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Parking Data Review and Parking
Management Strategy v2.2

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Parking Data Review and Parking Management Strategy v2.2

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Executive Summary

This note presents a review of the parking survey data gathered during the pre-application period preceding the planning application for the redevelopment of Prestwich Village, along with the outline parking management strategy for the new Travel Hub.

The proposed development comprises the redevelopment of the Longfield Shopping Centre (LSC) to bring forward a multi-phase mixed use regeneration scheme that will deliver long-term investment in Prestwich town centre. The proposed scheme will capitalise on the site's well-connected location to deliver a highly sustainable scheme that delivers energy-efficient buildings and encourages active modes of travel / reduces reliance on the private car.

The proposals include:

- A Community Hub with a Library, space for GP and Health Facilities.
- A range of flexible retail premises, leisure facilities including a gym.
- A Market Hall providing a mix of spaces for independent food retailers and traditional retailers.
- A Travel Hub incorporating cycle facilities and modern, safe car parking for visitors to the town and new residents, supplemented by some discrete parking across the scheme largely consisting of accessible spaces.
- Up to 210 New Residential Homes with a proposed parking ratio of 30%

The table below presents the proposed development in the context of the existing development, noting there will be a reduction in commercial space.

Land Use	GIA (sqm/homes)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Retail	3,657	2,944	2,560	-384	-13%
Medical Centre	1,313	1,313	1,914	601	46%
Community (inc. Library)	1,012	1,012	475	-537	-53%
Food & Beverage	0	0	380	380	N/A
Gym/office	0	0	955	955	N/A
Townhouses			13 townhouses	13 townhouses	N/A

Land Use	GIA (sqm/homes)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Flats			197 flats	197 flats	N/A
Total GFA	5,982	5,269	5,617	-320	-6%

See Section 4.3 for further information.

There are two existing public car parks within the site's red line boundary, The Longfield Car Park and Fairfax Road Car Park, with a combined total capacity of 359 parking spaces. These car parks were surveyed on a number of occasions during 2023 in order to gain a clear picture of their use and occupancy levels.

The combined maximum occupancy of the car parks was recorded on a Thursday in January 2023, where the occupancy level reached 84% of the car parks' overall capacity.

The proposed development contains a number of new facilities which essentially reflect a like-for-like replacement of the existing active and vacant premises within the red line boundary, creating modern and attractive facilities, including the proposed new library, GP and Health centre space, and new flexible retail space.

The proposals for the new Travel Hub include 275 parking spaces. The new Travel Hub will cater for town centre visitors who choose to travel by car, as well as providing parking spaces associated with some of the new homes which are proposed within the development. Additionally, 15 car parking spaces will be provided around the development, as well as 26 on-plot at the residential buildings. This is a total of 316 spaces.

Bury Council is currently considering the introduction of charges for the use of the parking spaces within the Travel Hub and the effects of this have been factored into the calculations to support the proposed parking strategy. This includes the potential for the introduction of charges to be a catalyst to encourage a mode shift and for some current Metrolink park & ride (P&R) users to transfer to other appropriate nearby tram stops with dedicated P&R facilities.

An assessment of future car parking demand has confirmed that spare capacity will generally be available at peak times based upon the survey data obtained. Further capacity can be achieved without increasing the overall total number of spaces by enabling some of the proposed residential element of the car parking spaces to be used during the daytime by general town centre visitors, and the implementation of a suite of management strategies to spread the peaks over a longer period, noting that currently the peaks are very short lived (15-30 minutes in duration).

In summary, the proposed redevelopment of Prestwich Village will create a vibrant and attractive new heart for the local community which will embrace existing opportunities and strengthen the ability of visitors and residents to use active travel to make their journeys to and from the town. The proposed new Travel Hub will provide sufficient car parking for those who choose not to travel by more sustainable modes.

1. Introduction

1.1 Purpose of this Report

This note presents a review of the parking survey data gathered during the pre-application period preceding the planning application for the redevelopment of Prestwich Village, along with the parking management strategy for the proposed development.

The development proposals for car parking provision aim to balance the needs of the proposed development with the aspiration to encourage mode shift away from private car use.

Details of the proposed development are set out in the accompanying Transport Assessment.

Note that a detailed parking strategy for the outline element (residential Plots D, E and F at Phase 2) will be required and secured via condition, which will include parking survey information from the outline element.

1.2 Proposed Car Parking

A new Travel Hub (Plot G) is proposed as part of the scheme that includes a 275-space multi-level carpark.

