

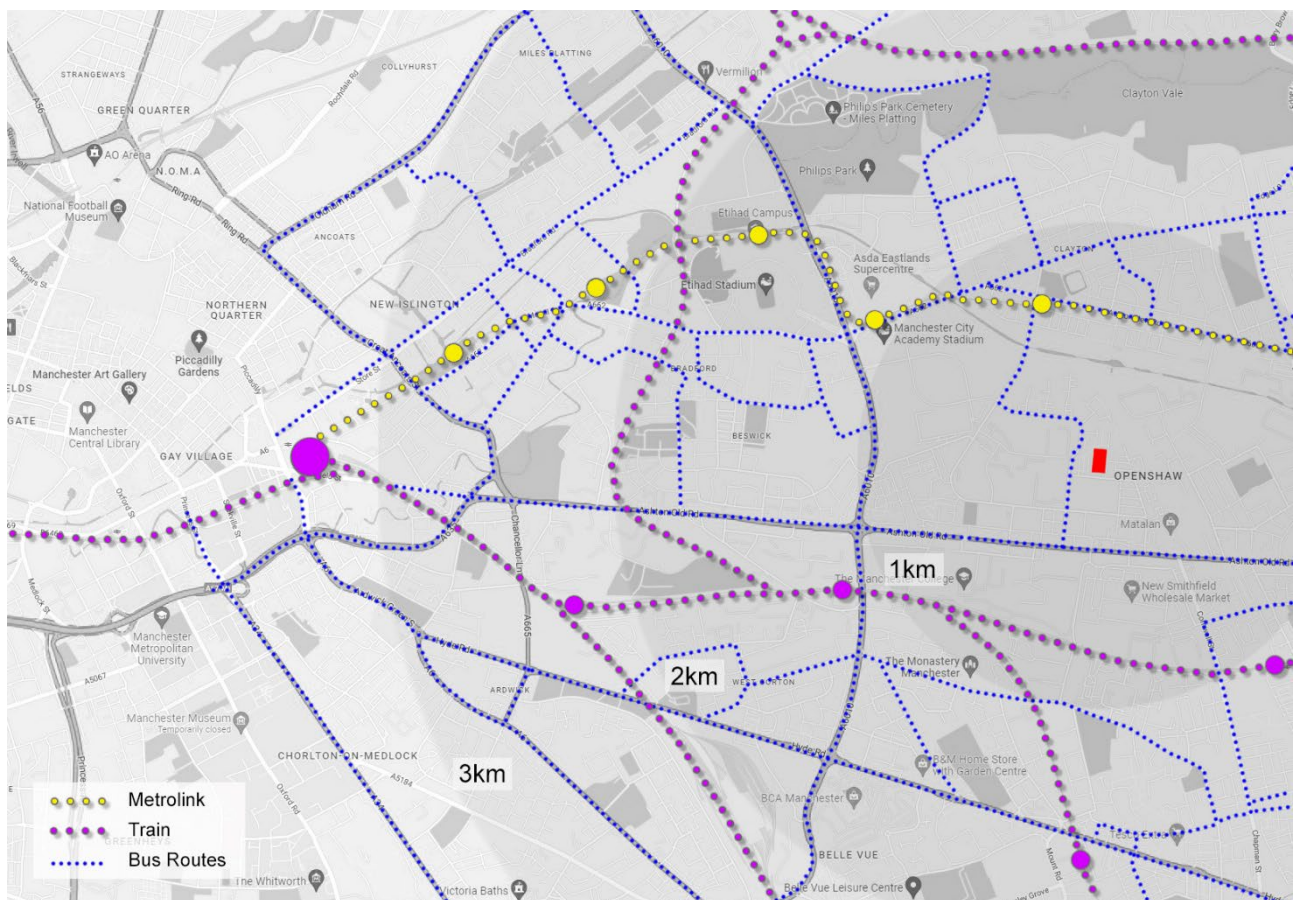
BRIGHAM STREET DEVELOPMENT, OPENSHAW

TRANSPORT STATEMENT

This statement has been prepared to accompany a planning application for the above vacant site adjacent to Brigham Street in Openshaw, East Manchester, for One Manchester Housing Association.

It is acknowledged Manchester City Council's Core Strategy Development Plan seeks to facilitate accessibility for all by integrating land use development and transport, reducing the need to travel and promoting choice in the availability of transport, including walking, cycling and public transport.

The proposed street landscape respects the existing road network and promotes walking by providing safer areas for street activity. However, the need for parking for residents is not underestimated and a mix of 100% and 200% parking is included in the proposals depending on the size of property. The proximity of the site to local centres and public transport links to the city centre will also take account of increasing mobility and provides the opportunity to choose alternative services further afield (site location shown in red on map below).



