Transport Statement

BUTTERFIELD ARCHITECTURE

ARCHITECTURE \ INTERIORS \ PROJECT MANAGEMENT

Location of Proposed Development	Nos. 6 & 8 Brookburn Road Manchester Chorlton M21 9ES
Description of Proposed Development	Joint application for the proposed conversion and extension of No.8 Brookburn Road and the extension of No.6 Brookburn Road.
Date of Preparation	October 2018
Applicant	Huse Living Ltd 102 Roseneath Road Urmston Manchester M41 5AZ
Agent	Butterfield Architecture Ltd 102 Roseneath Road Urmston Manchester M41 5AZ

1 - Introduction

The proposed development at 8 Brookburn Road will transform the south end of the Chorlton Green Conservation area. It will take a derelict and unsightly building and create a new landmark building of high architectural merit as well as providing sustainable modern apartment living in the heart of South Manchester.

The external appearance is important for 2 reasons:

- The building currently detracts significantly form the setting of the Chorlton Green Conservation Area and raising the external design quality will make a substantial improvement to this sensitive site and
- One of directors of Huse Living Ltd lives in No. 6 Brookburn Road and wishes to improve the visual amenity of the development.

Improving the external appearance of the development is clearly a driving force behind the proposal but in order for this objective to be achieved it is crucial that a scheme is identified that makes the improvements economically viable. Approving the current proposals will create enough value in the properties for the improvements to be delivered.

When designing the conversion it has become apparent that it is not possible to meet the parking maxima set out in local policy. Using the 'comply or justify' principle, this report sets out why the application should be approved for the following reasons:

- There is no practical way of providing more onsite parking; we will retain the current single space
- The additional parking demand is unlikely to be any higher than with the currently approved uses
- There is sufficient on street capacity to accommodate demand and the main adjacent creator of local parking demand (the Bowling Green Pub) also supports the proposals
- On-site bike storage provision will be double the policy minima
- Our progressive approach to access provision is underpinned by the inclusion of an electric charging point in the retained onsite space
- The site is well located, close to a bus stop and with many other routes nearby and within walking distance of 2 trams and all local amenities
- Taking all relevant policy together, the scheme is policy compliant.

Whilst the application is a joint application combining proposals for both nos. 6&8 Brookburn Road, the case made in this document focuses only on the proposals for No.8. This is because No.6, if considered in isolation, is in fact policy compliant and we are making no changes to No.6 that affect potential parking demand in this regard.

The proposal for No. 8 Brookburn Road is for it to be converted into 8 apartments (2 x 1 bed and 6 x 2 bed). The building currently is divided into 2 dwellings (1 x 3 bed flat and 1 x 5 bed maisonette).

2 - Existing building

The building that is the subject of this application is currently disused and unsightly. It is situated on the edge of the Chorlton Green Conservation Area. Having considered various alternative proposals the applicant proposes to work with the existing building and building envelope rather than full scale demolition and rebuild as this would not be viable. One consequence of using the existing building

envelope is that the site is very limited in a number of ways but notably in the case of car parking potential.

The property is currently difficult to sell or let in a conventional manner and, because of the extremely large room sizes, has previously been used as an unofficial HMO. This use has the potential to house 8 or more separate households and consequently create substantially higher parking demand than would conventionally be expected by these 2 properties.

3 - The proposal

The applicant's proposal will create sufficient value in the properties to viably support very substantial external improvements as well as the creation of 8 more suitable properties for the local market. The external improvements are one of the key features of the proposal as the building is currently derelict and considered an eyesore and located on the very edge of the Chorlton Green Conservation Area.

There is currently 1 parking space on site and no other transport arrangements. The proposal is to retain that parking space, install an electric car charging point in it and treat is as a shared space in order to facilitate the charging of a number of electric cars within the development. The applicant would then seek to minimise parking demand by implementing a range of other measures in order to address access to transport for the residents of this building in future. This statement demonstrates that these measures, taken in combination, satisfy the sustainable transport needs of the proposed development and that it is policy compliant.

