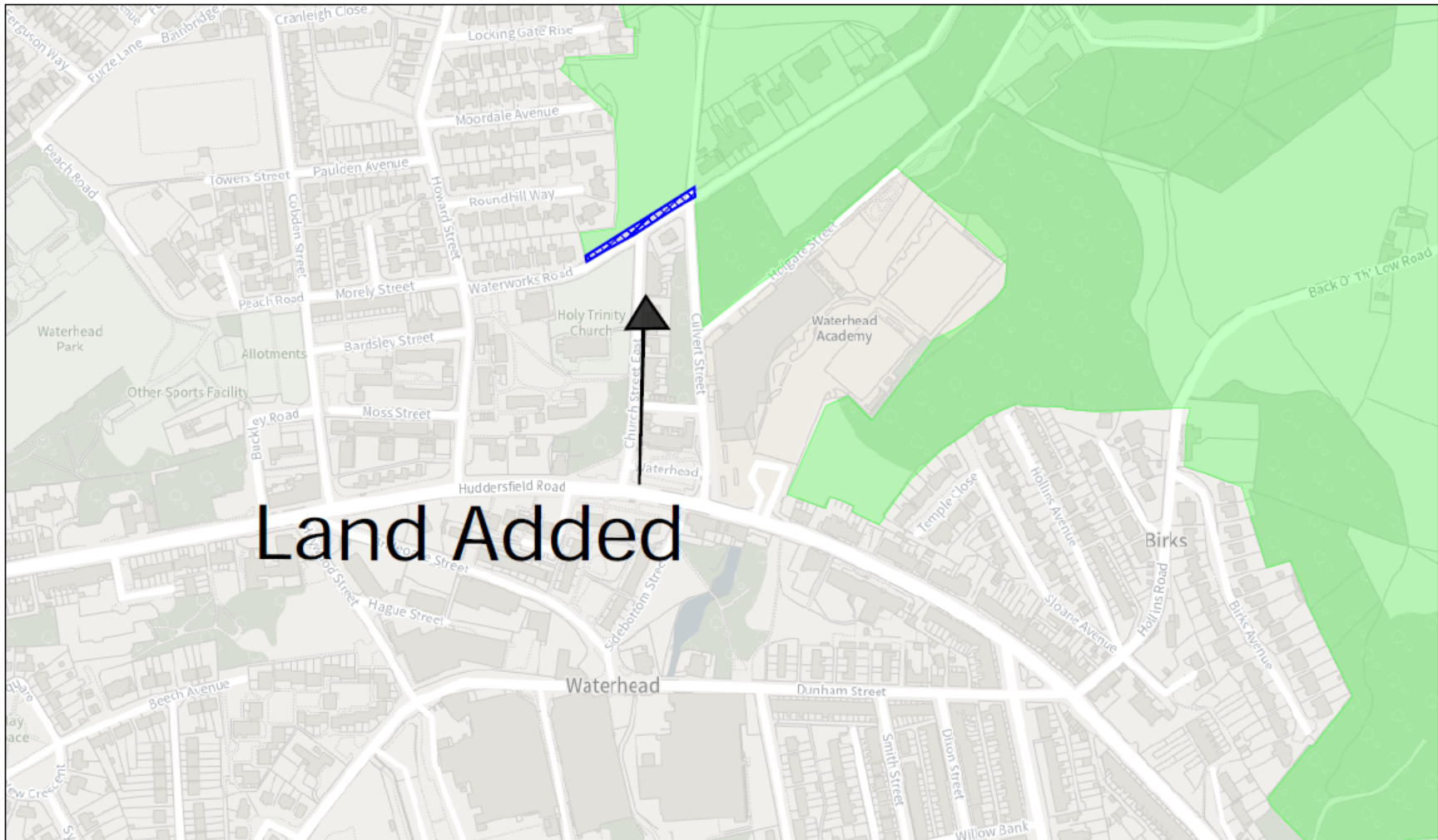
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Map 78: Proposed Boundary Changes at Culvert Street, Waterhead



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Map 79: Proposed Boundary Change at Waterworks Road, Waterhead



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Appendix 9: Local Green Space Proposed Boundary Amendments

The following Local Green Spaces are proposed. All of the sites are considered to be reasonably close to the community and local in character and not an extensive tract of land. A heritage significance assessment has inputted into the LGS Assessment. For some sites this has identified where the historic environment, often linking to recreation, could be enhanced. The pilot Greater Manchester Local Nature Recovery Strategy (LNRS) has also been inputted to identify opportunity parcels for habitat creation, restoration and enhancement.

Proposed Local Green Spaces:

Local Green Space Number	Local Green Space name	Does the site meet Local Green Space Criteria	Identified enhancement opportunities
1	Royley Clough	Wildlife Beauty Historic significance Recreation	LNRS opportunities for tree planting.
2	Ferney Field Road	Wildlife	LNRS opportunities for tree planting.
3	Foxdenton Hall Park	Recreation Historic significance Beauty Wildlife	There is an opportunity to enhance the historic environment by opening the hall to the public and offering updated interpretation boards and a heritage trail around the locations of former estate buildings such as the farm and the icehouse. In addition, the sundial should be restored to its former position. LNRS opportunities for tree planting and lowland wetland.
4	Crossley Bridge Playing Fields	Recreation	LNRS opportunities for tree planting, lowland wetland and grassland fringe.
5	Moston Brook and Hole Bottom Clough	Beauty Recreation	Improvements could be made in line with Moston Brook feasibility study and master plan.

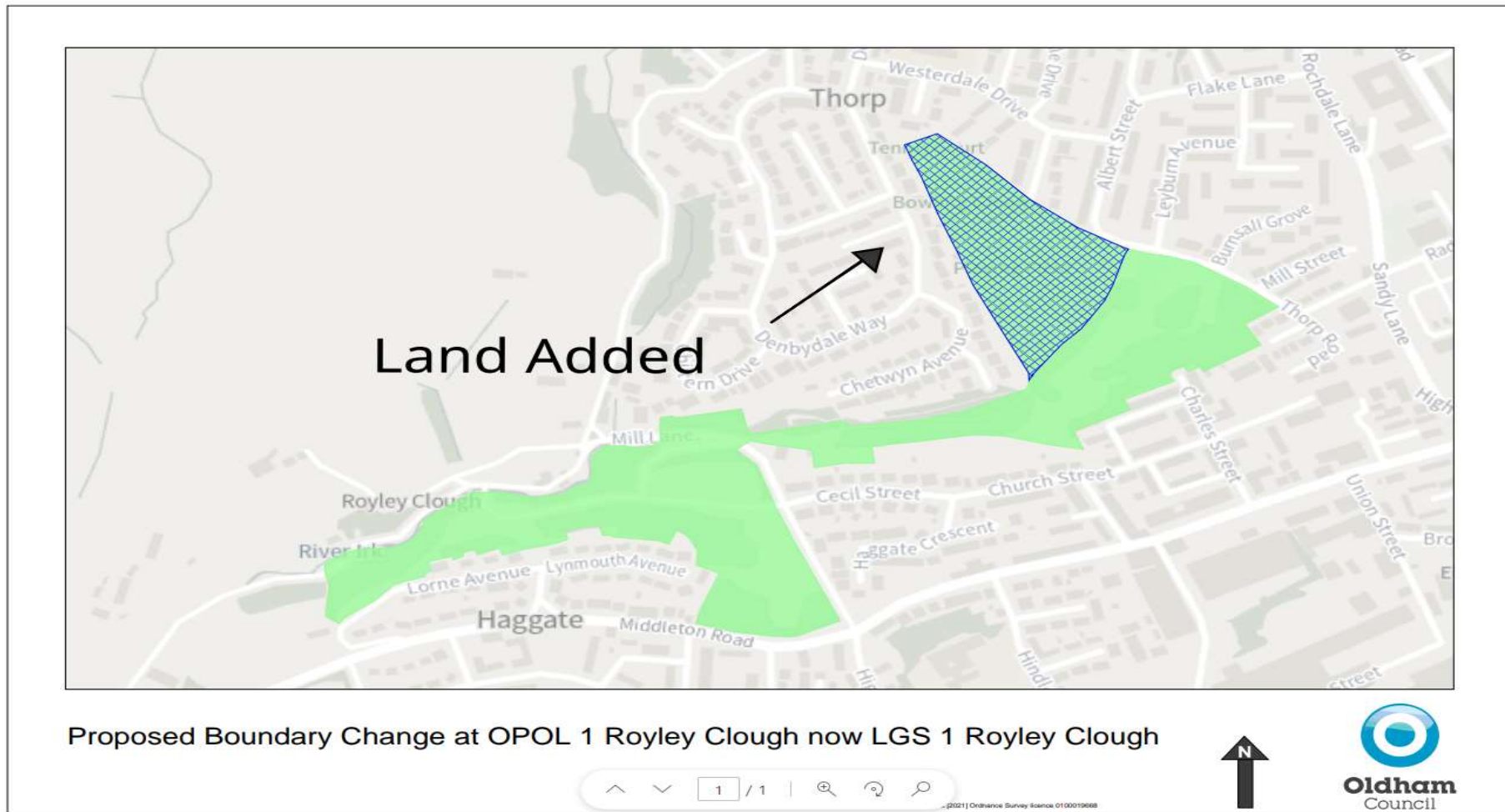
Local Green Space Number	Local Green Space name	Does the site meet Local Green Space Criteria	Identified enhancement opportunities
		Historic significance Wildlife Tranquillity	LNRS opportunities for lowland wetland, grassland and tree planting.
6	Simkin Way	Historic significance	LNRS opportunities for heathland and tree planting.
7	Oldham Edge	Wildlife Historic significance Recreation Tranquillity Beauty	<p>There is opportunity to enhance historic significance further with heritage trails and interpretation boards. The public sculptures appear to coincide with the locations of historic routeways and interpretation could be offered as to what these mark. There are opportunities to highlight the historic routeway towards Royton as well as fieldwalk the landscape to find any possible remnants of historic mining.</p> <p>Historic documents show that the Edge was an important location for early coal mining and interpretation boards and heritage trails could also highlight this. They could also be used to highlight the location of Post-Medieval farmsteads and settlements across the Edge and open up more publicly accessible footpaths across the higher ground.</p> <p>LNRS opportunities for tree planting (clough).</p>
8	Land at Greenacres and Lees	Beauty Tranquillity Wildlife Recreation Historic significance	There are several opportunities to enhance historic significance further at Greenacres by offering heritage and geological trails, as well as interpretation boards. Some of the current boards are in poor condition, heavily vandalised and repetitive; it is felt that they could be more specific to the area in which they are located.

Local Green Space Number	Local Green Space name	Does the site meet Local Green Space Criteria	Identified enhancement opportunities
			<p>There is an opportunity to create a geologically focused heritage trail at Glodwick Low, to incorporate and celebrate its status as a regionally important geological site.</p> <p>Interpretation boards could also be used to highlight historic remnants of quarrying and mining and identify potential signs of Medieval coal extraction, such as bell pits and adits. The former textile industry in this area has been utilised within the public realm, however the reused engine beds have no accompanying interpretation, and it is felt that these need further explanation.</p> <p>Other features such as the Roman Road and the Medieval corn mill could also be highlighted or even targeted for any future archaeological work. There is also an opportunity to celebrate Clem Beckett at Glodwick Lows as well.</p> <p>LNRS opportunities for tree planting, tree planting (clough) and tree planting (riparian).</p>
9	Thornley Brook East	<p>Beauty Wildlife Tranquillity Historic significance Recreation</p> <p>An application was approved for 265 homes on part of the existing OPOL. This part of the OPOL has not formed part of the assessment and will</p>	LNRS opportunities for tree planting.

