

Circle Square, Plots 5 & 6, 7 & 8

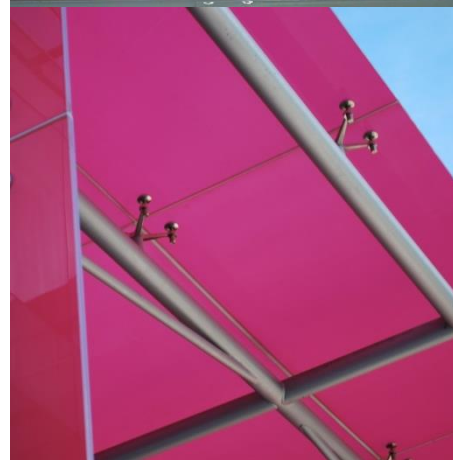
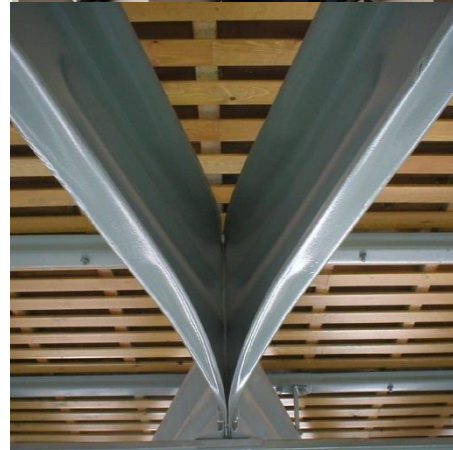
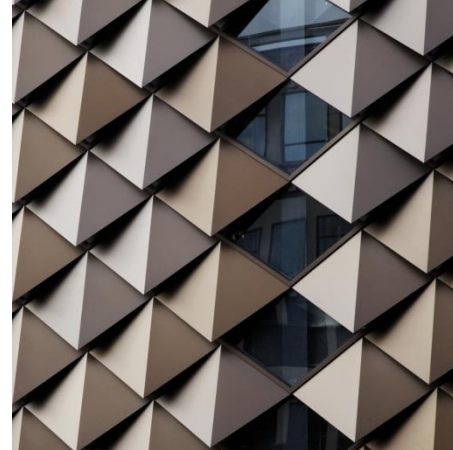
Resident Parking Strategy

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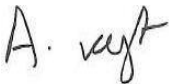
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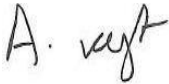
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of VITA Group and Bruntwood Limited to provide traffic and transportation advice in relation to development on the following plots at Circle Square, Oxford Road, Manchester:

- Plots 5 & 6 (MCC Planning Ref: **116450/FO/2017**); and
- Plots 7 & 8 (MCC Planning Ref: **111027/FO/2016/C1** and Non-Material Amendment (NMA) **117610/NMC/2017**).

1.1.2 A planning application for Plots 5 & 6 was submitted and subsequently granted planning permission in 2017 (MCC Planning Ref: **116450/FO/2017**) with the following description:

“Resubmission of application ref no 111026 (as amended by 116413/NMC/2017) (Blocks 5 and 6) to incorporate amendments comprising additional floor of accommodation (now 37 storeys but overall height of tower element reduced 0.5m) and changes to number (6 additional) and mix of apartments.

Original consent for Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping).”

1.1.3 A planning application for Plots 7 & 8 was also submitted and subsequently granted planning permission in 2016 (MCC Planning Ref: **111027/FO/2016/C1**) with the following description:

“Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping.”

1.1.4 A non-material amendment for several conditions on Plots 7 & 8 was also submitted and subsequently approved in 2017 (MCC Planning Ref: **117610/NMC/2017**).