4 - The location

8 Brookburn Road is centrally located in the south Manchester suburb of Chorlton cum Hardy. The site is very well located for all local amenities and public transport services across greater Manchester with connections to the national rail network available through Metrolink to Piccadilly and to international travel via Manchester Airport. Walk times to local amenities and public transport services are as follows:

- The site is immediately opposite the Bowling Green pub,
- very near Brookburn Primary School (1 minute walk),
- situated within 250 metres of a bus stop (1 minute walk),
- within a 5 minute walk of the furthest of the shops, restaurants and bars on Beech Road and around Chorlton Green,
- Within a 5 minute walk of the bus routes on High Lane and Wilbraham Road (A6090),
- A 10 minute walk to Chorlton centre including Chorlton Bus Station and
- A 15 minute walk to Chorlton Metrolink.

In summary the site location is a highly sustainable one and it would be easily possible to live there without a car.

5 – Accessibility policy

The council's accessibility policy is contained in:

- LDF core strategy (Appendix B) – setting the maxima of 100% parking provision and the comply or justify approach,
- Policy T2 – setting the parking standard as a maxima

- Saved UDP policy DC 5.1c – stating that the policy of 100% parking should be applied 'where practical' and
- the Manchester Residential Quality Guidance – giving the comply or justify approach.

These documents stipulate that in suburban areas 100% parking provision is required but that this standard may be reduced in accordance with the council's 'comply or justify approach' on the following basis:

- Secure cycle parking – 4 cycle parking spaces per car park space
- Identification of sufficient off-site capacity within 5 minutes walk to be available for the life of the development
- Provision of designated on street parking subject to satisfactorily demonstrating that the spaces will be properly designed into the street scene in agreement with the LPA and Highways Authority.
- A demonstration that the full parking requirement cannot be met on site and that a viable alternative can be provided that does not compromise relationship between the new development and the street in terms of creating active frontages.
- Robust research and market evidence that lower levels of car parking will be appropriate for a particular scheme.

5 - Proposed access arrangements

Onsite parking

The site has very limited outdoor space and there are also trade-offs to be made between parking, amenity space and external pedestrian circulation. We have addressed these trade-offs in the design and have successfully retained the single onsite space.

In the design work the application has considered using the space now designated as amenity space as on-site parking. Achieving this would require the installation of additional dropped kerbs on Brookburn Road that, in turn, would effectively reduce the amount of on street parking at a ratio of 1 onsite space to one lost on street space. This is clearly counterproductive and would in fact cause unnecessary pedestrian safety concerns due to cars crossing the pavement.

The applicant has also considered underground car parking but ruled this out for viability reasons as the existing building is built on a raft and piles due to ground conditions.

Other uses that have been considered include Chinese restaurant, hot food takeaway and conversion back into a bar. None of these possible uses were able to achieve the same level of visual external improvements nor were supported by the local community.

The applicant believes that the proposed residential scheme is the most suitable scheme for the site given its location and state of repair.

Off-site private parking

The applicant has also approached residents of the neighbouring Allan Court to see if we could buy any unused garages (note: there is a significant over-provision of parking to Allan Court that remains unused). Some discussions are ongoing but this application assumes that the applicant is unable to secure additional private parking nearby.

On street parking

The consequence of the two factors above is that any parking required over and above the single on-site space will be accommodated on the street.

Following the LDF policies and using the 'comply or justify' approach we have prepared a Sustainable Travel Plan in order to minimise parking demand and mitigate the onsite parking shortfall. Nevertheless we have considered a realistic worst case scenario that assumes each apartment will generate a requirement to accommodate 1 additional on street parked car.

6 - Current parking demand

Having studied and observed local traffic and parking movements it is clear that there is ample on street parking available in the vicinity of the site. Brookburn Road itself has a long and open undeveloped road frontage amounting to 200 metres of undeveloped frontage on both sides of the road. Within a short distance there are also similarly open and undeveloped road frontages on Ivygreen Road with around 100 metres of undeveloped frontage prior to reaching the terraces. There is a plentiful supply of on street parking.

This undeveloped road frontage is substantially free from parked cars and certainly there is enough capacity to accommodate 8 additional parked cars. It is also important to note that the current building, if restored back to its previous HMO type use could create that demand with requiring any further consent. It is considered that this is a long term solution on the basis that the open areas are designated as Greenbelt, in the Flood Plain, serve Chorlton Ees Nature Reserve, front the Lawngreen Avenue apartments garages and the pub car park thus rendering them unlikely to ever be developed.