Local Green Space Number	Local Green Space name	Does the site meet Local Green Space Criteria	Identified enhancement opportunities
		not be taken forward as Local Green Space.	
10	Stonebreaks	Beauty Tranquillity Historic significance Recreational value Wildlife	LNRS opportunities for tree planting (clough) and grasslands.
11	Dacres Hall	Beauty Tranquillity Historic significance Wildlife	N/A
12	Wall Hill	Historic significance Ecology	<p>There is an opportunity to enhance the historic significance by opening up access to the woodland along the south of the site.</p> <p>There are already a number of interpretation boards on the former Delph Donkey railway line bordering the site and there is an opportunity to open up access to the wooded area and extend the heritage trail here. There is an opportunity to explore the area archaeologically as well in the future.</p> <p>LNRS opportunities for grassland and tree planting.</p>
13	Ryefields Drive	Beauty Wildlife	LNRS opportunity for grassland and tree planting (riparian).
14	Stoneswood	Historic significance Wildlife	LNRS opportunity for grasslands.

Local Green Space Number	Local Green Space name	Does the site meet Local Green Space Criteria	Identified enhancement opportunities
15	Castleshaw Valley (formerly known as Ainley Wood)	Beauty Tranquillity Historic significance Wildlife	There are opportunities to enhance this historic significance further through a heritage trail and interpretation boards focused on the former Hull Mill and the possible Roman Road towards the nearby Castleshaw fort. There is also an opportunity to explore Hull Mill archaeologically and consolidate any standing remains.
16	Land at Summershades Lane	Wildlife Historic significance	The historic significance mostly derives from the sites former use as pleasure gardens from the late 19th to mid-20th century. Some of these features still survive, although the site has not been maintained. There is an opportunity to restore these features and make public access easier to this site. LNRS opportunity for grasslands.
17	Rear of Elk Mill / Cotswold Drive	Beauty Wildlife Tranquillity Recreation	LNRS opportunity for Lowland Wetlands and tree planting (riparian).
18	Land at Pearly Bank / Sholver Lane	Beauty Wildlife Historic significance Recreation Tranquillity	There are opportunities here to enhance the historic environment with a community project focused around Meg Well and the colliery site, as well as further research building on Lathams report in 2008 on the history of Sholver. A heritage trail could also be implemented, detailing the history of Sholver and linking to the former Village Green. LNRS opportunities for tree planting and tree planting (clough).

Maps of proposed Local Green Spaces including any amended boundaries from former Other Protected Open Land designation and any new identified proposed LGS

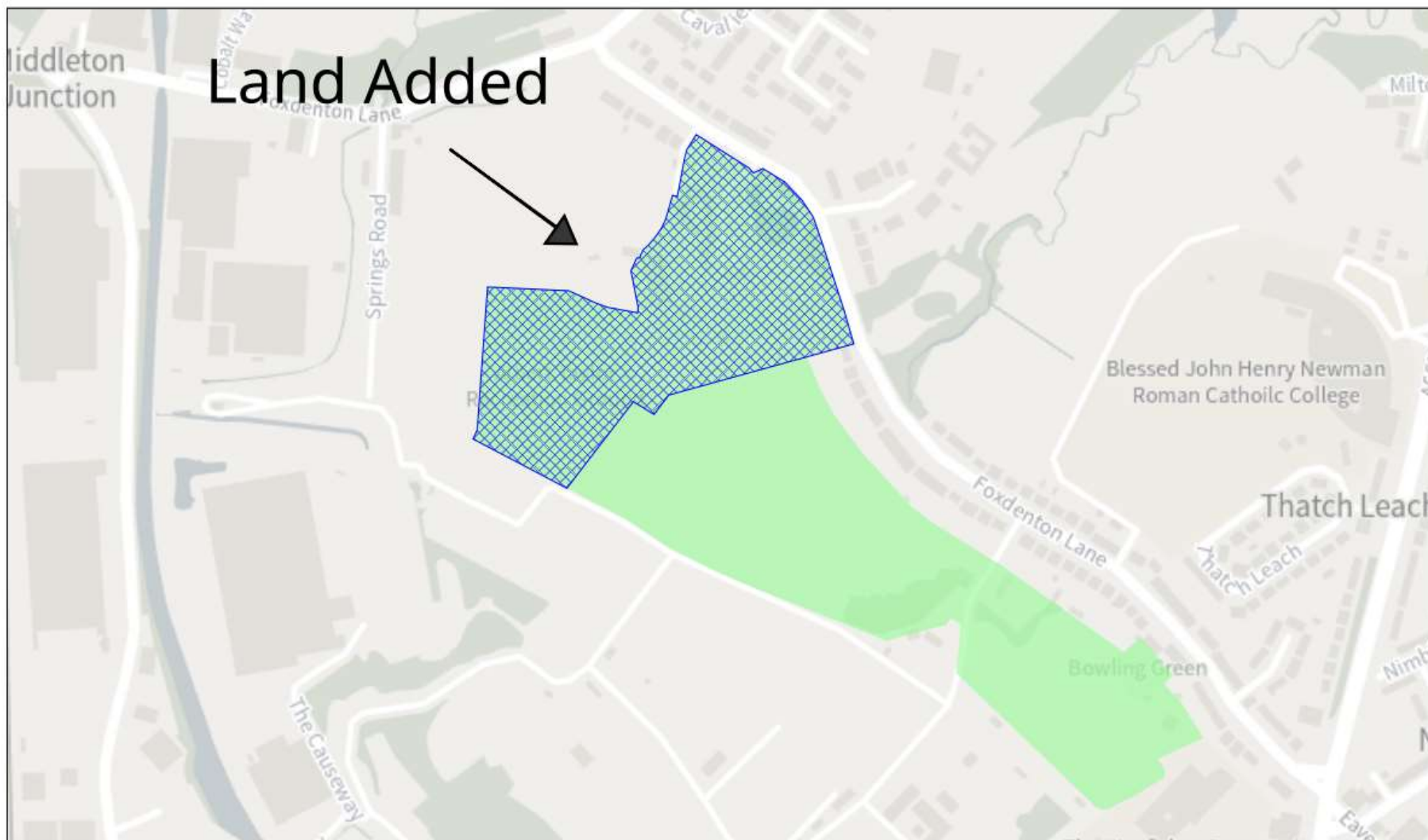




Proposed LGS 2 Ferney Field Road formerly OPOL 2 Ferney Field Road



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Proposed Boundary Change at OPOL 4 Foxdenton Hall Park
now LGS 3 Foxdenton Hall Park



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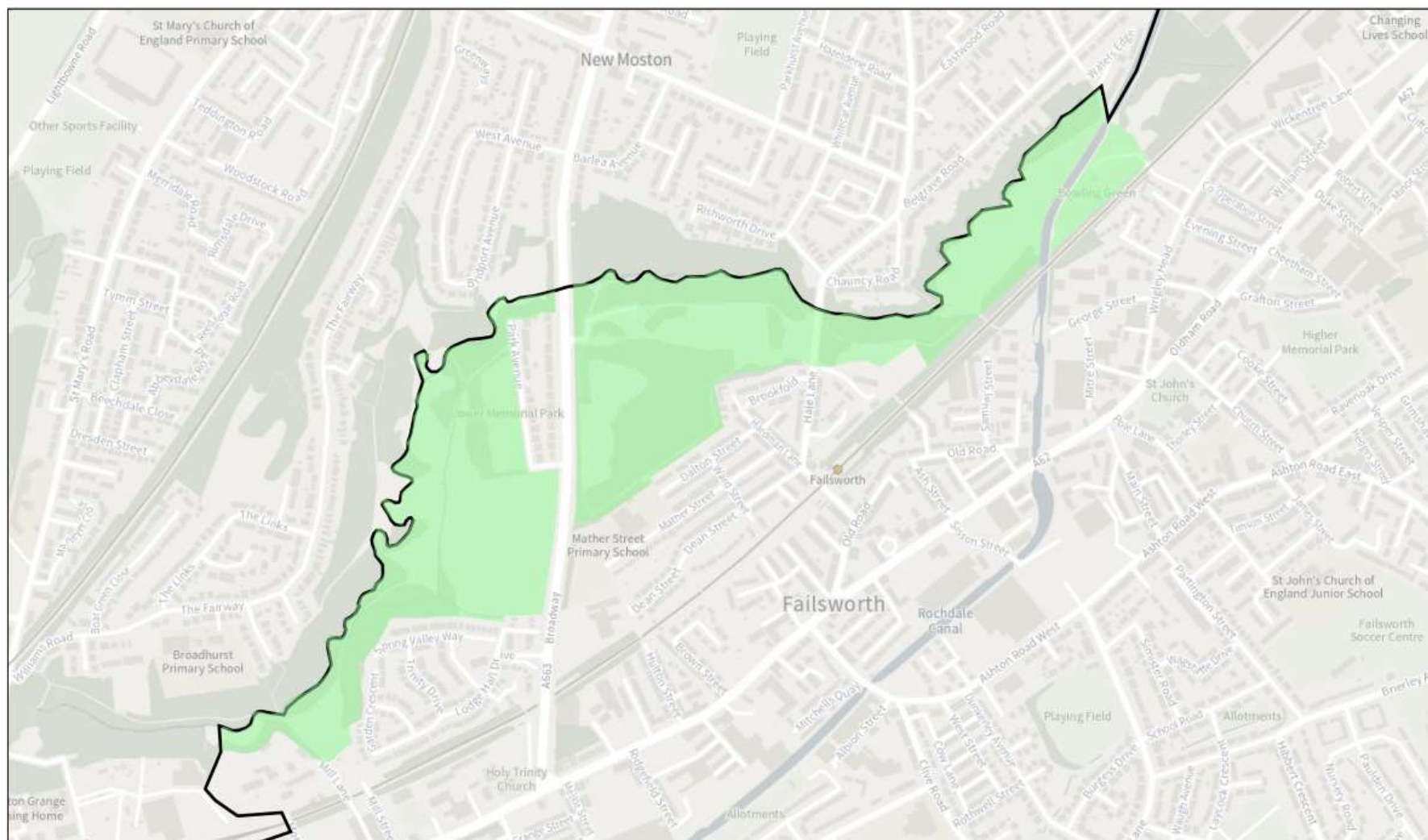


Proposed Boundary Change at OPOL 5 Crossley Bridge Playing Field
now LGS 4 Crossley Bridge Playing Field