1.2 Document Purpose

- 1.2.1 Whilst a new MSCP is proposed as part of the development proposals (MCC Planning Ref: **113832/FO/2016**), no dedicated car parking is proposed for the residential uses. This note is intended to provide Manchester City Council with further information on the resident parking strategy, and to discharge Conditions 11 and 16 attached to the Circle Square Development for Plots 5 & 6 and Plots 7 & 8 respectively. For clarity, the precise wording of the conditions is provided below:

Plots 5 & 6	Plots 7 & 8
Condition 11	Condition 16 (from NMA)
No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.	No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

- 1.2.2 In 2016, a Residential Parking Strategy (RPS) was prepared by Curtins (Document Ref: **TPMA1356/1B/RPS**) to support the outline scheme for the entirety of Phase 1B. This note will also reference the measures and initiatives (where appropriate) proposed in the earlier RPS.

2.0 Existing Conditions

2.1 Introduction

- 2.1.1 In recognition of the sites' city centre location and the high levels of accessibility afforded by nearby transport infrastructure, the proposed residential uses will be marketed as car-free.
- 2.1.2 Future users who choose to rent an apartment will be fully aware that there is no dedicated parking. Therefore, if they require a dedicated on-site parking space, it is unlikely that they would choose to live in this development.

2.2 Accessibility by Sustainable Modes of Travel

Pedestrian Accessibility

- 2.2.1 When completed, the Site would integrate into the wider Circle Square Masterplan, consisting of residential, commercial, and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within close proximity of the site. These include, but are not limited to:

Within a 500m walking distance (c. 7-minute walk)	Within a 1,000m walking distance (c. 15-minute walk)	Within a 2,00m walking distance (c. 22-minute walk)
- cafés, restaurants, bars, take-away's, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels, and gym/leisure facilities along Oxford Road - Lass O'Gowrie pub along Charles Street - Oxford Road rail station, bus stops along Oxford Road	- Manchester Central Library, Manchester City Council - Whitworth Street and Portland Street - Manchester Aquatics Centre, The University of Manchester, Royal Northern College of Music, Manchester Metropolitan University - Chinatown, St Peter's Square (with restaurants, cafés, shops, and bars) - Manchester Central Convention Complex, Bridgewater Hall	- restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District - Castlefield, Spinningfields, Piccadilly, ODEON Cinema, Great Northern Warehouse Complex - Deansgate (with restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities) - Manchester Royal Infirmary

Table 2.1 – Summary of Facilities within a 2,000m Walking Distance

- 2.2.2 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads. It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

Cycle Accessibility

- 2.2.3 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city Centre are within close proximity to the site and are accessible following Sustrans cycle routes.
- 2.2.4 Local routes in the vicinity of the site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the site is reproduced in **Figure 2.1** below:

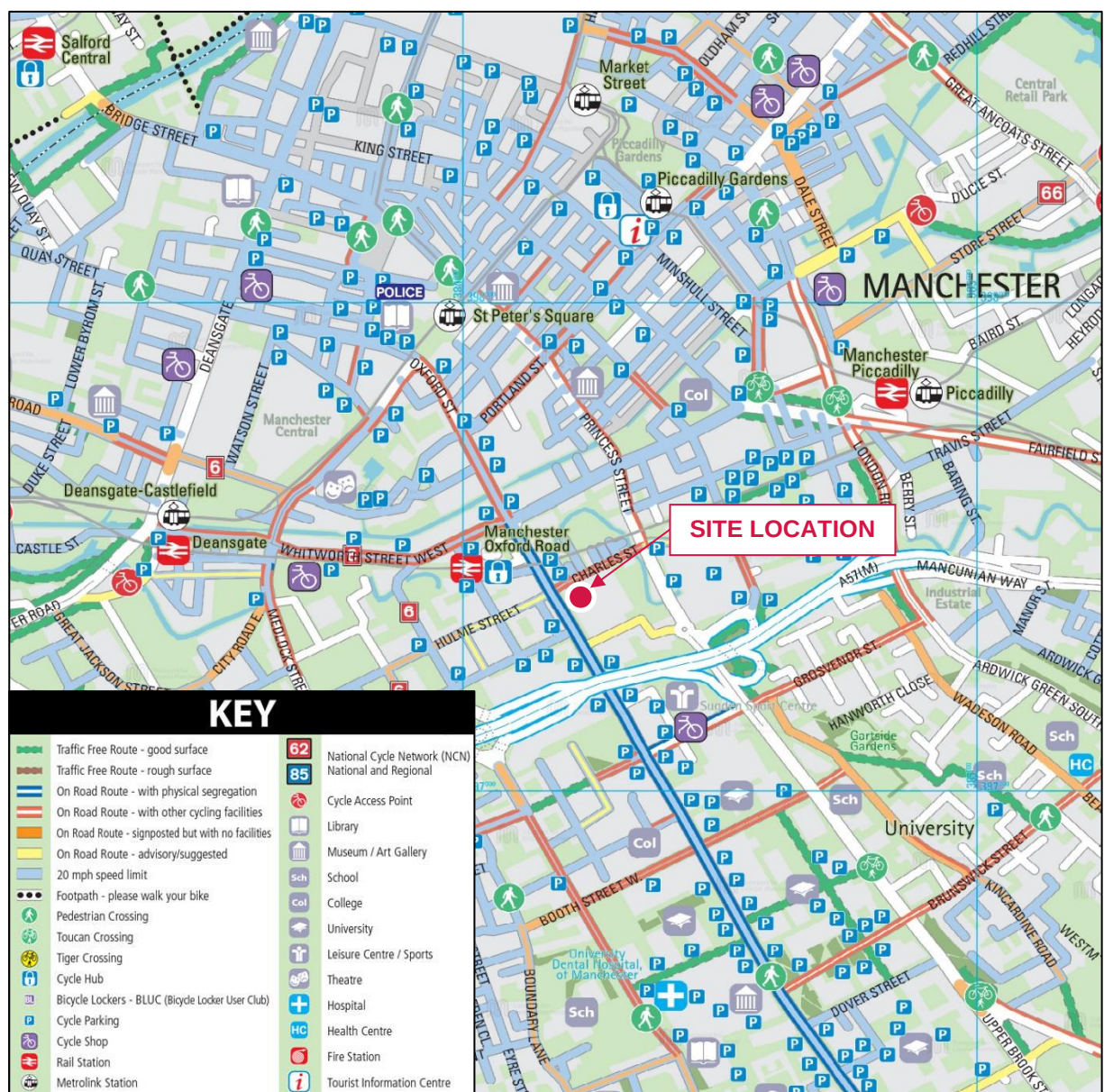


Figure 2.1 – Local Cycle Network

(Source: TfGM)

Bus Accessibility

- 2.2.5 The nearest bus stops are located along Oxford Road and Princess Street. Services call at these stops as frequent as every 10 minutes and includes destinations in Manchester City Centre and across Greater Manchester.
- 2.2.6 Future residents can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre in order to access key city centre locations and railway stations (Deansgate/Manchester Victoria), shown in **Figure 2.2**:

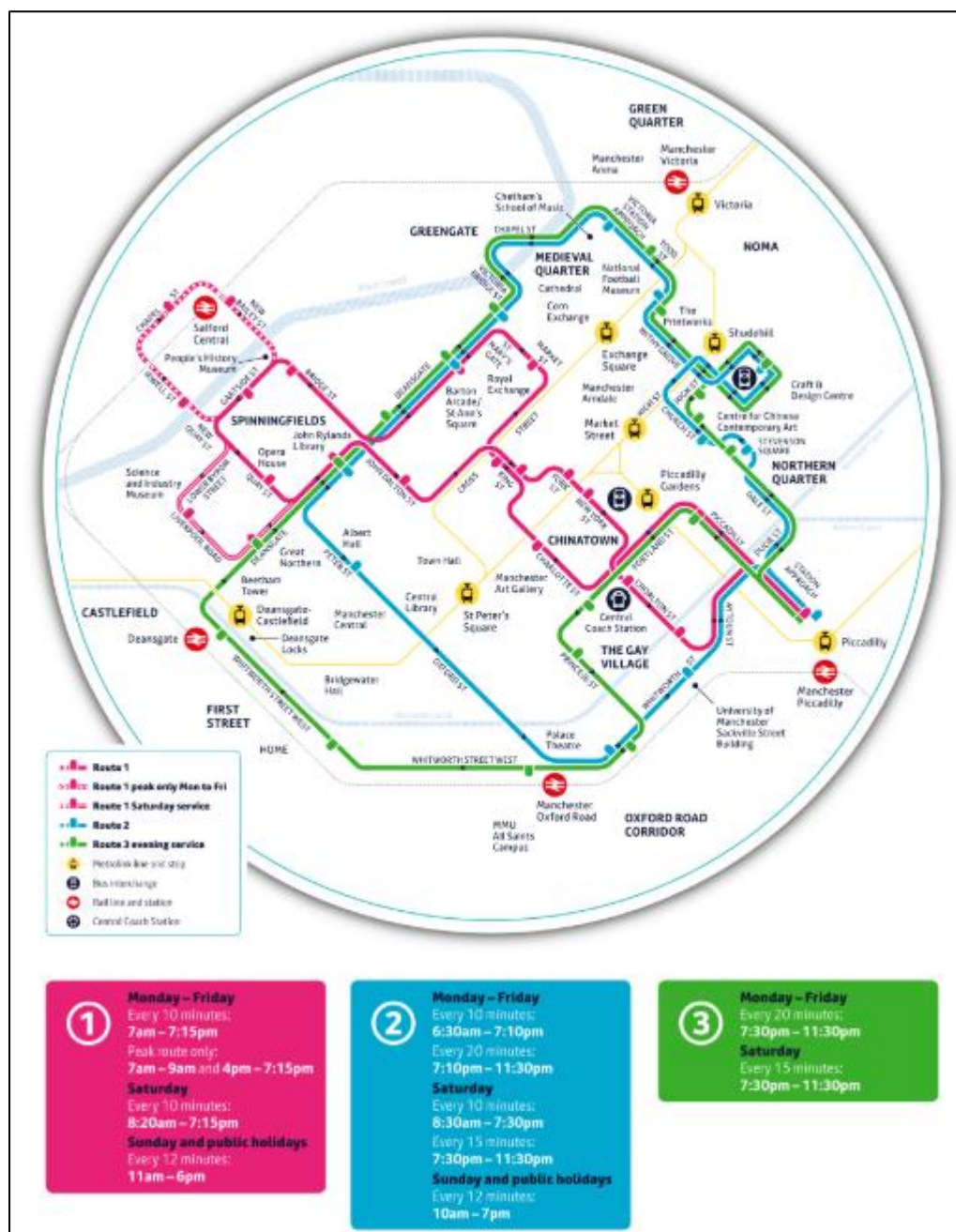


Figure 2.2 – Free Bus Route

(Source: TfGM)

Rail Accessibility

2.2.7 The nearest train station is Manchester Oxford Road, located at an approximate 200m walking distance to the north-west of the site, with up to 6 trains during weekday peak hours to destinations such as:

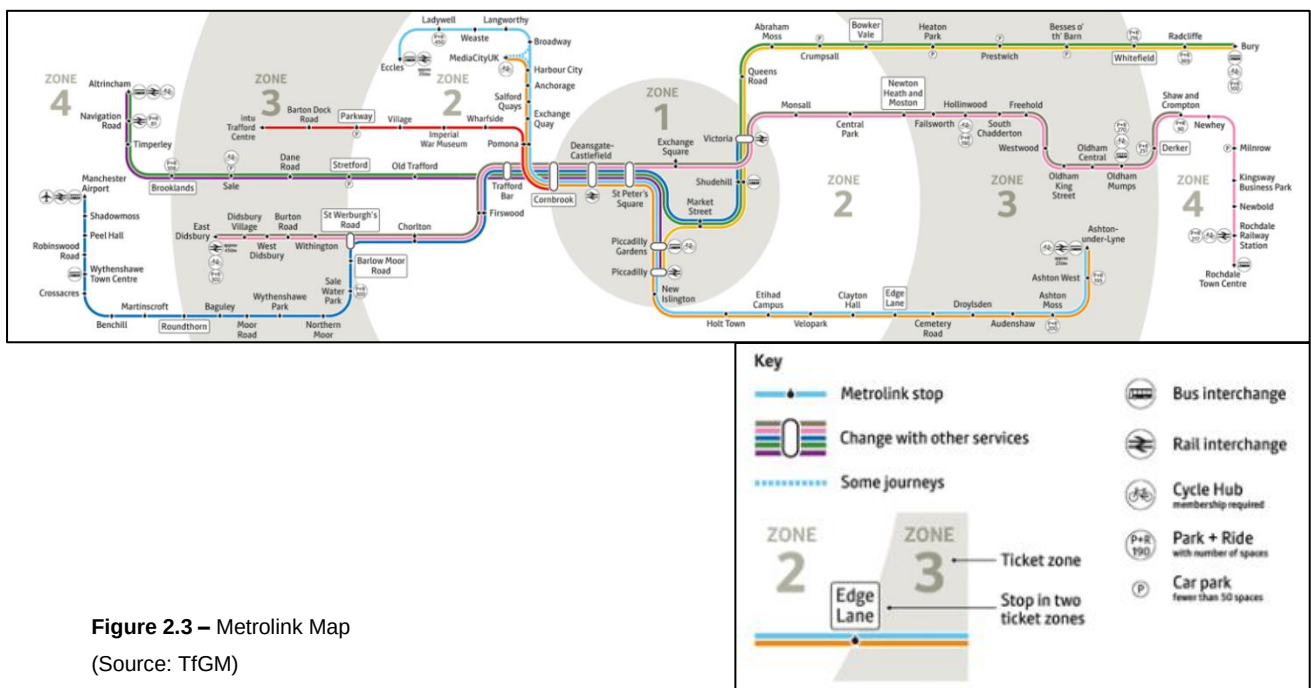
- Alderley Edge
- Blackpool North
- Chester
- Crewe
- Liverpool Lime Street
- Manchester Airport
- Middlesbrough
- Newcastle
- Nottingham
- Preston
- Southport

2.2.8 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for residents of the site and is a viable alternative to private car use.

Metrolink (Light Rail) Accessibility

2.2.9 Future residents can also board the Metrolink at the St Peter's Square or Piccadilly station, approximately 600m and 800m north and north-east of the site respectively. Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

2.2.10 Metrolink lines run on a 12-minute frequency, with the exception of the Ashton line which runs every 6 minutes. The Metrolink map is shown in **Figure 2.3** below:



2.3 Car Ownership Data

2.3.1 Based on the QS416EW dataset of the 2011 Census, titled 'Car or Van Availability', Curtins has considered 2011 car ownership in the Manchester 055 and 057 Middle Super Output Areas (MSOA) where the site is located. This is demonstrated in **Table 3.1**:

2011 Output Area – Manchester 055 + 057	No car/van	1 car/van	2 cars/vans	3 cars/vans	4 or more cars/vans	All categories
Households	4,008	1,891	250	27	8	6,184
Total Number of Cars/Vans	0	1,891	500	81	32	2,504
Percentage	65%	31%	4%	0%	0%	100%
Cars per Household						0.40

Table 2.2 – Census 2011 Car Ownership Data – Local Area

- 2.3.2 It is clear that relatively low levels of car ownership are reflective of the local area. The above table demonstrates that 65% of residents in the surrounding local area do not have access to a car/van in their household. It is considered limiting the availability of parking would lower this existing level of ownership further in the case of the proposed development site, and, accepting that the proposed development would include higher density residential development.
- 2.3.3 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would make a decision on whether to purchase / rent such a property in consideration of this. Low levels of parking on site would act as an initiative to encourage alternative modes of transport.

3.0 Resident Parking Strategy

3.1 Introduction

- 3.1.1 Notwithstanding the above, a strategy has been prepared which aims to encourage car free living, whilst also providing options should a limited number of residents require the use of a car.

