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Rev A

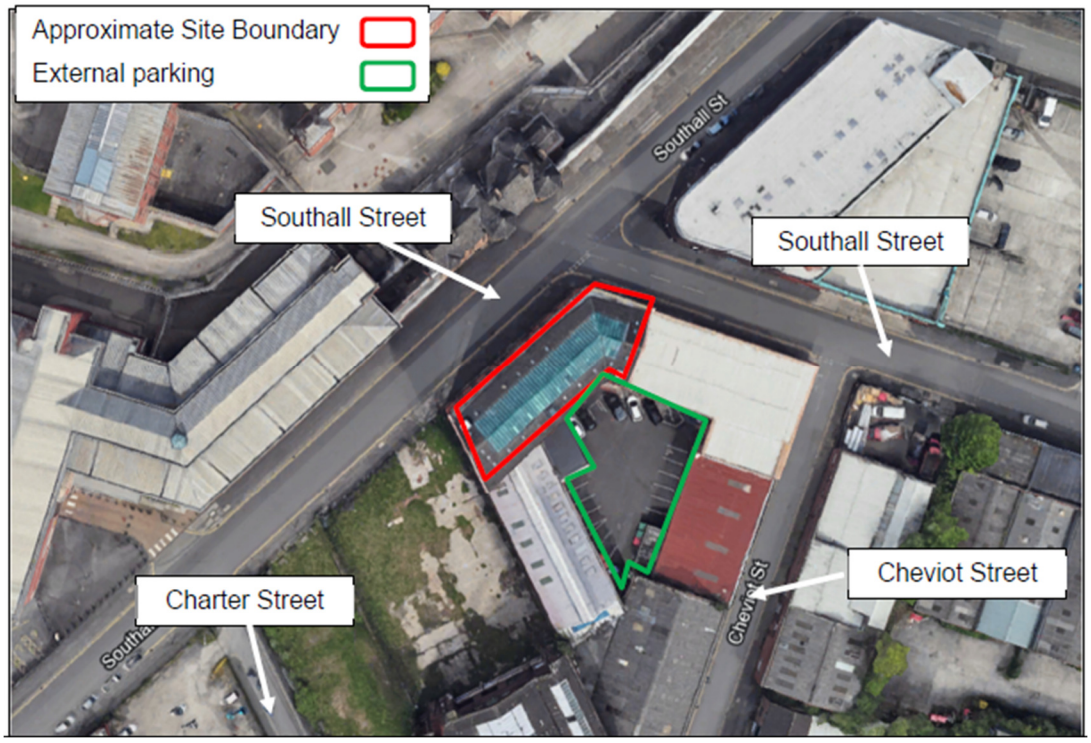
F.A.O Maximillian Gibson, Manchester City Council

Via email to:
Maximillian.Gibson@manchester.gov.uk

INTRODUCTION AND BACKGROUND

Footprint have been instructed by GH property (Manchester) Ltd to provide transport planning advice in support of a planning application for 3 additional dwellings, to an existing apartment complex on land to the east of Southall Street, in Cheetham Hill, Manchester.

A planning application (Ref 123141/P3OPA/2019) was submitted to Manchester City Council, in 2019, for the 'Notification for prior approval for a proposed change of use of building from offices (Class B1a) to 28 apartments (Class C3) with associated parking.' This was approved in May 2019 and has been operating as residential dwellings since this date. The site location is shown in red on
Figure 1 below.



HIGHWAYS CONSIDERATION

The existing site is currently accessed from two locations, one off Cheviot Street to the east, and one-off Southall Street to the West. Cheviot Street provides access to the rear parking in an enclosed courtyard that currently provides 7 car parking spaces for the building, although additional parking is provided in the courtyard for other surrounding buildings. The access off Southall Street provides access to the basement car park which further accommodates an additional 10 vehicles.

The proposals result in a loss of 6 spaces providing a total of 11 parking spaces for the development. These proposals are considered to provide a betterment on existing by granting a disabled bay at the basement level off Southall Street as well as providing a large bike store. The enclosed courtyard parking located off Cheriot Street remains unchanged. Whilst it is acknowledged that the proposed provision falls below MCC's standards, this is considered acceptable in this instance for the following reasons:

i. MCC Parking standards are a recommendation provided as a guidance in their Manchester Residential Quality Guidance'.

ii. The site benefits from high levels of accessibility, being within easy access of Manchester city centre (less than 1.6kkm walk) and associated facilities, amenities and numerous transport links, including bus stops and Manchester Victoria Railway Station (800m walk distance). Therefore, prospective residents will not be wholly reliant on the private car to travel to/from the site;

iii. The parking spaces provided are available for the tenants of the complex to rent. However, it has been confirmed that the development has always had un-rented parking spaces left over for the last 4 years it has been open. Therefore, parking for the apartment complex is not in high demand.

CONCLUSION

Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
The reduced level of parking is considered acceptable in this instance having regard to the highly sustainable location of the site. In addition, the surrounding roads and junctions are protected by parking restrictions, which helps to ensure that, in the unlikely event that overspill parking does occur, it will not result in any road safety or operational issues.

Residents will be encouraged via electronic newsletters and posters within the lobby areas promoting the use of locally and easily accessible public transport such as buses and trams. The proposal benefits from secure cycle storage which will also be encouraged.

Yours sincerely,



Yaqoob Malik
Director
FOOTPRINT DESIGN LTD