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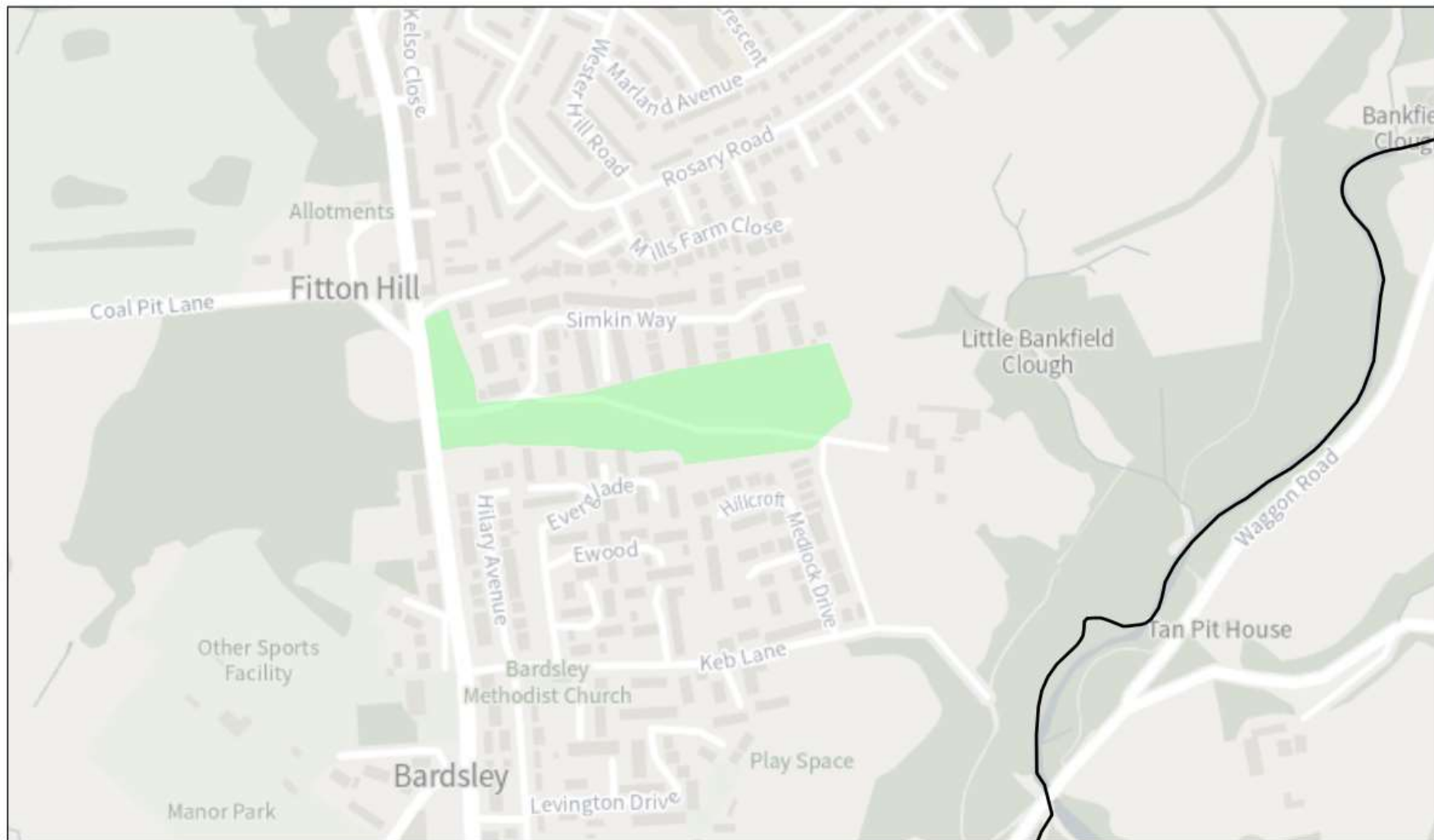




**Proposed LGS 5 Moston Brook and Hole Bottom Clough
formerly OPOL 6 Moston Brook and Hole Bottom Clough**

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Proposed LGS 6 Simkin Way formerly OPOL 7 Simkin Way



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**Proposed Map Change at OPOL 8 Oldham Edge
now LGS 7 Oldham Edge**



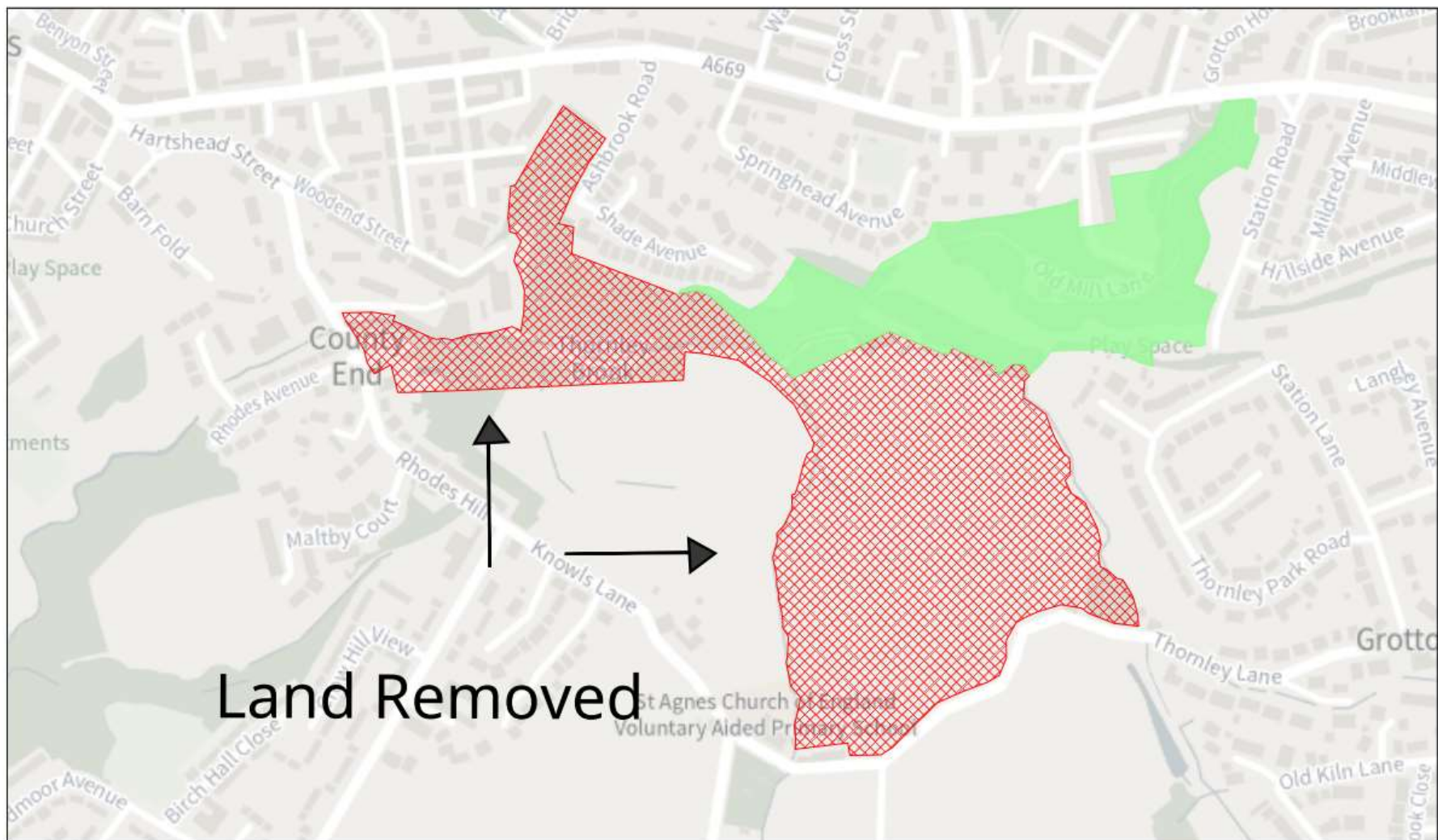
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**Proposed Boundary Change OPOL 11 Land at Greenacres
now LGS 8 Land at Greenacres**



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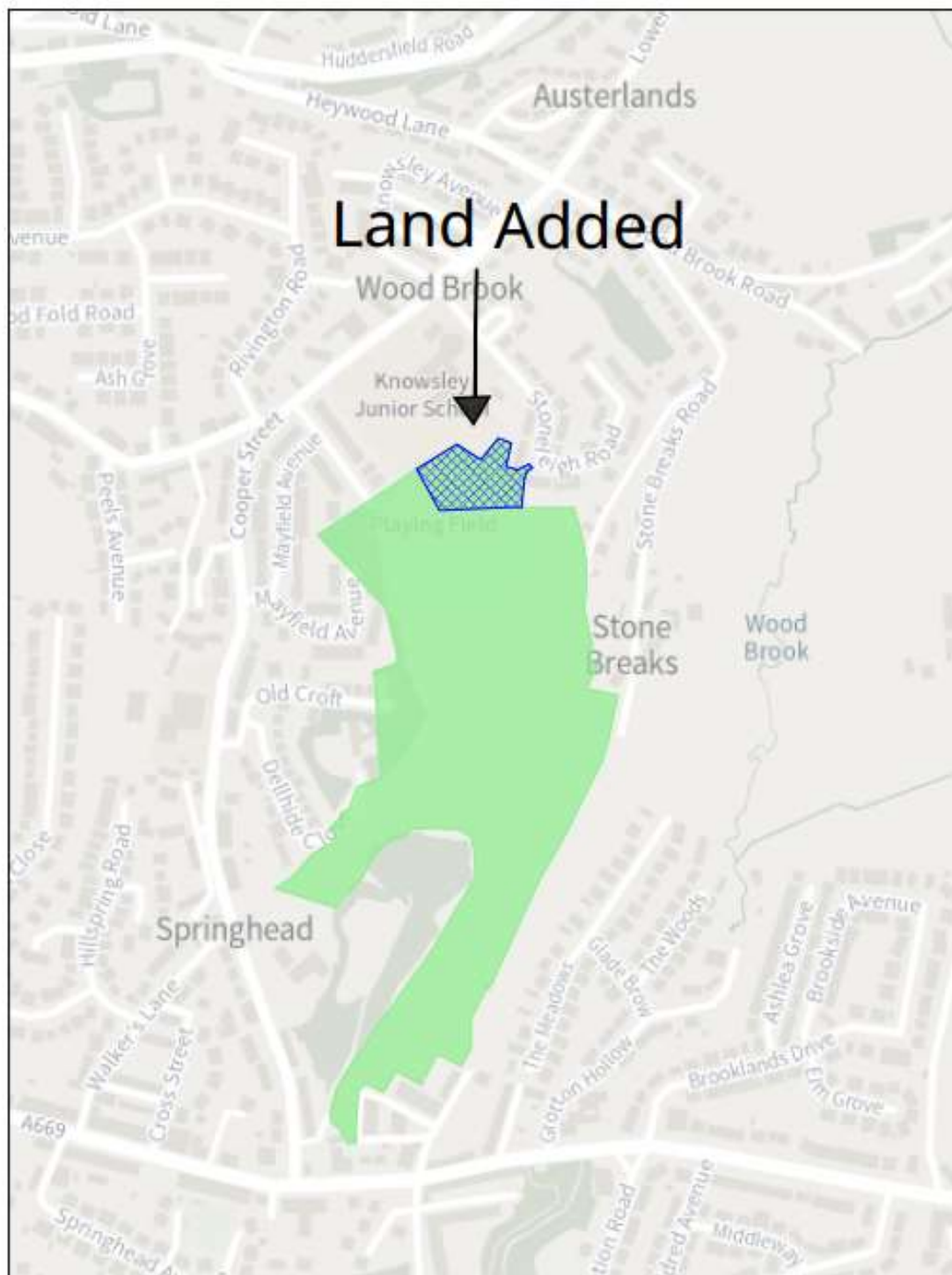


