Apollo Public House Site, Miles Platting, Manchester

Technical Note 01

A25047

1. Introduction

1.1. Astute Transport Planning has been appointed by Jigsaw Homes North to provide transport and highways advice for a proposed affordable residential development within Miles Platting, Manchester. The proposed development site is located on land formally occupied by the 'Apollo' public house.

1.2. A planning application was submitted in June 2025 (Planning reference: 143295/FO/2025) for the *"Erection of a part 3, part 4 storey building to provide 32 one and two bed apartments with associated parking, landscaping and cycle store."* A Transport Statement, produced by Prime Transport Planning, was submitted in support of the application in June 2025.

1.3. The proposed residential development will result in the closure of Thornden Road and an existing informal car park located adjacent to Thornden Road. It is understood that both Thorden Road and the adjacent car park are no longer public highway, having been stopped up under Section 247 of the Town and Country Planning Act.

1.4. It is understood that local residents currently use the car park for residential parking, despite it not being public highway.

1.5. Following submission of the planning application, Manchester City Council (MCC) have requested that a parking assessment be undertaken to determine whether the additional on-street parking demand, arising from the closure of Thornden Road and the existing car park, could be accommodated safely within the surrounding highway network.

1.6. In order to assess parking availability within the vicinity of the site, an assessment of the existing maximum parking demand has been undertaken within this Technical Note.

2. Parking Surveys

2.1. In order to assess parking availability within the vicinity of the site, parking surveys were undertaken by TDS Ltd, a specialist traffic data survey company, on Wednesday 17th September 2025. The parking surveys were undertaken between 7am to 9am and 6pm to 10pm, to understand the level of overnight parking, when parking demand is greatest. The surveys were undertaken at the following locations:

- Informal Car Park (adjacent to Thornden Road);

- Thornden Road; and
- A section of Farnborough Road (between Varley Street and Firs Street).

2.2. **Table 2.1** provides a summary of the total number of available parking spaces at each of the surveyed locations, allowing for parking restrictions and other factors. In addition, the full results of the survey, including survey location, are provided in **Appendix A.**

Table 2.1: Total Number of Parking Spaces

Location	Total Number of Available Spaces
Informal Car Park (Zone A)	6
Thornden Road (Zones B and C)	8
Farnborough Road (Zones D to G)	19
Total Spaces	**33**

2.3. **Table 2.1** demonstrates that the planned development would result in the loss of 14 car parking spaces, with 19 available spaces remaining on Farnborough Road.

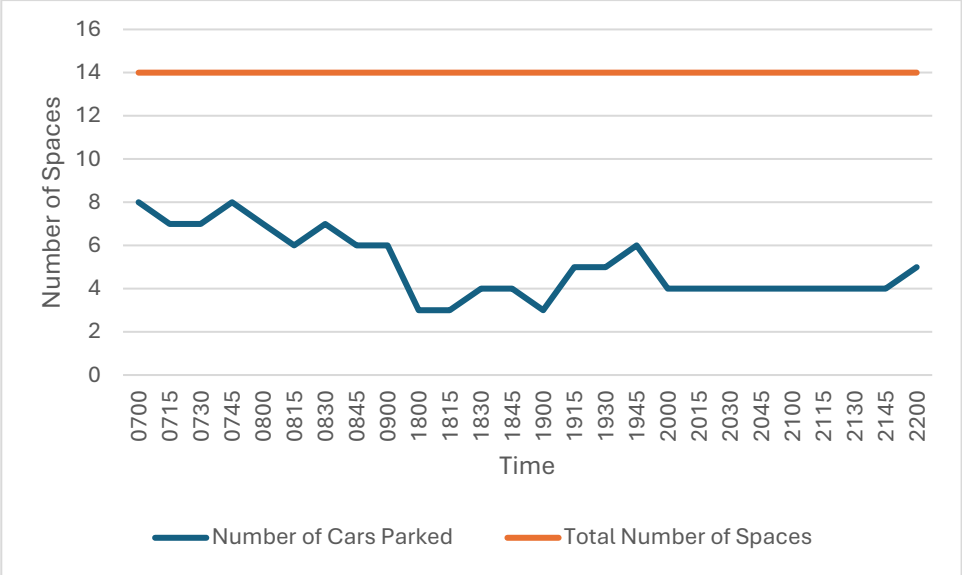
3. Parking Survey Results

Thornden Road and Informal Car Park

3.1. As previously stated, the proposed residential development will result in the closure of Thornden Road and an existing informal car park located adjacent to Thornden Road. It is understood that local residents currently use the car park for residential parking, particularly at night.