There are occasions when the parking supply is eroded but we feel that there is ample opportunity to deal with each of these occasions as follows:

a) **School drop off and pick up** – occurs outside of peak parking demand for the flats so there will be relatively little impact on our proposals. Most residents will have jobs and so will have taken any cars they require before the 9 am school run and will also not have returned by the time of the afternoon 3:30 pm run.
b) **When the Bowling Green Pub is busy** - the Bowling Green Pub has its own car park and there is another public car park on the other side of Brookburn Road for access to the Chorlton Ees both of which are able to accommodate pub parking demand. During our observations neither has ever been full. Furthermore there is such an ample supply of roadside parking on the public highway that there is very little chance of the area running out of parking. Some pub goers may, on occasion, have to park slightly further away but as they are short term visitors this is unlikely to have a significant effect on the local area. During our consultation with the Pub Licensee it became clear that he was of the same opinion. He has written in support of the application specifically citing his lack of concern about parking demand that the proposals may create.
c) **When events are held on Chorlton Green** – these events occur from time to time and are relatively short lived and so the points made about parking in point b above also apply but with the added benefit of the relevant stretch of Brookburn Road not being the location of first resort for those seeking car parking at the green. Roads such as Beech Road, Albemarle Road, Crossland Road, Ivygreen Road, Finney Drive, Whitelow Road, St Clements Road,

Vicars Road and Stockton Road are all closer in proximity than the proposal site and whilst there are some parking restrictions placed on some stretches of these roads there is generally an ample supply of parking within a few hundred metres walk.

In summary there will be a low level of impact from additional parking from any displaced parking that the proposed development creates. The proposed development will not create any additional parking demand over and above that which is currently permitted. There is a great deal of parking capacity in the area. The proposal should not be refused on parking grounds.

7 - Local road safety

The Transport for Greater Manchester website shows that there are no recorded accidents in the vicinity of the application site, see Figure 1.

Figure 1 – Brookburn Road Area, Accident Data.



Source: www.gmtu.gov.uk

Sustainable travel plan

Following the LDF policies and using the 'comply or justify' approach we have prepared a detailed Sustainable Travel Plan in order to mitigate the onsite parking shortfall. The preparation of such a plans is a relatively simple exercise but where travel plans are often weak is in their implementation and so it is for this reason that we will pass the delivery of the transport plan to the management company that will take the ground rent on the eventual freehold and manage any maintenance liabilities. The transport plan can be agreed with the City Council as part of the planning application

and made a condition of planning consent. We propose that the following items should be included within the travel plan:

- The applicant proposes to retain the current onsite parking space and install an electric car charging point (location to be discussed with HA)
- The applicant will install and maintain secure cycle parking facilities as part of our scheme at 2 per dwelling (double the policy minima).
- The applicant will promote walking and cycling to residents as well as encourage use of the local public transport services by providing transport information in the purchasers' and residents' welcome packs and annually thereafter.
- The applicant will promote the use of car share schemes when we sell on the resultant apartments by ensuring that all residents are enrolled in the Enterprise Car Club scheme or its successors.
- The applicant will seek to purchase any of the neighbouring garages that become available and have already commenced this exercise by contacting each of the flats in Allan Court to this effect. We will reopen this discussion when the public consultation commences.

These positive measures individually and in combination will reduce the parking demand generated by the proposal.

Conclusion

The proposed development will change the face of the Chorlton Green area and substantially lift the quality of the built environment removing dereliction and replacing it with attractive buildings and active uses. We have shown that there will be no greater impact over and above that capable of being created without any new consents. The proposed development is designed to high sustainability standards and its location makes it ideal for a sustainable approach to access. In this report we have used the 'comply or justify' approach proposed in local policy to set out that our Sustainable Travel Plan which will be both effective in capitalising on the accessibility of the location and deliverable through the ongoing requirement that will be placed on the freeholder and any management company that takes on the ongoing maintenance associated with the freehold. We also evidence that any resultant parking demand can be accommodated without any undue negative impact in the locality.

The local policy sets out that the 100% parking provision is to be viewed as a maxima and that onsite parking is only required 'where practical'. On that basis and considered with plentiful supply of on street parking and the mitigation measures contained in the sustainable travel plan the proposals are policy compliant and consequently should be granted planning consent.