Proposed Boundary Change at OPOL 12 Thornley Brook now LGS 9 Thornley Brook



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**Proposed Boundary Change OPOL 13 Stonebreaks
now LGS 10 Stonebreaks**



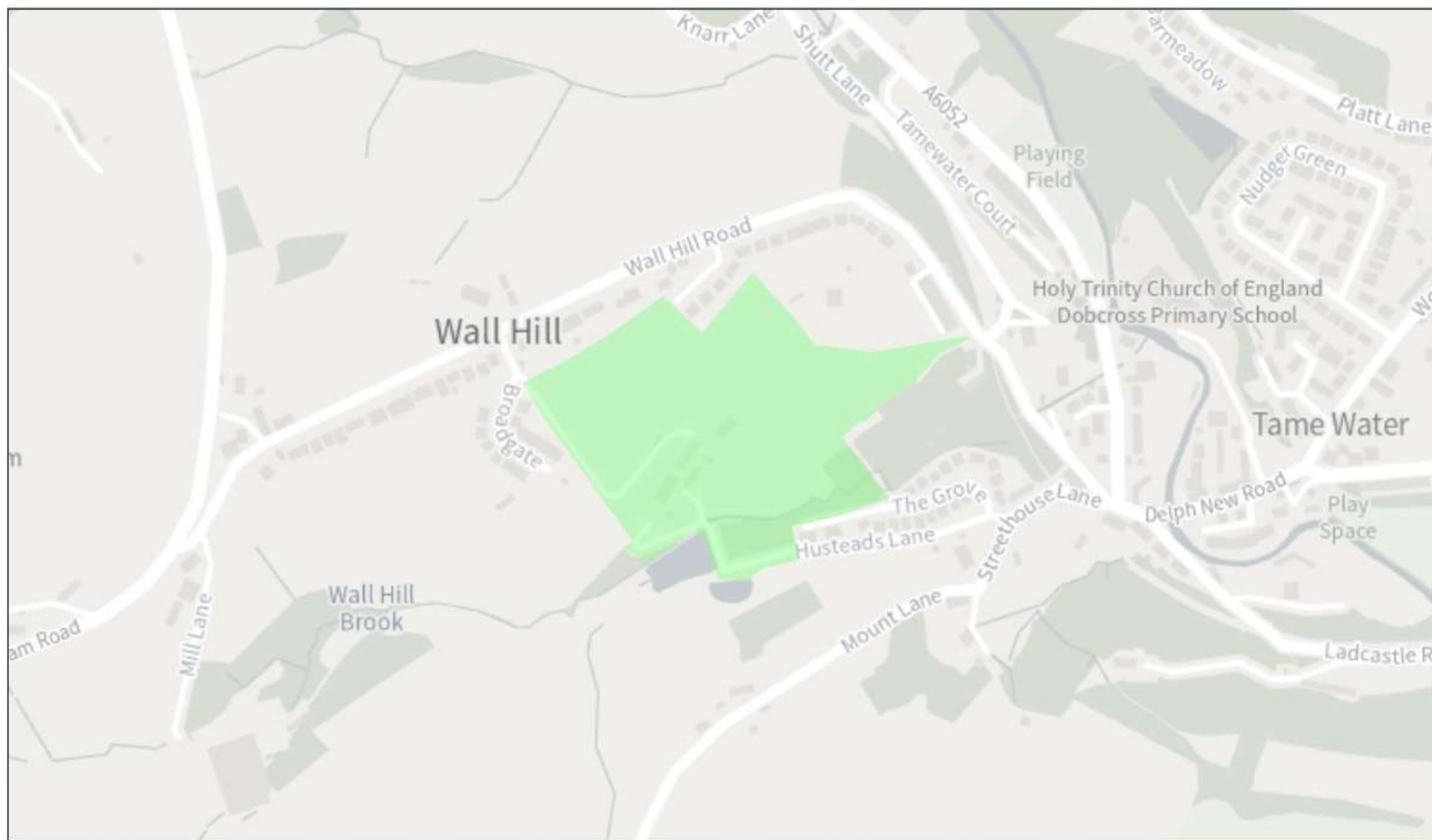
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Proposed LGS 11 Dacres formerly OPOL 14 Dacres



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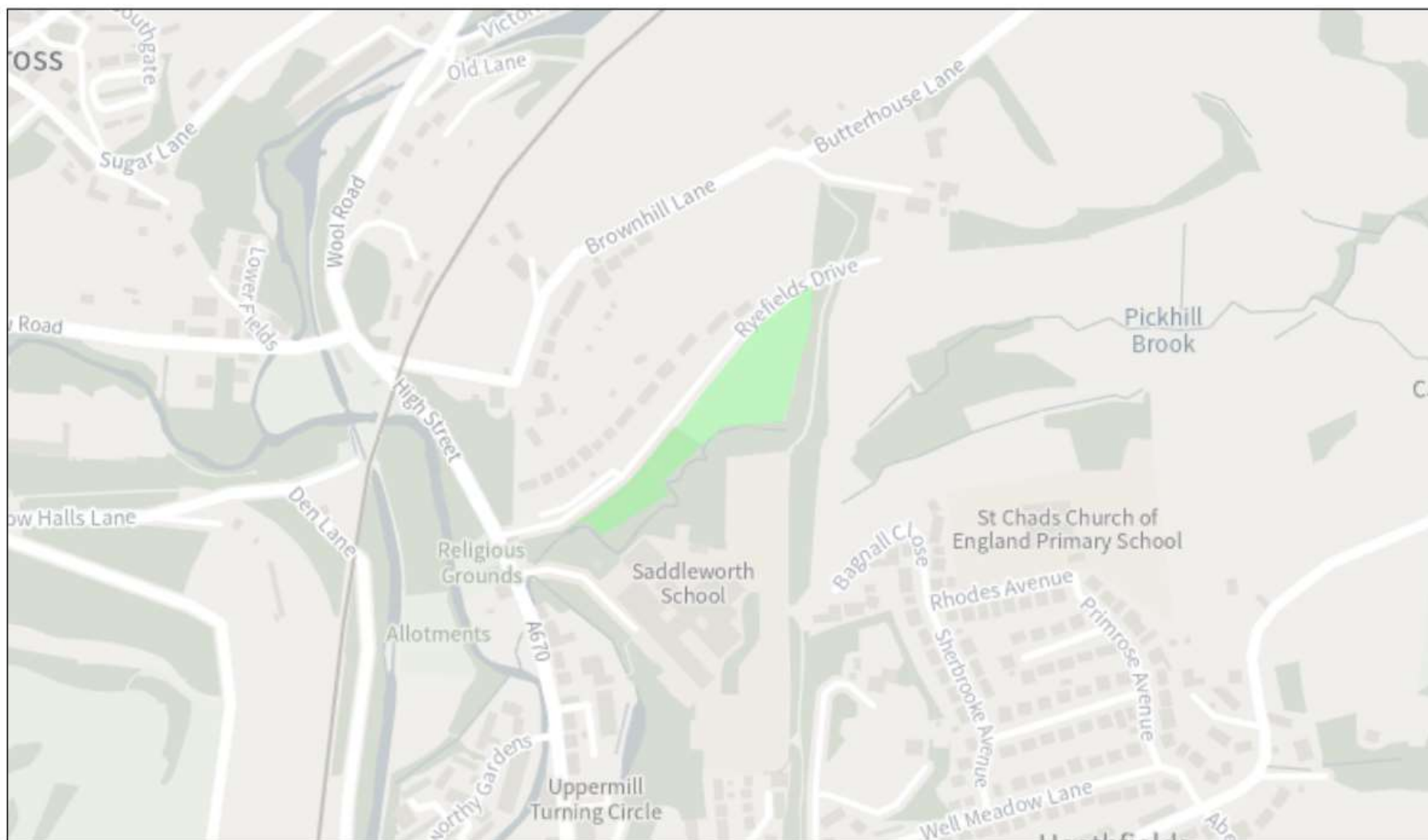


Proposed LGS 12 Wall Hill formerly OPOL 15 Wall Hill



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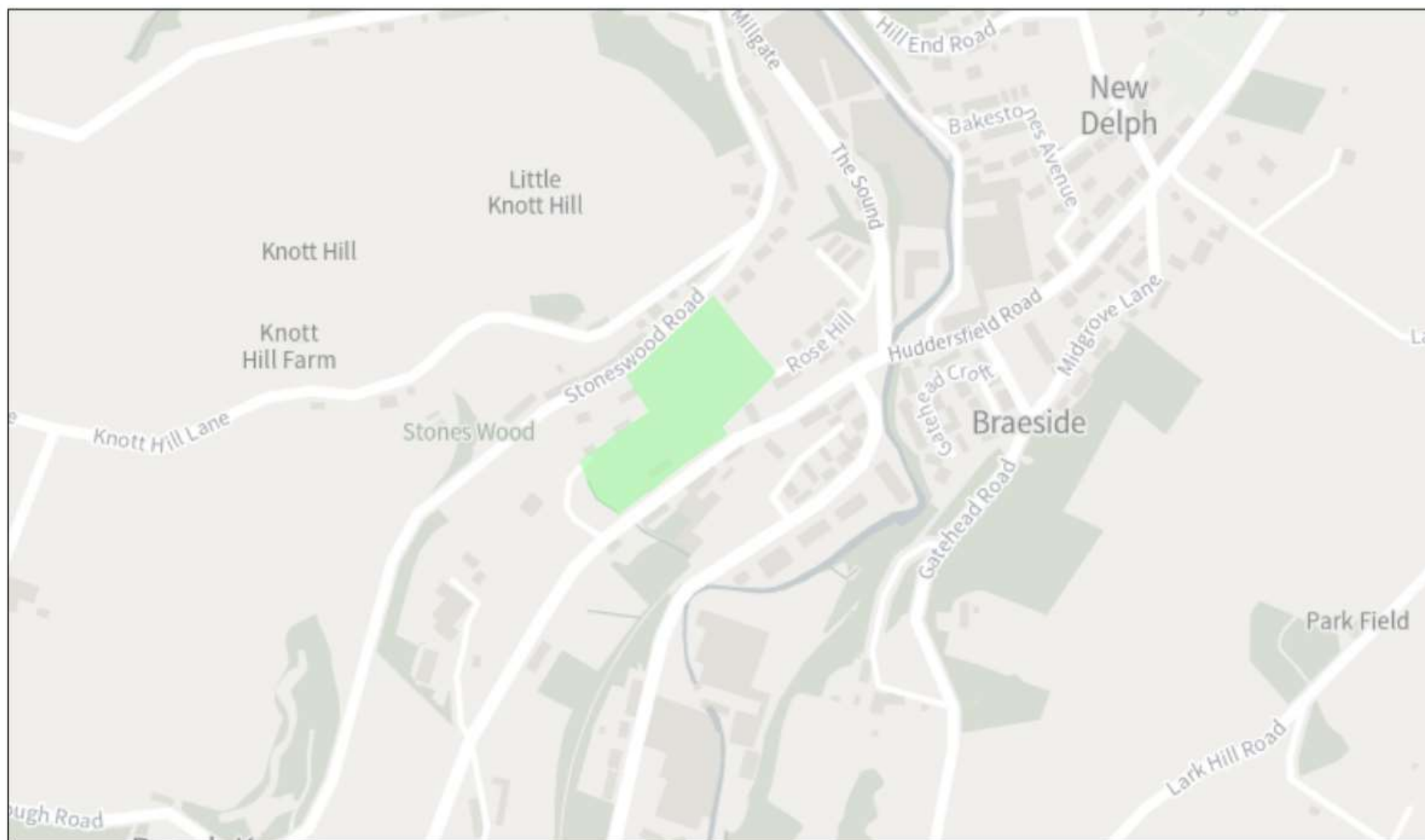