In addition, the following car parking spaces are also proposed:

- A total of 26 spaces incorporated across the residential plots.
- A further 15 spaces are proposed to the rear of the Community Hub (Plot A), which will be disabled spaces for users of the Community Hub and wider Village Centre.
- Total provision of parking will therefore be 316 spaces.

2. Parking Management Strategy

As set out in Section 4 of this note, the proposed development parking can accommodate the projected demand for parking and limit spare capacity in peak periods to avoid an oversupply of parking and promote the use of sustainable transport. This approach is consistent with the overarching objective for the Prestwich Village development aspirations to create a sustainable village centre and aligns with the policy aims of Bury Council and TfGM.

The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.

Bury Council declared a climate emergency and have set a target to be carbon neutral by 2038.

In order to manage the use of the Travel Hub during busy periods, the following management options will be employed in isolation or together:

- **Residential Parking** is proposed at 30% (i.e. 63 spaces) as a total across the site, with 37 of these spaces in the Travel Hub and 26 provided on plot at the residential plots. 37 residential spaces in the Travel Hub will be reserved for residents only, i.e. a permit would be required to use those spaces. Residents and their visitors would also be able to use the remainder of the car park, which, with this most likely to be overnight, would balance well with the other demands on the car park during the day. The day time peak is very short-lived, and outside of these peaks there is more spare capacity. The tidal uses of the car park (town centre visitors during the day, residents at night) will work well together.
- **Travel Planning.** To ensure that only people with low car ownership are attracted to the development, a robust Travel Plan will be in place offering alternatives to car use (funded public transport trials, bike hire, cycle training, car club membership and drive time). A Travel Plan Coordinator will be in role to implement and monitor the Travel Plan, and a summary of Travel Plan measures is provided at Section 2.1 of this document.
- **Pre-occupation Marketing and Development Ethos** will ensure that only people who buy into the sustainable transport aims of the development are attracted to move here. Prospective residents will be engaged with about the limited parking on site, especially during the day.
- **Short Stay Parking.** In the peak, 46% of vehicles parked at the car parks' busiest times are parked for less than 2 hours, and the peak is very short lived. If parking is limited, people will change their behaviour to avoid the peak.
- **Long Stay Parking.** As discussed and agreed with TfGM and Bury Council highway officers, Metrolink passengers and other long-stayers will be discouraged from driving to Prestwich, which could be achieved through the introduction of charges for parking in the new Travel Hub. This will encourage mode shift to more sustainable choices, as well as a shift to other Metrolink stops where free parking is still available.
- **Night Time Economy.** The proposed development will support the night time economy more than the existing town centre, and therefore the demand for parking will be spread into the evening.

- **Ongoing Monitoring.** The parking situation in the Travel Hub will be monitored post occupation, to review the use of the car park and whether specific management measures are required, e.g. adjusting prices, free-parking times, opening hours, etc.
- **Passive Changes.** Perceived scarcity of parking itself will impact on behaviour of drivers, without the introduction of other measures. People will choose to change their work from home/go to work days, shop on different days, make appointments at different times and, crucially, shift to more sustainable modes.
- **Construction.** Disruption during the development construction will lead to behaviour change and different patterns of use when people return to the reconfigured town centre and new parking arrangements.
- **Protection of Surrounding Streets.** The parking situation on the surrounding streets indicated in Figure 1 will be monitored via annual surveys. This represents a 400m (5-minute) walk from the centre of the development. The first surveys will be carried out before work begins on the development, in order to obtain a baseline situation. Within 3-months of first occupation of the development, the streets in Figure 1 will be surveyed to understand day- and nighttime parking on street. This will be repeated annually until 5 years after first occupation of the development. The applicant will fund these annual surveys, and the results will be provided to the LPA. If the surveys indicate that on-street parking on the streets shown on Figure 1 becomes an issue as a result of the occupation of the development, new or amended on-street parking restrictions/permit zones may be beneficial. If this is the case, the applicant will fund the consultation process required with local businesses and residents. This process will be secured via a Section 106 Agreement. The implementation of such parking restrictions, if they are required, is to ensure that users of the Proposed Development do not utilise local streets for parking but rather utilise the parking provided or utilise more sustainable modes as a method of travel.



Figure 1: Extent of New On-Street Parking Control Measures

2.1 Travel Plan Summary

A standalone Framework Travel Plan accompanies the planning application, and includes measures to encourage and enable sustainable travel choices. These are summarised below, with more information provided in the Framework Travel Plan.

