

Planning Condition – No .36 Car parking management strategy

The Development

The development provides 21.no houses and 48.no residential apartments which comprise of the following bedroom sizes & onsite parking provision, that will be managed by Manchester City Council Housing Services.

	1bed	2bed	3bed	4bed	Total	No. Of parking spaces
Houses	-	-	17	4	21	21 (100%)
Apartments	36	12	-	-	48	26 (54%)
Total no. Of Homes					69	

Vehicular and cycle parking are included at ground level, with driveways providing off-street parking for the houses located on the southern extent of Silk Street and Cowley Street, and two separate surface car parks provided to the north of Silk Street with provision for the apartments.

Vehicular access for the houses is provided in the form of driveways directly accessed from Silk Street, Cowley Street and Smallwood Street. Ten driveways are provided along the southern extent of Silk Street, five driveways will be accessed on the eastern extent of Cowley Street, and two driveways will be accessed via the western extent of Smallwood Street. Due to the low speeds and low levels of traffic using the local highway network, it is considered that direct access onto Silk Street, Cowley Street and Smallwood Street is appropriate.

Vehicular access to the apartment car parks is via the northern extent of Silk Street; the two proposed site access junctions have been situated away from the proposed driveways on the southern side of Silk Street to prevent any cross road type junctions and to ensure adequate junction spacing.

Pedestrians will access the residential dwellings via the existing footway provision on Silk Street, Cowley Street and Great Newton Street

Accessibility by Sustainable Modes of Travel

The site is considered to be highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site

Cycle Parking

48 secure cycle spaces are located within the internal layout of the apartments, with a further 6 secure cycle spaces available externally, providing sufficient cycle parking provision for residents and visitors. On the above basis, it is considered that cycle parking is sufficient to serve the requirements of the development. The Interim Travel Plan promotes sustainable travel and discourage single occupancy car

use. It is anticipated that this would also help to reduce car parking demand. Overall, it is considered that the development is in an accessible location that encourages future residents to use sustainable modes of transport and to discourage single occupancy car use and the proposed car parking provision is suitable.

The site benefits from direct access to National Cycling Route 66 on the Rochdale Canal tow-path which leads residents towards Manchester city centre. This will further promote sustainable travel for future residents at the Proposed Development.

Bus Accessibility

Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

The nearest bus stops are located on Old Church Street, approximately 100m to the west of the Proposed Development. In addition, bus stops on All Saints' Street/Droylsden Road provide additional services to areas within Greater Manchester.

These stops provide access to major employment areas and interchanges such as those in Manchester city centre and Salford. Additionally, these routes also link future residents to various destinations across Greater Manchester, including major hospitals and large retail areas such as the Trafford Centre.

Light Rail Accessibility

The Newton Heath and Moston Metrolink station is located approximately 500m to the north of the site; trams run every 12 minutes with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins.

Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester. It is considered the site is accessible by Metrolink (light rail).

Existing Parking Provision

Some of the parcels of the development land are informally utilised for surface car parking. As some car parking is removed, both informal parking within development parcels and existing on-street provision on Smallwood Street, vehicular parking will be displaced elsewhere.

As part of the Development, parking on-site will be displaced. In addition, on-street parking on Silk Street will be prevented however the on-street parking bays on the eastern side of the carriageway of Smallwood Street will be retained providing 2 disabled parking spaces and 5 additional short stay parking bays on the north side of Smallwood Street (one –way street) operating Monday to Saturday 7am to 7pm.

To understand the existing parking usage on-street and off-street in the vicinity of the Development, Curtins commissioned an independent traffic survey company Road Data Services to undertake full day parking beat surveys from 7am – 7pm on a weekday and a Saturday. These were undertaken on Tuesday 5h March 2019 and Saturday 9th March 2019.

The result demonstrates that on weekdays on-street parking in vicinity of the Proposed Development has spare capacity throughout the day; the highest number of vehicles parked is from 12:30pm – 12:45pm with 60 vehicles utilising the provision, equating to 50% of occupancy.

On Saturdays the on-street parking in the vicinity of the Development has spare capacity throughout the Saturday survey; the highest number of vehicles parked is from 2:30pm – 2:45pm with 63 vehicles utilising the provision, equating to 53% of occupancy.

In conclusion it is noted that there is c.104 spaces within the public car park to the rear of Asda/Iceland and the development land could to the south of Silk Street could accommodate c.100 spaces; however, this is noted to be informal with cars parking on private land. Notwithstanding this, the parking accumulation is based on a total of 200 spaces for robustness.

In conclusion the vehicles who currently park in the areas where parking is to be displaced have an abundance of locations for parking nearby and as such, would unlikely park in places that would have a negative impact on highway safety.