Proposed LGS 13 Ryefields Drive formerly OPOL 16 Ryefields Drive



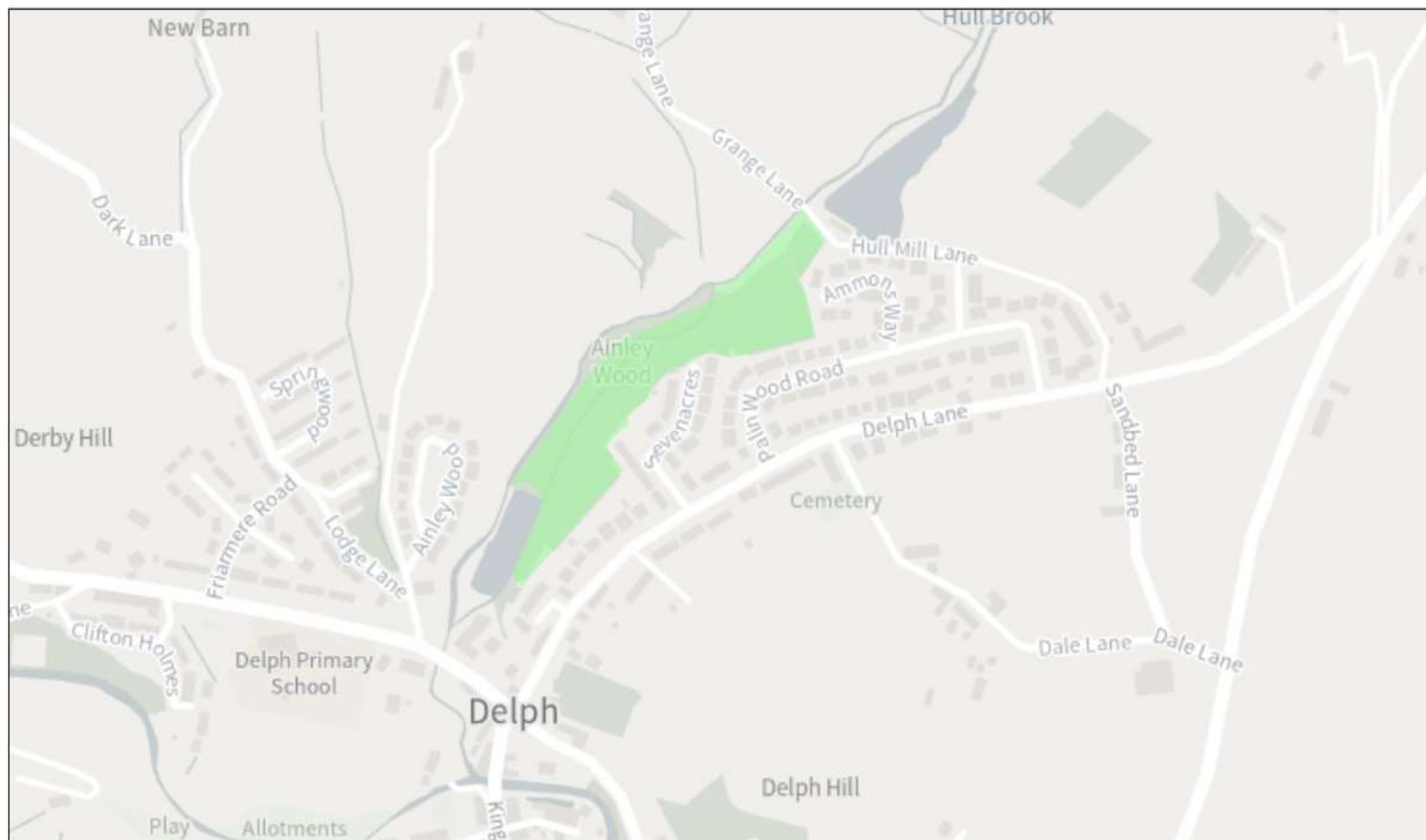
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Proposed LGS 14 Stoneswood formerly OPOL 17 Stoneswood



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Proposed LGS 15 Ainley Wood formerly OPOL 19 Ainley Wood



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Proposed LGS 16 Land at Summershades Lane
formerly OPOL 21 Land at Summershades Lane



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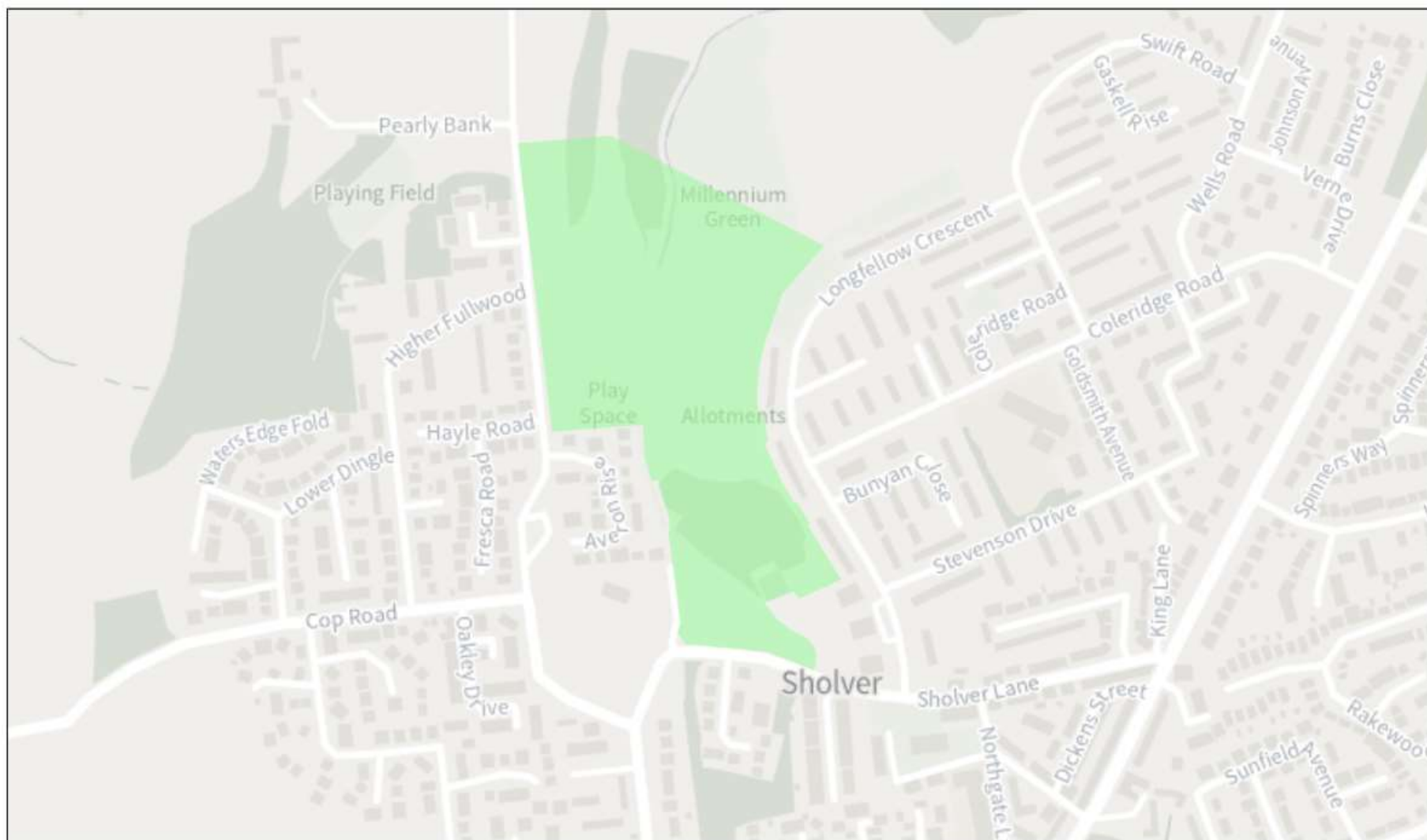




Proposed LGS 17 Rear of Elk Mill / Cotswold Drive
formerly OPOL 23 Rear of Elk Mill / Cotswold Drive



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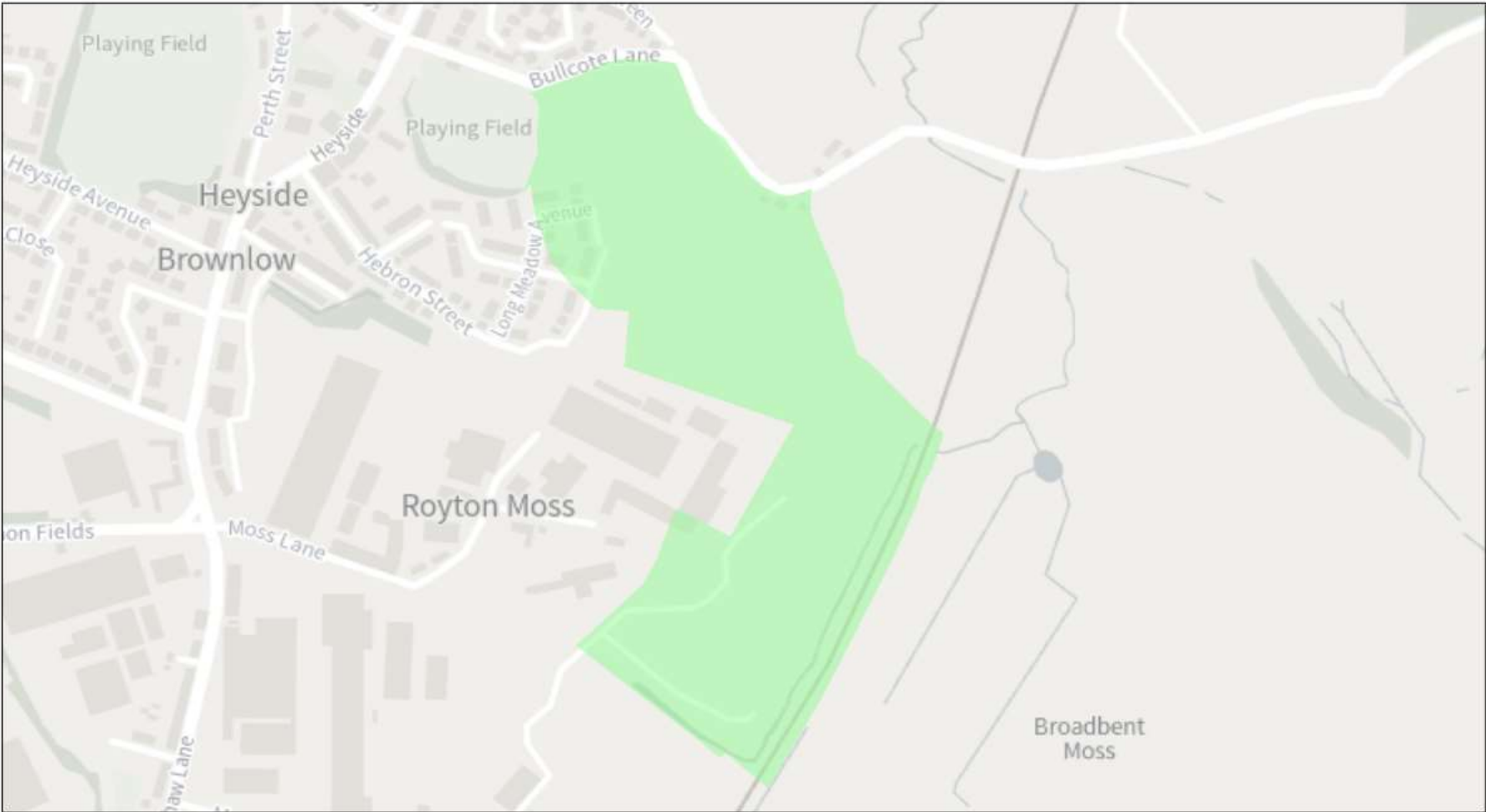
New LGS identified: LGS 18 Sholver (Land between Pearly Bank and Longfellow Crescent)