Wider Site Connectivity Diagram

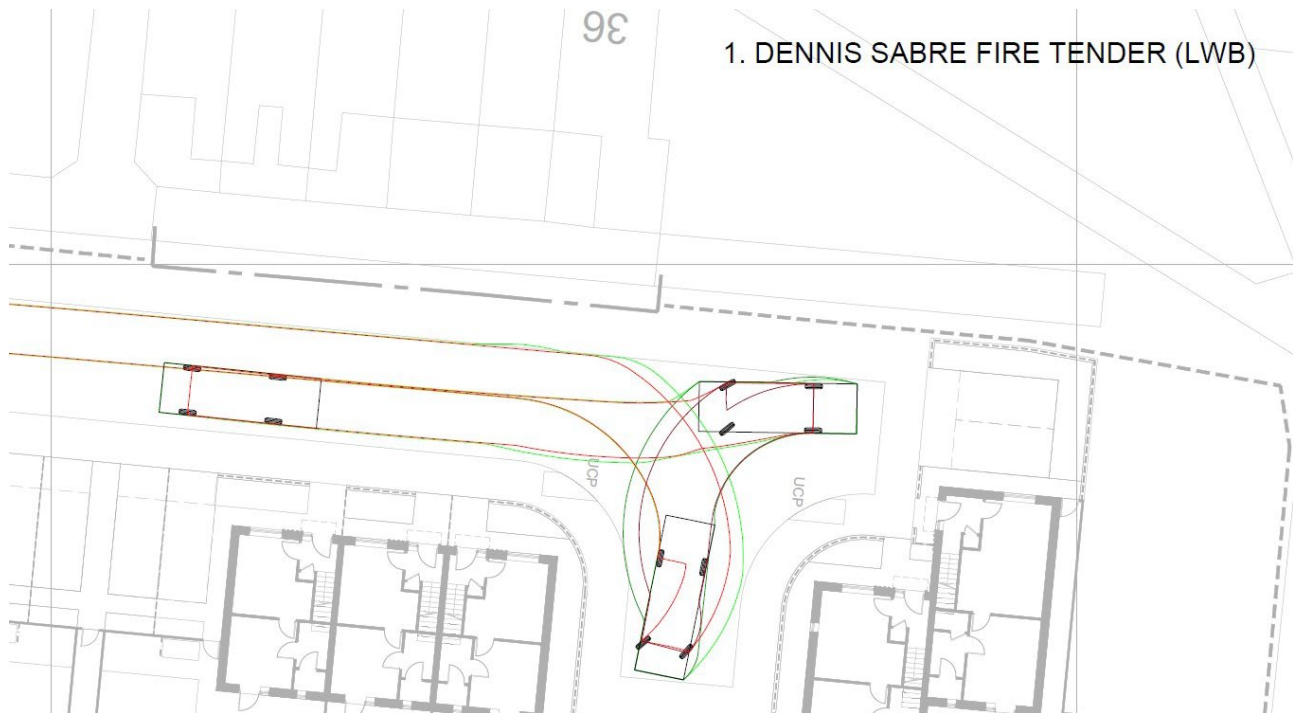
To the south, directly adjacent to the site, is Openshaw Park offering a wide range of facilities and activities all year round and for all age groups.

The site is served well by local buses with Greenside Street being the closest, and bus stops are located next to the park on Greenside Street only 100m from the site. Ashton Old Road is also close-by to the south (400m away), which is a major route for many buses in the area.

It is also within walking distance (1km) of the Clayton Hall Metrolink tram station with direct access into the centre of Manchester.

The proposal as a whole will promote high-quality design and create an environment that reflects the needs of the users. It will respond to both pedestrian and vehicular users of the site. Adequate space will be given to the dwellings to allow for overlooking distances, rear gardens, front privacy zones and off-street parking. The cumulative effect will enhance the neighbourhood as a whole.

A new access road (cul-de-sac) is proposed to the west of the site, an extension of Staton Street, to allow use of the full site and provide vehicular and pedestrian access to the new dwellings. This road is proposed to be 5.5m wide with 2m wide pavements either side, and vehicle tracking has been carried out on the turning head to ensure there is adequate provision for emergency vehicles and refuse lorries to enter and leave Staton Street in forward gear.



Excerpt from Vehicle Tracking Drawing

Parking Provision

Under Objective 5 (Transport) of the Manchester City Council Core Strategy Development Plan, Policy T2 states that all new development (outside the city centre) should provide 'appropriate car parking facilities for the area'. No maximums/minimums are stated for general housing in Appendix B.

All new car parking provision is proposed to be off-street and side-curtilage to ensure a strong back-of-pavement building line, allow for appropriate overlooking distances between the properties, and avoid increasing the existing on-street car parking in the area.

For the 2 and 3-bed properties (Types A, B & D) 100% car parking provision is included, and for the larger 4-bed properties (Type C) 200% is allowed for.

All dwellings will have sheds/external storage in the rear gardens which could be used to store cycles.

Conclusion

From the analysis presented here we have shown that the proposed development has a negligible impact on the local road network. The development has been designed to be accessible by all modes, and is consistent with current parking standards. Pre-application advice from both planning and highways officers suggests that the facilities provided are sufficient.