- Provision of Car Club vehicles on site.
- Dedicated Travel Plan Coordinator in role.
- Ongoing communication with residents and employees about the Travel Plan.
- Provision of secure cycle parking.
- Provision of cycle mechanic sessions.
- Accommodate Beryl Bike and e-scooter docks for future inclusion on site.
- Integration of existing bus and tram stops.
- Funding for discounted/free public transport tickets for residents and employees.
- Provision of delivery lockers.

3. Survey Data and Existing Use of the Car Park

3.1 Existing Parking Provision

There are two existing public car parks within the site's red line boundary which provide most of the current public car parking in Prestwich town centre. These car parks, and any others within a 10-minute walk of the site are listed in Table 1.

Table 1: Nearby car parks

Car park	Number of spaces	Distance from site	Comments
Longfield centre	180	0m	Public, free
Fairfax Road	179	0m	Includes 2 car club spaces. Public, free
Prestwich Metrolink	33	<50m	Free. For Metrolink customers only
Clifton Road	17	100m	Public, free. Max stay 2 hours
Chapel Street	19	300m	Public, free. Max stay 2 hours
Tesco	700	400m	For Tesco customers only
Aldi	69	400m	For Aldi customers only
Total	1,197		

While there are 1,197 parking spaces within a 10-minute walk of the town centre, 802 (67%) of these are located within customer-only car parks. Of the remaining 395 parking spaces, 359 (91%) are found in the Longfield Centre and Fairfax Road car parks combined.

3.2 Car Parking Survey Approach

The following parking surveys were commissioned, to understand the current use of the car parks, in order to predict future demand:

- January 2023: occupancy surveys of the two car parks for 7 days, 13-19 January 2023. This included vehicle arrival and departure information from the two car parks, from which occupancy can be derived, but didn't include duration of stay.
- June 2023: Parking surveys of the Longfield and Fairfax Road car parks, including arrival departure times, duration of stay and car park occupancy, for 3 days, Saturday 17, Sunday 18 and Friday 23 June 2023.

- July 2023: Additional Occupancy Surveys of the two car parks, full arrival & departure times, for 5 days Monday 10 – Friday 14 July 2023.

Note that January and July are not neutral months for Transport Assessment but offer a good 'busiest case' scenario.

3.3 Parking Survey Results

Car Park Occupancy

Charts 1-3 at Appendix I. a show the occupancy of the existing town centre car parks during the surveyed periods in January, June and July 2023, respectively. Note that for all survey periods, the peak is very short lived, outside of which there is significantly more spare capacity.

The maximum and average surveyed occupancies for the two car parks are shown in Table 2. Note that the maximum occupancy for each car park occur at different times during the day, hence why the combined number of available spaces is not an addition of the individual maxima.

Table 2: Existing car parks surveyed occupancy

Car Park	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Peak surveyed occupancy							
Fairfax Road	75%	79%	74%	61%	54%	32%	63%
Longfield Centre	92%	94%	90%	91%	77%	61%	97%
Combined	84%	86%	82%	76%	66%	46%	80%
Parking demand	300	308	293	273	236	166	287
Average Daytime occupancy (09:00-17:00)							
Fairfax Road	64%	57%	65%	51%	34%	27%	55%
Longfield Centre	76%	80%	77%	76%	62%	45%	56%
Combined	70%	68%	71%	63%	48%	36%	56%
Parking demand	250	245	255	227	171	129	199

The Longfield Centre car park has a higher occupancy rate than the Fairfax Road car park as can be seen from the higher average and maximum occupancies presented in Table 2 above, likely due to its closer proximity to the town centre and Metrolink stop.

There were no times during the survey periods where either or both car parks reached their full capacity.

Duration of stay

The use of the car parks has been disaggregated into duration of stay and assumed destination, to build a picture of how the car parks are currently used, and this is presented in Table 5.

A summary of the data as presented in Figure 2 below shows how long vehicles typically spend in the two car parks. This is based on the June data which gathered duration of stay.