Oldham
Council

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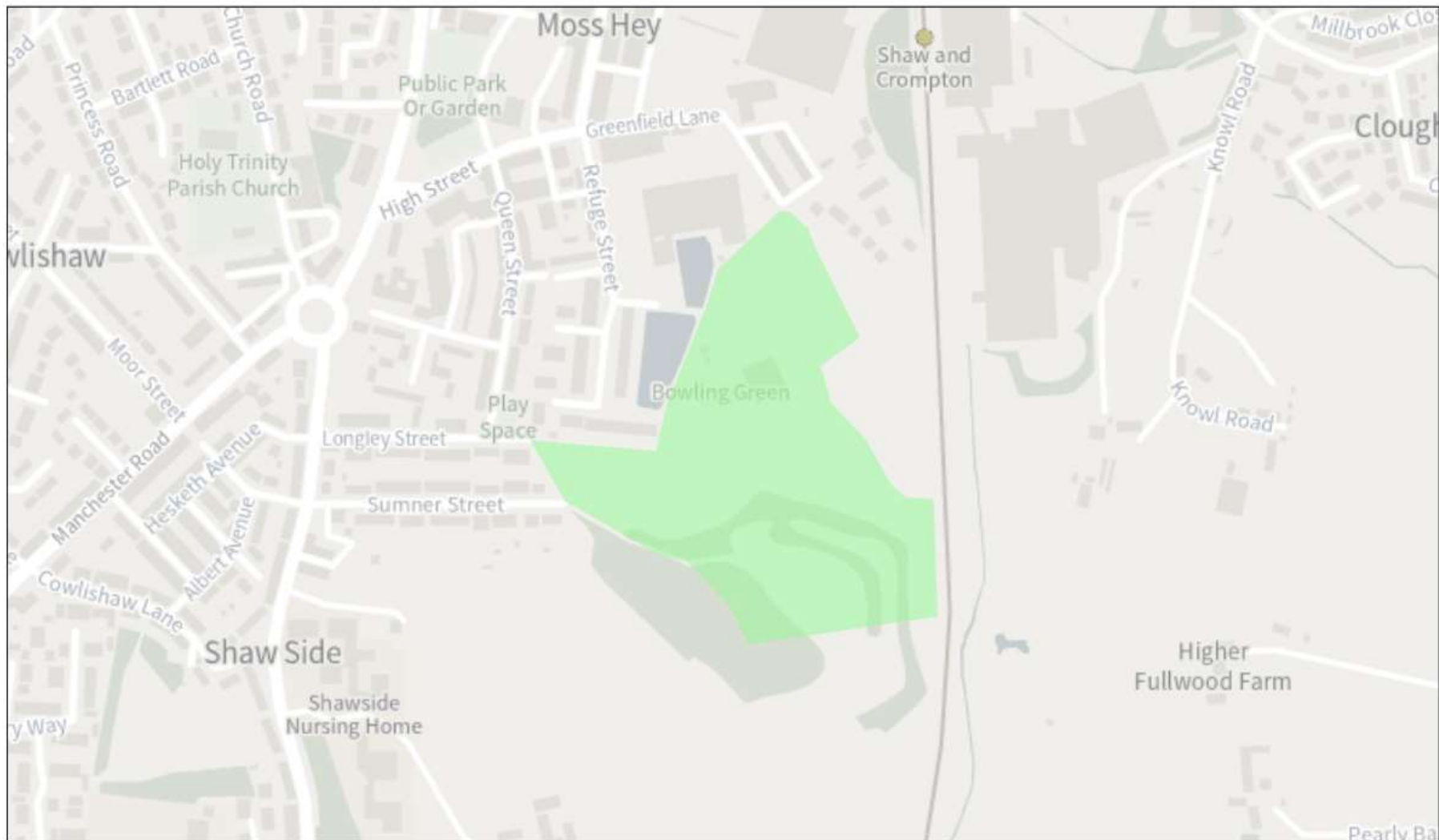
Other Protected Open Land proposed to be de-designated



De-designation OPOL 9 Bullcote Lane

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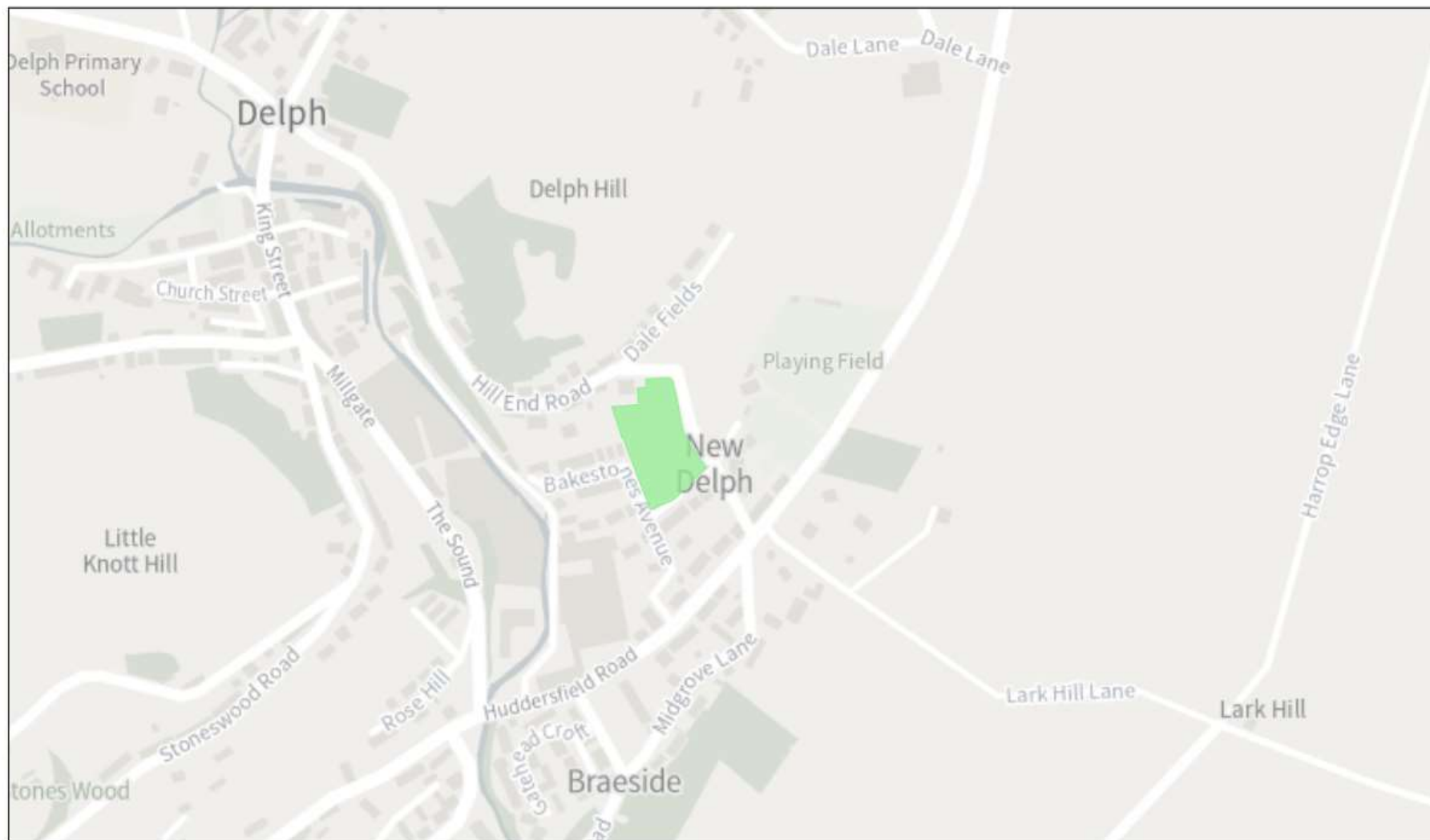