3.2. In order to determine the parking demand on Thornden Road and at the existing car park, parking surveys were undertaken. The results of the survey are shown in **Figure 3.1** below.

Figure 3.1: Thornden Road and Informal Car Park Survey Results



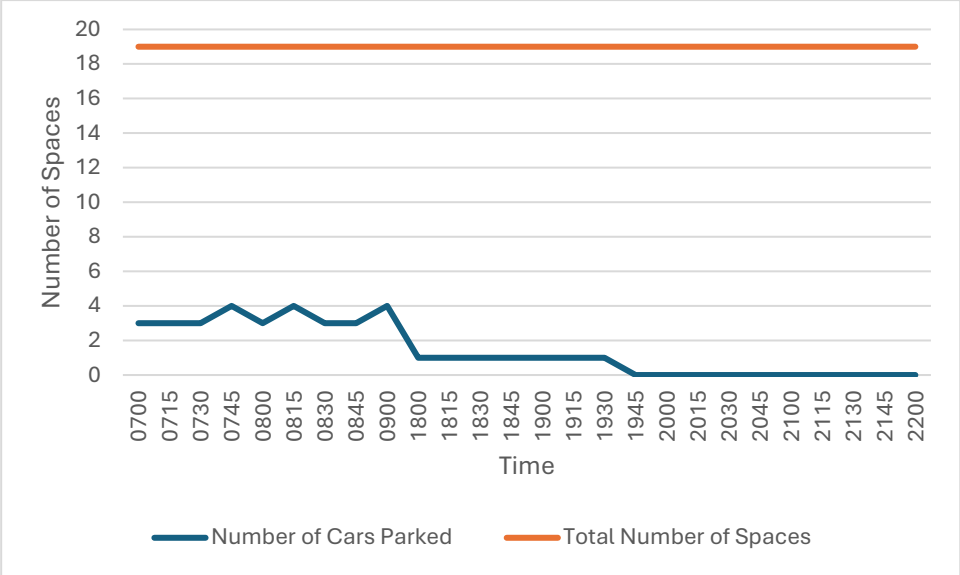
3.3. As can be seen in **Figure 3.1**, the results of the parking survey reveal a maximum parking occupancy of eight spaces (57% occupancy) over the duration of the survey.

3.4. Although parking is currently observed at this location, it should be noted that there is no legal right to do so. As previously stated, Thornden Road has been 'stopped up', removing all public highway rights, including the right to park. As such, any parking activity currently occurring in this area is informal and not legally authorised to do so.

Farnborough Road

3.5. In order to determine whether the additional on-street parking demand could be accommodated on the surrounding highway network, parking surveys were undertaken on Farnborough Road. The results of the parking survey on Farnborough Road are shown in **Figure 3.2**.

Figure 3.2: Farnborough Road Parking Results



3.6. As can be seen in **Figure 3.2**, the results of the parking survey revealed a maximum parking occupancy of four spaces (21% occupancy) over the duration of the survey. Based on the maximum parking occupancy observed, a minimum of 15 spaces would remain available for residents to park overnight.

3.7. As detailed in **Figure 3.1** above, a maximum parking occupancy of eight spaces was observed on Thornden Road and within the existing car park. The number of spaces available on Farnborough Road is therefore sufficient to meet the demand associated with the closure of Thornden Road and the existing car park. Post closure, Farnborough Road is forecast to operate with a maximum occupancy of 12 spaces (63% occupancy), with seven spaces remaining available to park.

3.8. The results of the parking surveys have therefore demonstrated that the additional on-street parking demand, arising from the closure of Thornden Road and the existing car park, can be accommodated within the surrounding highway network and would not result in any material impact on the safe operation of the local highway network or on existing residents.

4. Summary and Conclusions

4.1. Astute Transport Planning has been appointed by Jigsaw Homes North to provide transport and highways advice for a proposed affordable residential development within Miles Platting, Manchester. The proposed development site is located on land formally occupied by the 'Apollo' public house.