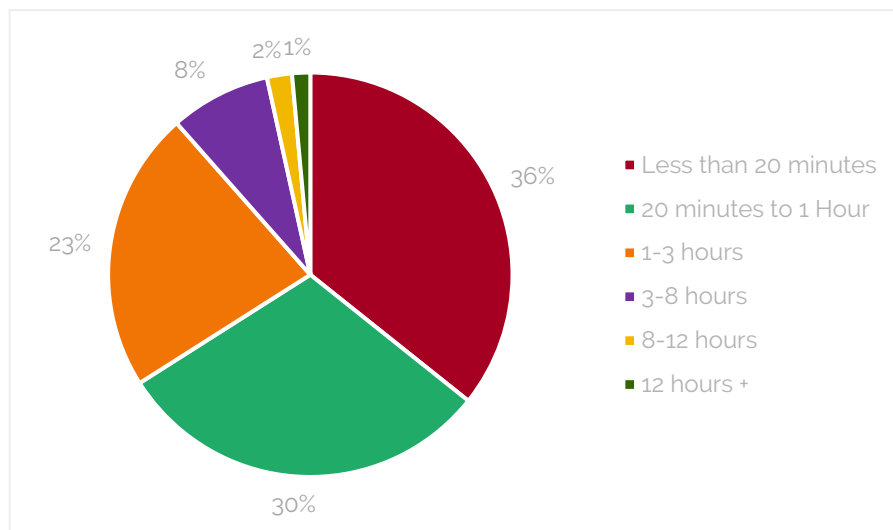


Figure 2: Duration of stay at the two existing car parks

The analysis has been broken down as follows:

- Stays of less than 1 hour - are most likely to comprise of people visiting the town centre and the existing health centre. Of note, this represents a very large proportion of the parking use, at 66% of the trips to the car parks.
- Stays of less than 3 hours – similarly this is most likely to comprise people visiting the town centre and the existing health centre.
- Stays of 8-12 hours – this may comprise a combination of commuters working in the town centre or those using the Metrolink to onward destinations such as the city centre,
- Stays of over 12 hours are likely attributable to use by local residents, or visitors to those residences staying overnight.

66% of all June surveyed stays at the car parks are for one hour or less and just 3% are for stays of eight hours or more. While 3% is a small proportion of the stays at the car parks, this translates to a total of 145 vehicles staying for eight hours or more over the three days. Averaged over the three days this equates to approximately 48 spaces (13%) a day that are taken up by long stay vehicles.

The June data was also analysed to understand the duration of stay of vehicles parked during the busiest time of the car park:

- 46% were parked for less than 2 hours.
- 27% were parked for 2-6 hours.
- 27% were parked for more than 6 hours.

Summary

Considering the car parks as a combined provision, the maximum occupancy across the survey days was 87% on the Friday in January, which was reached at 11:45am. This peak lasted just 15 minutes.

Over the 3-day June 2023 survey period 89% of vehicles using the car parks were parked there for less than three hours. Note that duration information for the January and July surveys is not available.

The use of the car park in the existing situation has been used to develop the parking strategy for the proposed development, covered in the following section.

4. Proposed Parking Strategy

Prestwich benefits from having a significant catchment of existing residents within a short walk or cycle ride of the town centre and in terms of access by public transport, users of the town have access to frequent bus services and are able to arrive by Metrolink from other residential areas that are proximate to the tram stops along the line which connects Bury with Manchester City Centre.

The proposed Prestwich Village development will embrace the opportunities for people to travel without reliance upon the use of the private car, with the scheme's quality public realm proposals integrating with the surrounding active travel connections, both current and proposed. This will align with the modal shift targets outlined by TfGM.

The overarching objective to encourage walking, cycling and the use of public transport will be supported by a proposal being considered by Bury Council to introduce a tariff of charges to use the car parking within the new Travel Hub. This has the potential to remove some of the current longer-duration parking, and to achieve a transfer of mode of travel, particularly for those who visit the town from the nearby residential areas.

4.1 Proposed Parking Provision

The proposed Travel Hub will contain 275 car parking spaces, including provision for accessible parking, electric vehicle (EV) charging and a proportion of the site's cycle parking (with the balance of cycle parking being located in pockets throughout the proposed development).

41 parking spaces will also be provided at surface level within the red line boundary for some on-plot residential parking and accessible parking for the Community Hub.

Therefore a total of 316 parking spaces will be provided. The following sections set out the rationale for this level of provision, drawing on observations of the use of the existing car parks, and applying appropriate factors to allow for the additional proposed development trips.

4.2 Residential Parking Provision Review

A residential parking provision of 30% is proposed, to support a low-car sustainable development in an accessible location, see Table 3 for discussion of precedent examples.