De-designation OPOL 10 Shawside



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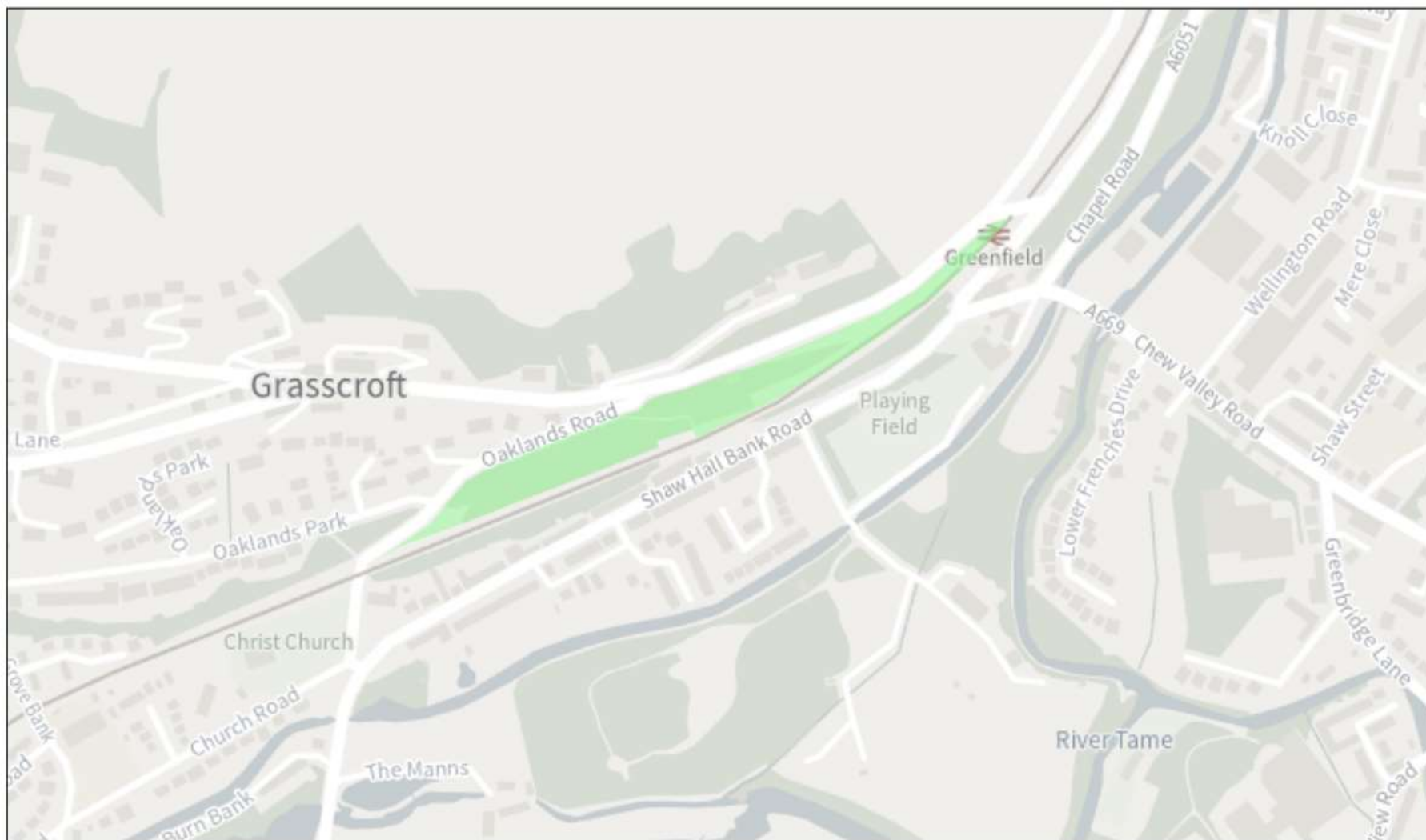


De-designation OPOL 18 Rumbles Lane/Lumb Mill

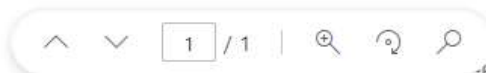


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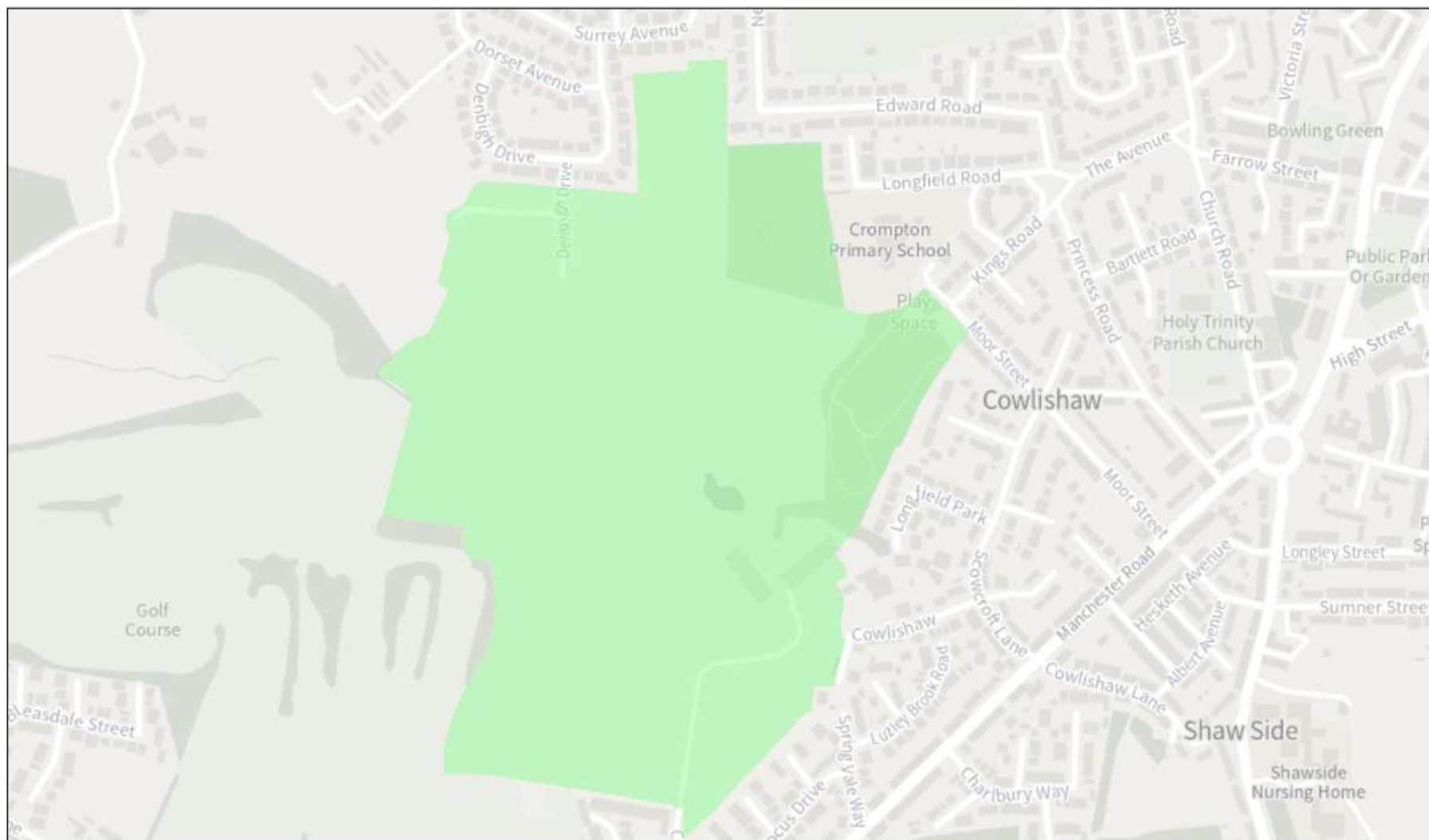


De-designation OPOL 20 Land South of Oaklands Road



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De-designation OPOL 22 Cowlshaw



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Appendix 10: Sites of Biological Importance (SBIs) in Oldham

Site of Biological Importance name	Grade
Armit Road Lodge	C
Alphin Pike & Buckton Moor (North)	A
Bankfield Clough	B
Brookdale Golf Course	C
Bankfield Clough	B
Crime Lake & Fairbottom Branch Canal	B
Crompton Moor (South)	A
Crompton Fold Wood	C
Castleshaw Pasture	B
Dacres	A
Daisy Nook (West)	B
Dick Clough	B
Dark Peak Moors (Peak Park)	A
Fennifield Lily Ponds	C
Fields by White Brook	C
Huddersfield Narrow Canal (North)	B
Grasscroft Pasture	B
Hunt Lane	C

Site of Biological Importance name	Grade
Hull Brook	A
Hey Bank	B
Jericho Clough	C
Lord's Brook Flushes	C
Meadow North of Moss Gate	C
Medlock Vale & Lumb Clough (North)	C
Moorgate Quarry	B
Medlock Headwater & Strinesdale	B
Oozewood Flushes	A
Ponds at Cowlshaw Farm	B
River Irk Marsh	B
Rochdale Canal, Lock at Scowcroft Farm - Stott's Lane	A
Rocher Vale (North)	C
Rowton Clough	A
Royal George	B
Shaw Side	C
Slackcote Valley	A
South Pennine Moors (South)	A
Sudden Brook (East)	B

Site of Biological Importance name	Grade
Tame Water Woodland	C
Tandle Hill Country Park	B

Greater Manchester Ecology Unit periodically surveys sites as part of a continuous process of the SBI process, and notifies the council when there are changes, such as boundaries or gradings being changed, or where new sites are identified, or existing sites deleted. As such the above list is subject to change.

Appendix 11: Scale of harm to designated heritage assets - indicative examples

The table below further expands on the scale of harm that can be used to assess the degree of harm to a heritage asset's significance:

Scale of Harm to designated heritage assets - indicative examples:

Total Loss	Complete removal of the significance of a designated heritage asset.
Substantial Harm	Serious harm that would lose or spoil the significance of a designated heritage asset.
Less than Substantial Harm	High level harm: Serious but not so serious as to lose or spoil the significance of a designated heritage asset. Medium level harm: Not necessarily serious to the significance but enough to be described as material. Low level harm: Does not seriously affect the significance of a designated heritage asset, negligible.

Appendix 12: Proposed Car Parking Standards

The table below sets out the following types of parking standards in accordance with policy T2 and OTC5 of the Local Plan. Policy T-2 also outlines that developers must demonstrate that developments will not:

- result in inappropriate on-street parking
- have a damaging impact on the safety of the highway

For convenience, the uses are listed in order of the Town and Country Planning (Use Classes) Order 1987 (as amended) as existed in October 2023. It is possible that the use classes may change during the lifetime of the Local Plan, but the standards will continue to be applied in relation to the uses listed in the table.

Oldham has been split into two area types for the purposes of the maximum car parking standards, with different standards applying in each area for most types of development. The area types are defined as follows:

- Area type A: Oldham Town Centre, Royton Town Centre, Shaw Town Centre, Chadderton Town Centre, Failsworth Town Centre and Uppermill Town Centre. Area Type A also includes areas within 800m of a Metrolink stop and/or Quality Bus Transit Corridor (QBT).
- Area type B: All other parts of Oldham.

Car parking provision that exceeds the standards set out in the table below will only be permitted where it can be clearly demonstrated by the applicant that there is no alternative practicable way of accommodating the travel demands likely to be generated by the development, and that all reasonable efforts are being made to minimise reliance on the private car.

Where the proposed scale of car parking complies with the maximum car parking standards, a lower level of car parking may still be sought due to the potential adverse impacts of the parking provision, such as where it may discourage the use of more sustainable modes of transport or would be likely to result in poor quality urban design or have an unacceptable impact on the street scene.

There are no minimum car parking standards for general users, only for disabled people.

