NATIVE
RESIDENTIAL

Car Park Allocation Strategy

Planning Application Ref Numbers: 127317/FO/2020

Project Name: Heyrod Street, Piccadilly East

Scope

The Heyrod Street development contains a single block which has a car park at ground floor level, accessed from Heyrod Street only. In accordance with the s106 agreement (Obligation 7) This document covers the approach to the car park management strategy and servicing and access strategies.

Car & Bicycle Spaces

Level	Type of Space	No.
Internal – Ground Floor		
	Standard Car Park Spaces	8
	Standard Car Park Spaces (with EV availability)	8
	Disabled Car Park Spaces	2
	Disabled Car Park Spaces (with EV availability)	2
	Sub Total	**20**
Internal - Mezzanine Level		
	Bicycle spaces	**352**

Floor plans

Ground Floor Level

Access and Control

The car park will only be access from Heyrod Street as indicated in the above plan. This area will only be accessible to residents / employees of the building and the entrance will be always secured, via a roller shutter.

The bicycle store will be accessed from Longacre Street via an accessed control door.

Allocation Strategy - Principles

As the number of parking spaces are limited, we will set criteria for use, before operating a first come, first served basis.

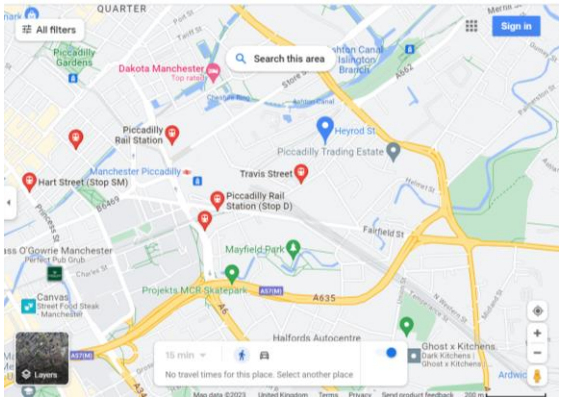
The EV charging spaces will be reserved for residents that have EV vehicles. The disabled spaces will be reserved for residents that have a mobility-based disability.

Typically, disabled spaces take longer to fill up in comparison to standard car parking spaces. If this is the case, we will temporarily offer these spaces to residents that have visitors that would normally qualify for these spaces, until such time as they are allocated to a disabled resident permanently.

Outside of the realm of the ability to park a car within the confines of the car park, residents and visitors will have the following additional transport facilities. All residents shall have access to a bicycle rack within the confines of the building for storage, which will also be available to their visitors when within the development. The developments location allows both residents and visitors the following transport options.

Public Transport Locations

Residents and visitors alike will have access to the highly organised and structured bus routes around Manchester city centre and with this there are a number of both bus and train stops within 10 minute's walk from the development. Shown below:



Private Car Parks

Residents and visitors again shall have number of private car parks available for their use with the this development. These car parks are also located within a 10 minute walking distance of the development. Prices do vary between car parks. Shown below:

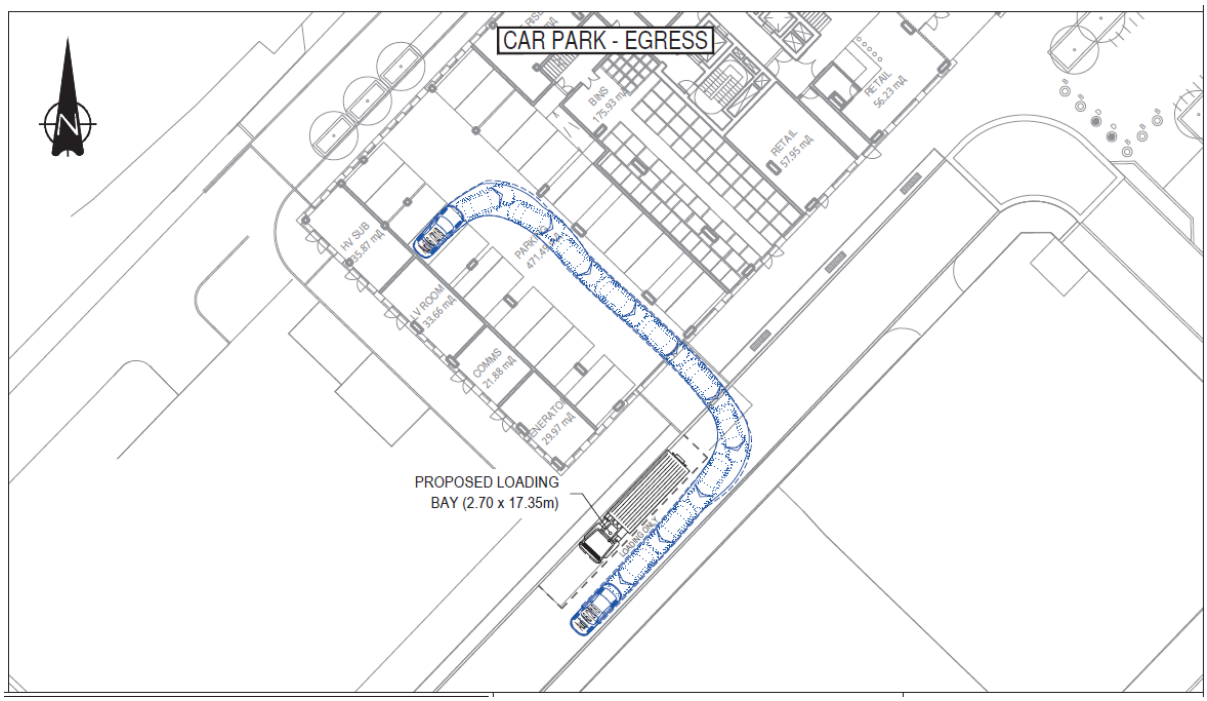
Servicing and Access Strategy

Servicing Principles

All deliveries drivers will be asked to use the purpose-built layby located on Heyrod Street. As this same layby will be used by the waste collection truck, we will instruct delivery drivers not to use this area on waste collection days.

All servicing and maintenance contractors for the building will be asked to find parking in the vicinity, as opposed to parking in the layby for extended periods of time. The exception to this will be if they have heavy materials or large loads and in this scenario, they utilise the layby in order to deposit materials and equipment into the building, before finding alternative parking offsite.

As per the Transport Statement prepared by Axis Architects; there are 13 different car parks within 1000metres of site, totalling c. 3000 parking spaces.



Waste Management Strategy

MCC's GD04 guidance states that 100 flats would require 43m² of storage space (+manoeuvring space), accommodating 22x 1,100l and 2x 240l bins.

On this basis, MCC expects 352 apartments to likely require 78x 1,100l and 7x 240l bins based on collections being fortnightly.

The split between streams would be based on actual recycling rates. Since the building is new construction and would likely be occupied gradually, this could be monitored by the management company, with bins purchased as required until there are enough bins to cater for demand.

For information purposes only, and assuming a 50% recycling rate (24% pulpable, 24% co-mingled and 2% organic), the development could possibly require:

- Non-recyclable waste: 40x 1,100l Eurobins;
- Pulpable recycling: 19x 1,100l Eurobins;
- Co-mingled recycling: 19x 1,100l Eurobins; and
- Organic Recycling: 7 x 240l bins.

Notwithstanding, we would communicate with MCC/Biffa (MCC's waste collection partner) to obtain their advice, with usage monitored Native and adjusted (if required) where necessary.