CAR PARKING & SERVICING NOTE 01 - UNIT D3, SIEMENS CAMPUS, MANCHESTER

1 INTRODUCTION

1.1 This Note will address the car parking and servicing arrangements for the proposals to amend the car parking and servicing layout for the consented D3 unit scheme on the Siemens Campus, Didsbury, Manchester.

2 EXISTING CONSENT

2.1 Phase 1 comprised of 2,350m² commercial floor space and was granted consent in December 2016 (114283/FO/2016), the particulars are as follows:

> *"Erection of three storey commercial building (for flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking"*

2.2 As part of the consented scheme there was a car parking provision of 48 spaces including 3 disabled spaces for unit D3.

3 PARKING

3.1 Manchester City Council's (MCC) car parking standards are set out within Appendix B of the Core Strategy and have been summarised in Table 3.1 below:

Land Use	Maximum number of car parking spaces	Minimum number of spaces required for: -	
		Disabled people's parking as percentage to total (Citywide)	Cycles (Citywide)
Stand-alone Offices	1 space per 30m²	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	1 space per 200m² (minimum of 2 spaces)

Table 3.1 – MCC Car Parking Standards Summary

3.2 Based on the consented floor space of 2,350m², this would equate to the following parking provision as set out by MCC:

- MCC's Maximum number of car park spaces – 78 spaces
- MCC's Minimum number of disabled spaces – 5% of provision
- MCC's Minimum number of cycle spaces – 12 spaces

3.3 Bruntwood are proposing to amend the car parking provision with the revised layout providing a total of 71 car parking spaces including 4 disabled spaces. The proposed layout plan has been included within **Appendix 1**.

3.4 It is also proposed to provide 20 cycle spaces, which exceeds MCC's minimum cycle parking standards.

4 SERVICING

4.1 The car parking layout has been amended to incorporate the additional car parking spaces to serve Unit D3, therefore, to ensure that the proposed layout can accommodate the turning manoeuvres of a large delivery/refuse vehicles, a track plot exercise has been undertaken.

4.2 It has been previously advised by Manchester City Council (MCC) that a 11.5m rigid vehicle should be used to demonstrate that a layout is appropriate.

4.3 As such, vehicular track plots have been included within **Appendix 2** and demonstrate that large vehicles can safely enter and exiting the site based on the revised layout.

5 SUMMARY

5.1 In summary, the proposals to increase the car parking provision is in accordance within MCC's maximum car parking standards, the disabled provision is also in line with MCC's standards and the cycle parking provision exceeds the minimum number of spaces required.

5.2 It has also been demonstrated that the revised layout can accommodate the turning manoeuvres of a large delivery/refuse rigid vehicle.

Appendix 1 **Proposed Site Layout**

Appendix 2 **Vehicular Track Plots**

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