4.2. A planning application was submitted in June 2025 (Planning reference: 143295/FO/2025) for the *"Erection of a part 3, part 4 storey building to provide 32 one and two bed apartments with associated parking, landscaping and cycle store."* A Transport Statement, produced by Prime Transport Planning, was submitted in support of the application in June 2025.

4.3. The proposed residential development will result in the closure of Thornden Road and an existing informal car park located adjacent to Thornden Road. It is understood that local residents currently use the car park for residential parking following the closure of the 'Apollo' public house, despite the highway having already been stopped up under Section 247 of the Town and Country Planning Act.

4.4. Following submission of the planning application, Manchester City Council (MCC) have requested that a parking assessment be undertaken to determine whether the additional on-street parking demand, arising from the closure of Thornden Road and the existing car park, could be accommodated within the surrounding highway network.

4.5. In order to assess parking availability within the vicinity of the site, parking surveys were undertaken on Wednesday 17th September 2025. The parking surveys were undertaken between 7am to 9am and 6pm to 10pm, to understand the level of overnight parking.

4.6. The results of the parking surveys have demonstrated that the additional on-street parking demand, arising from the closure of Thornden Road and the existing car park, can be accommodated within the surrounding highway network and would not result in any material impact on the safe operation of the local highway network or on existing residents.