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
Class E - Food retail	1 space per 16sqm	1 space per 14sqm	Car parking located within designated town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 350sqm (minimum of 2 spaces)	1 space per 140sqm (minimum of 2 spaces)
Class E - Non-food retail and retail services	1 space per 22sqm	1 space per 20sqm	Car parking located within designated town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)
Class E - Retail warehouse (defined as a large store specialising in the sale of household goods (such as	1 space per 60sqm	1 space per 40sqm	Car parking located within designated town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
carpets, furniture, and electrical goods), DIY items and other bulky goods)							
Class E - Financial and professional services	1 space per 35sqm	1 space per 30sqm	Car parking located within designated town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)
Class E - Restaurants and cafes	1 space per 8sqm public floor area	1 space per 5sqm public floor area	Car parking located within designated town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm (minimum of 2 spaces)	1 space per 50sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
Class B2 - General industry	1 space per 60sqm	1 space per 45sqm		Individual spaces for each disabled employee plus 2 spaces, or 5% of the total, whichever is greater	6 spaces plus 2% of the total	1 space per 1,000sqm (minimum of spaces)	1 space per 450sqm (minimum of 2 spaces)
B8 Storage and distribution (less than 10,000sqm)	1 space per 75sqm	1 space per 75sqm		Individual spaces for each disabled employee plus	6 spaces plus 2% of the total	1 space per 2,000sqm (minimum of spaces)	1 space per 850sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
				2 spaces, or 5% of the total, whichever is greater			
B8 Storage and distribution (10,000sqm or more)	1 space per 100sqm	1 space per 100sqm	Reduced provision may be appropriate around highly automated distribution hubs.	Individual spaces for each disabled employee plus 2 spaces, or 5% of the total, whichever is greater	6 spaces plus 2% of the total	2 spaces per 2,000sqm (minimum of 3 spaces)	1 space per 850sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
C1 Hotels	1 space per bedroom	1 space per bedroom	<p>These spaces should cater for staff as well as visitors.</p> <p>Car parking provision for ancillary uses such as conference centres and publicly available leisure centres should be treated as additional to the general hotel use. However, assessments should be made of the potential for efficiencies in parking provision, making allowances for example, for conference delegates staying in the hotel.</p>	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 25 bedrooms (minimum of 4 2 spaces)	1 space per 10 bedrooms (minimum of 2 spaces)
C2 Care homes	1 space per 5 residents	1 space per 4 residents		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 100 residents (minimum of 2 spaces)	1 space per 10 bedrooms (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
C2 Purpose built student housing	1 space per 5 bedrooms	1 space per 5 bedrooms		1 space per 100 bedrooms (minimum of 2 spaces)	1 space per 100 bedrooms (minimum of 2 spaces)	Provision should be determined on a case-by-case basis.	1 space per 2 bedrooms
C2 Hospitals			Parking provision should be determined on a case-by-case basis, taking into account the range of functions contained and in consultation with the relevant staff and patient groups. Parking levels and management arrangements should be defined in a transport assessment covering staff, patients and visitors. Parking requirements must reflect				

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
			the likely proportion of disabled visitors.				
C3 Dwelling houses	0.5 spaces per dwelling	1-bedroom dwellings: 1 space per dwelling 2–3-bedroom dwellings: 1.5 spaces per dwelling 4+ bedroom dwellings: 2 spaces per dwelling	Garage provision does not count towards the maximum standard	One space per wheelchair accessible dwelling, and in the case of apartment developments at least 5% of total capacity if this is greater.	One space per wheelchair accessible dwelling, and in the case of apartment developments at least 5% of total capacity if this is greater.	Provision within communal parking areas should be determined on a case-by-case basis.	Where the cycle parking is allocated to individual dwellings ^{2 3} : 1 space per 1 bedroom dwelling; 2 spaces per 2–3-bedroom dwelling; spaces per 4+ bedroom dwelling Where the cycle parking

² Including where it is provided within the curtilage of a dwelling.

³ The cycle parking standards will not be applied to properties that have their own garages, where the garage is of a sufficient size to accommodate a cycle storage area appropriate to the number of bedrooms within the dwelling.

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
							is to be provided communally ⁴ : 1 space per 1 bedroom dwelling; 1 space per 2–3-bedroom dwelling; spaces per 4+ bedroom dwelling.
C3 Sheltered accommodation	1 space per 3 bedrooms	1 space per 2 bedrooms	These standards should cater for all users of the developments and not just residents.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 bedrooms (minimum of 2 spaces)	1 space per 20 bedrooms (minimum of 2 spaces)

⁴ This should, where possible, be in the form of a cycle locker.

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
C4 Houses in multiple occupation and sui generis large houses in multiple occupation	1 space per 3 bedrooms	1 space per 2 bedrooms	C4 Houses in multiple occupation and sui generis large houses in multiple occupation	Parking provision determined on a case-by-case basis	Parking provision determined on a case-by-case basis	Parking provision determined on a case-by-case basis	1 space per 2 bedrooms
Class F1 - Clinics and health centres	1 space per 2 staff plus 1 per consulting room	1 space per 2 staff plus 4 per consulting room		3 spaces or 6% of the total capacity, whichever is greater Parking provision must reflect the likely proportion of disabled visitors	4 spaces plus 4% of the total Parking provision must reflect the likely proportion of disabled visitors	1 space per 2 consulting rooms	2 spaces per consulting room (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
Class F1 - Creches, day nurseries and day centres	1 space per member of staff	1 space per member of staff	The need for spaces for attendees (for day centres) and drop-off spaces will be determined on a case-by-case basis and should be assessed through a transport assessment.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 10 staff (minimum of spaces)	1 space per 4 staff and 1 space per 200sqm for visitors (minimum of 2 spaces)
Class F1 - Schools (primary and secondary)	1 space per classroom	2 spaces per classroom	Classrooms include any teaching space within a school including gyms, science rooms, etc. Where schools have a sixth form, it will be appropriate to apply the maximum standards for D1 higher education uses.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 10 staff (minimum of spaces)	1 space per 5 staff plus 1 space per 3 students
Class F1 - Galleries/museums/libraries	1 space per 40sqm	1 space per 20sqm		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of spaces)	1 space per 200sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
Class F1 - Places of worship	1 space per 10sqm	1 space per 5sqm		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm (minimum of spaces)	1 space per 50sqm (minimum of 2 spaces)
Class F1 - Higher and further education	1 space per staff	1 space per 2 staff plus 1 space for 10 students	These standards should be based on all staff including nonteaching staff and the total student headcount including parttime students.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 12 staff plus 1 space per 10 students	1 space per 5 staff plus 1 space per 3 students
Class F1 - Cinemas/bingo/ conference centres/ casinos/ music and concert halls	1 space per 10 seats	1 space per 5 seats	If seating capacity is not known at the application stage, the relevant D2 general leisure standard should be used.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 seats (minimum of 2 spaces)	1 space per 20 seats (minimum of spaces)
Class F2 - General leisure: dance halls/ swimming baths/	1 space per 25sqm	1 space per 22sqm		3 spaces or 6% of the total capacity,	4 spaces plus 4% of the total	1 space per 500sqm (minimum of spaces)	1 space per 200sqm (minimum of 2 spaces)

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
skating rinks/ gymnasiums/ other indoor recreation facilities				whichever is greater			
Class F2 - Stadia	1 space per 18 spectators	1 space per 15 spectators	The standards relate to both seating and standing areas for spectators.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 600 spectators (minimum of 1 spaces)	1 space per 100 spectators (minimum of 2 spaces)
Sui Generis - Theatres	1 space per 10 seats	1 space per 5 seats	If seating capacity is not known at the application stage, the relevant D2 general leisure standard should be used.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 seats (minimum of 2 spaces)	1 space per 20 seats (minimum of spaces)
Sui Generis - Motorcar showrooms	1 space per 60sqm internal showroom	1 space per 50sqm internal showroom		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	Minimum of 2 spaces	1 space per 5 staff

Type of development	Maximum car parking standards	Maximum car parking standards	Maximum car parking standards	Minimum car parking standards for disabled people	Minimum car parking standards for disabled people	Minimum motorcycle parking standards	Minimum cycle parking standards
	Area type A	Area type B	Notes	Up to 200 bays	Over 200 bays		
Sui Generis - Petrol filling stations	Provision required to enable the safe operation of petrol pumps, car washing, air pumps, water taps etc.	Provision required to enable the safe operation of petrol pumps, car washing, air pumps, water taps etc.		1 space minimum	Minimum of 2 spaces	1 space per 5 staff	
Park and Ride, railway and bus stations and Metrolink stops.			Parking provision should be determined on a case-by-case basis				

Appendix 13: Thresholds for the requirement of Transport Assessments, Transport Statements and Travel Plans

Use Class	Land Use	Size / Gross Floor Area (GFA)	No Assessment	Transport Statement Required	Transport Assessment & Travel Plan
A1	Food Retail	GFA	Less than 250sq.m	Greater than 250 & less than 800sq.m	>800sq.m
A1	Non-Food Retail	GFA	Less than 800sq.m	Greater than 800 & less than 1500sq.m	>1500sq.m
A2	Financial and Professional Services	GFA	Less than 1000sq.m	Greater than 300 & less than 2500sq.m	>2500sq.m
A3	Restaurants and Cafés	GFA	Less than 300sq.m	Greater than 300 & less than 2500sq.m	>2500sq.m
A4	Drinking Establishments	GFA	Less than 300sq.m	Greater than 300 & less than 600sq.m	>600sq.m
A5	Hot Food Takeaway	GFA	Less than 250sq.m	Greater than 250 & less than 500sq.m	>500sq.m
B1	Business	GFA	Less than 1500sq.m	Greater than 1500 & less than 2500sq.m	>2500sq.m
B2	General Industrial	GFA	Less than 2500sq.m	Greater than 2500 & less than 4000sq.m	>4000sq.m

Use Class	Land Use	Size / Gross Floor Area (GFA)	No Assessment	Transport Statement Required	Transport Assessment & Travel Plan
B8	Storage and Distribution	GFA	Less than 3000sq.m	Greater than 3000 & less than 5000sq.m	>5000sq.m
C1	Hotels	Bedroom	Less than 75 bedrooms	Greater than 75 & less than 100 bedrooms	>100 bedrooms
C2	Residential Institutions – hospitals, nursing homes	Beds	Less than 30 beds	Greater than 30 & less than 50 beds	>50 beds
C2	Residential Institutions – residential education	Students	Less than 50 students	Greater than 50 & less than 150 students	>150 students
C2	Residential Institutions – institutional hotels	Residents	Less than 250 residents	Greater than 250 & less than 400 residents	>400 residents
C3	Dwellinghouses	Dwelling unit	Less than 50 units	Greater than 50 & less than 80 units	>80 units
D1	Non – residential institutions	GFA	Less than 500sq.m	Greater than 500 & less than 1000sq.m	>1000sq.m
D2	Assembly and Leisure	GFA	Less than 500sq.m	Greater than 500 & less than 1500sq.m	>1500sq.m

Note: The above does not include the following uses proposals for which should be discussed with the appropriate highway and planning authorities to determine whether an Assessment is required:

Stadiums, retail warehouse clubs, amusement arcades, laundrettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders yards, garden centres, Post offices, travel and ticket agencies, hairdressers, funeral directors, hire shops and dry cleaners.

Thresholds based on other considerations:

Other Considerations	Transport Statement	Transport Assessment	Transport Assessment & Travel Plan
Development not in conformity with the adopted development plan			X
Development generating 30 or more two-way vehicle movements in any hour		X	
Development generating 100 or more two-way vehicle movements per day		X	
Development proposing 100 or more parking spaces		X	
Development that is likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people			X
Development generating significant freight or HGV movements per day or significant abnormal loads per year		X	
Development proposed in a location where the local infrastructure is inadequate (e.g. Substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions)		X	
Development proposed in a location within or adjacent to an Air Quality Management Area		X	