3.2 Sustainable Travel Initiatives

- 3.2.1 To assist residents living without a car and to encourage sustainable modes of travel, Curtins prepared Travel Plans for both Plots 5 & 6 and 7 & 8 respectively (Document Ref: **49238-CUR-00-XX-RP-TP-001-V02_TP** and **49239-CUR-00-XX-RP-TP-001-V02_TP**). These documents form part of the planning application and sets out various initiatives for sustainable travel along with a monitoring and management strategy.

- 3.2.2 A full list of initiatives is included within the Travel Plan but key measures in accordance with TfGM advice include:

- Provision of Welcome Packs for residents and staff, comprising:
 - Introduction to the TP concept detailing objectives and aspirations, health benefits of walking, cycling and environmental benefits of sustainable modes of transport; and
 - Maps showing local walking / cycling routes and places of interest;
- Information provision via travel notice boards / bulletin boards throughout the development;
- Clear signing of pedestrian routes within and adjacent to the site;
- Provision of 204 and 271 secure cycle parking spaces for residents in Plots 5 & 6 and 7 & 8 respectively;
- Promoting the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Distribute details of the My TfGM mobile app;
- Provide up to date bus details including timetables/contact information in the welcome packs;
- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development; and
- The appointment of a Travel Plan Co-ordinator (TPC).

3.3 Occasional Car Use

- 3.3.1 It is acknowledged that some residents may require the use of a car on certain occasions, and to accommodate this, car sharing and car clubs will be promoted through the Travel Plan.
- 3.3.2 There are car sharing organisations which offer a matching service. Residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. They would have to check that their employers are registered with CarShareGM prior to registering themselves with the site, which then searches for and matches appropriate car sharers.
- 3.3.3 Alternatively, the www.liftshare.com operates in a similar manner and can be used by the general public outside of an organisation registered with CarShareGM. It is considered that car sharing could be an attractive facility for residents and visitors who do not own a car but require occasional use.
- 3.3.4 Alternatively, Enterprise Car Club has a vehicle location at Samuel Ogden Street, M1 7AX (400m north-east of the site, within a 5-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk.

3.4 Nearby Parking Facilities

- 3.4.1 In addition to on-street parking facilities, **Table 3.1** summarises available car parks and associated number of spaces within 500m of the site (equating to a walking time of approximately 7 minutes when walking at an average speed of 1.2m/s):

Car Park	Car Park Location	Walking Distance (m)	Number of Spaces
1	SIP Charles Street	100	42
2	Euro Car Parks York Street	100	244
3	NCP Chester Street	300	212
4	The University of Manchester Car Park A – Charles Street	300	808
5	NCP Manchester Palace	400	411
6	NCP Oxford Street	500	341
7	NCP Chepstow Street	500	16
8	NCP Hulme Street	500	94
9	NCP Bloom Street	500	66
10	NCP Sackville Street	500	119
11	NCP Chorlton Street	500	572
12	SIP Abingdon Street	500	10
Total			2,935

Table 3.1 – Existing Off-Site Car Parking Provision

- 3.4.2 **Table 3.1** demonstrates that there are 12 car parks within 500m of the site, providing approximately 2,935 car parking spaces.
- 3.4.3 Furthermore, the entirety of Princess Street to the east of the site is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.
- 3.4.4 On-street car parking is also permitted along much of Chester Street to the west of the site in the form of dedicated pay and display parking bays with a combined capacity to accommodate up to 29 vehicles.
- 3.4.5 In total, there are approximately 3,032 spaces available within 500m (seven minutes) walk of the site.

3.5 Lease Parking Strategy

- 3.5.1 In addition to nearby public car parks, the proposed multi storey car park that forms part of the Phase 1B application will provide up to 1,100 parking spaces. It has been confirmed with the developer that some of these could be made available for residents to lease, subject to agreement with the car park operator.
- 3.5.2 The MSCP is envisaged to be fully completed by Q4 of 2020 to tie in with the completion of Plots 7 & 8.

3.6 Visitor Parking Strategy

- 3.6.1 It is envisaged that the vast majority of visitors to the site would arrive by sustainable modes of travel. However, should visitors arrive by car, the proposed MSCP will provide a suitable parking area.

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