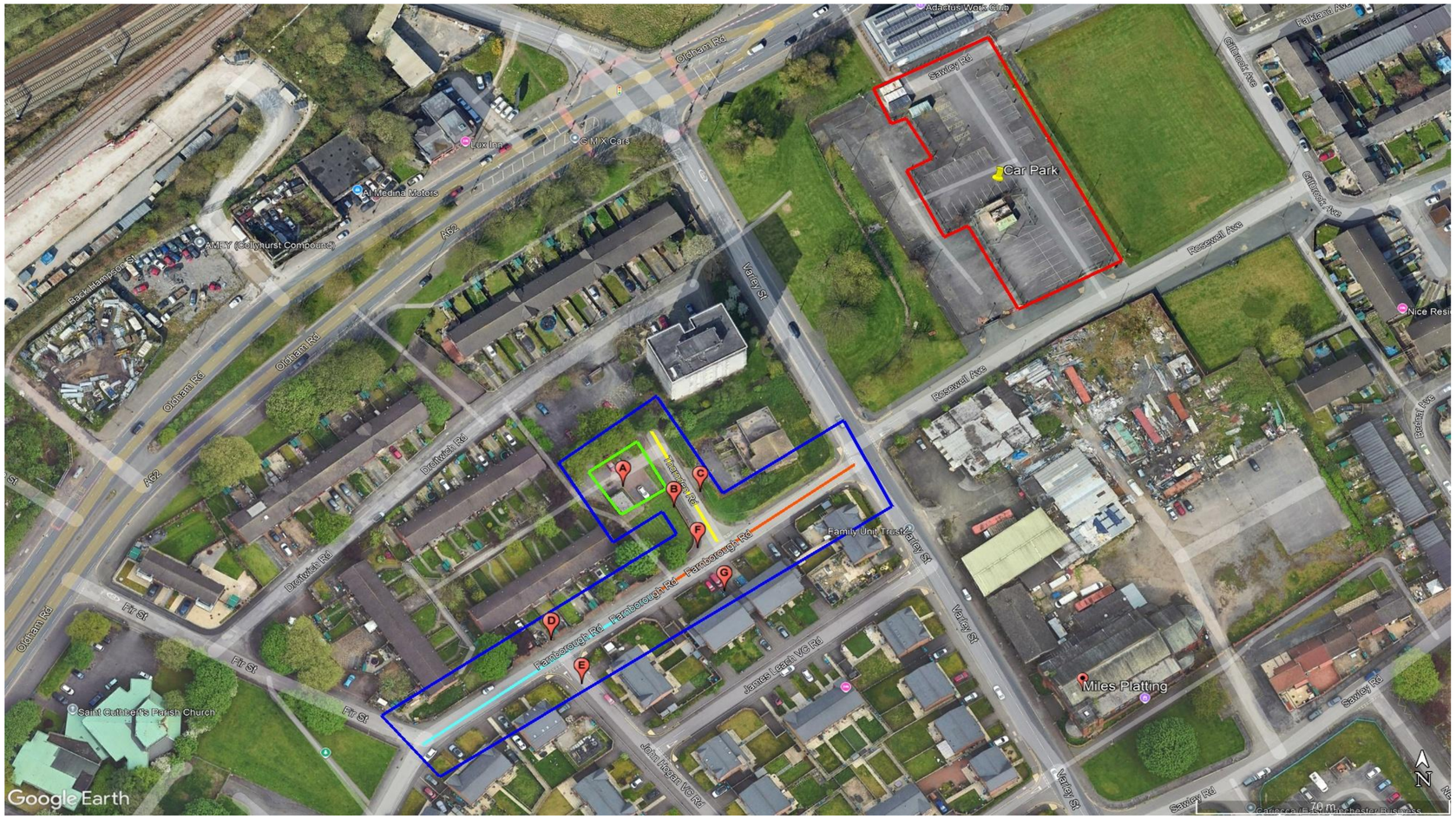
Conclusion

4.7. In conclusion, the additional information provided within this Technical Note should address the transportation and highway issues raised by Manchester City Council in relation to car parking.

4.8. This report has demonstrated that the proposed closure of Thornden Road and the existing car park would not result in any material impact on the operation of the local highway network or on existing residents. The proposed development should therefore be deemed acceptable in transport and highway terms.

Appendix A

Car Parking Survey Results



DRAWING TITLE: **PARKING REFERENCE**			**Transport Data Specialists Ltd** W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
JOB TITLE: **25.117 MILES PLATTING**			
DRAWN BY: DC	DATE: SEP 2025	SCALE: NTS	REF: FIGURE 1

25.117 Miles Platting - TOTAL NUMBER OF SPACES

Total Number of Spaces

Zone	S	D	EV	Total	
Car Park	39	5	6	**50**	
A	6	0	0	**6**	
B	4	0	0	**4**	*Spaces estimated
C	4	0	0	**4**	*Spaces estimated
D	8	0	0	**8**	*Spaces estimated
E	3	0	0	**3**	*Spaces estimated
F	4	0	0	**4**	*Spaces estimated
G	4	0	0	**4**	*Spaces estimated
Total	**72**	**5**	**6**	**83**	

S - Standard Spaces
D - Disabled Spaces
EV - Electric Vehicles Spaces

NB See Map for Locations of Zones

* All spaces estimated and based on the following:
without obstructing private points of access
without impacting access to/from any parking spaces that may be located on the opposing side of the road (for example, forecourt or layby parking, or where an ‘inset’ parking area is provided)
with no obstruction in whole or part of the footway, including the kerb

Time Beginning	Beats, Miles Platting - Wednesday 17th September 2025								
	Number of Occupied Spaces								
	Zone								Total
	A	A - Illegal	B	C	D	E	F	G	
0700	4	1	2	1	3	0	0	0	11
0715	4	1	1	1	3	0	0	0	10
0730	4	1	1	1	3	0	0	0	10
0745	4	1	1	2	4	0	0	0	12
0800	4	1	1	1	2	0	0	1	10
0815	4	0	1	1	2	1	0	1	10
0830	5	0	1	1	2	0	0	1	10
0845	4	0	1	1	2	0	0	1	9
0900	4	0	1	1	3	0	0	1	10
1800	3	0	0	0	1	0	0	0	4
1815	3	0	0	0	1	0	0	0	4
1830	4	0	0	0	1	0	0	0	5
1845	4	0	0	0	1	0	0	0	5
1900	3	0	0	0	1	0	0	0	4
1915	4	0	0	1	1	0	0	0	6
1930	4	0	0	1	1	0	0	0	6
1945	5	0	0	1	0	0	0	0	6
2000	4	0	0	0	0	0	0	0	4
2015	4	0	0	0	0	0	0	0	4
2030	4	0	0	0	0	0	0	0	4
2045	4	0	0	0	0	0	0	0	4
2100	4	0	0	0	0	0	0	0	4
2115	4	0	0	0	0	0	0	0	4
2130	4	0	0	0	0	0	0	0	4
2145	4	0	0	0	0	0	0	0	4
2200	4	0	1	0	0	0	0	0	5

Notes:

A - Illegal: A car parked on the large pathway
beside car park zone A