Table 3: Car Park Ratio Precedents and Accessibility

Development, Location	GMAL ¹	Parking Ratio	Accessibility Notes
Velocity, Talbot Road, Trafford	7	Car free	Does not benefit from proximity to town centre uses. Well connected by bus.
Goods Yard, Stoke-on-Trent	n/a	Car free	Does not benefit from proximity to town centre uses. Well connected by rail, cycle and bus.
Liverpool Waters, Liverpool	n/a	0.2	This is a new, low-car, sustainable new neighbourhood north of the city centre in Liverpool, and a parking ratio of 0.2 has been agreed in principle with council officers subject to a proactive Travel Plan being implemented.
Dock 5, Salford	6-7	0.22	Longer walk to tram stop than proposed development, no town centre uses on doorstep.
Stretford town centre redevelopment, Trafford	7	0.25	Comparable to proposed development, regeneration of existing town centre, with provision of new residential parking provided in MSCP.
Kellogg's Development, Trafford	7	0.25	As per Velocity
Proposed Prestwich Village Redevelopment	6	0.3	Benefits from proximity to town centre. Well connected by bus and tram. Travel Plan to encourage low-car lifestyles.
Ordnance Lane, York	n/a	0.33	This is a 20-minute walk from York city centre. Well connected by bus.
Radius, Prestwich	6	0.35	Parking provision of 0.35. Issued as permits to park in Fairfax Road car park. This doesn't guarantee a place but would work well with tidal use of town centre car parks, with peak demand being during the day, opposite to when residential developments need the most space.

¹ Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

Note that as the accessibility of the locations reduces down the table, parking provision increases. The proposals for Prestwich Village fit well within this spectrum.

4.3 A Note on Existing and Proposed Non-residential GFA

In Section 4.4 the change from existing and proposed GFA of development within the red line is used to factor parking demand of the site.

Table 4: Accommodation Schedule – comparison of existing and proposed

Land Use	GIA (sqm)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Retail	3,657	2,944	2,560	-384	-13%
Medical Centre	1,313	1,313	1,914	601	46%
Community (inc. Library)	1,012	1,012	475	-537	-53%
Food & Beverage	0	0	380***	380	N/A
Gym/office	0	0	955***	955	N/A
Total GFA	5,982	5,269	5,617	-320	-6%

*Total extant development GFA is shown on the plans at Appendix I. b. Note that 117sqm of the ground-floor retail is unoccupied, as well as the first-floor retail at the south west part of the Longfield Centre.

**Proposed GFA is taken from the accommodation information presented in the main TA and the Development Specification.

***50% assumed to be generating parking demand at midday peak.

4.4 Parking Demand of the Proposed Development

Likely use of the car parking at the Travel Hub in the future has been addressed by separately assessing the needs for the commercial element within the red-line (short, medium and long stay); residential parking for the new homes and retained town centre parking (short, medium and long stay). Assumptions used are as follows, which have been presented to Bury Council highway officers in previous iterations of this note (issued 18 July 2023 and 10 August 2023).

- **Car Parking for Proposed Development (non-residential):** these have been separated into duration of stay, using data from the June surveys. The following assumptions are in place:

- 40% of people parking in the car parks were assumed to be travelling to destinations within the red line boundary. The surveyed demand for parking of these people was then factored up to incorporate the increase in GFA of the site.
 - At the peak times 46% were short-stayers (less than 2 hours), 27% were medium-stayers (2-6 hours) and 27% were long stayers (more than 6 hours).
 - It has been assumed that 30% of existing trips to the town centre currently are linked trips, i.e. 30% of people go to more than one place in the town centre during their trip. This is a standard approach under TRICS guidance of allowing for linked trips in a town centre setting.
 - This was then used to derive a parking demand per 100sqm of the existing site, separated by short-, medium- and long stays, during the peak times of the busiest days in the surveyed periods.
 - In the future, with a more attractive town centre, 40% of trips are assumed to be linked trips, i.e. 40% of people will go to more than one place in the town centre during their trip. This is to acknowledge the fact that the proposals will support the nighttime economy more than the existing development does, and therefore some of the new demand will not be in the midday peak.
- **Car Parking for Proposed Development (residential):** There will be up to 210 new homes, with a parking provision of 30%, this equates to 63 spaces. 37 of these will be in the Travel Hub and 26 will be on-plot at the residential plots. This provision is the same regardless of day, if all residential parking is reserved for this use only (see Section 2 about strategy options). Section 4.2 sets out more detail on the residential parking proposals.
 - **Retained Visitors to Town Centre Uses outside the Red Line:** 60% of people parking in the car parks were assumed to be travelling to destinations outside the red line boundary. These are retained and assumed to continue to park in the town centre when parking is relocated to the Travel Hub, but half (50%) of the long-stayers were removed as discussed with TfGM and Bury Council highway officers during pre-application meetings, assumed to be discouraged from parking in the Travel Hub when charges are introduced. These are likely to be commuters, including people using the car parks for onward use of the Metrolink Tram Stop which, in line with recent discussions with TfGM can be supported by the use of other, potentially more appropriate, locations along the Bury to Manchester Metrolink line where additional capacity exists for tram commuter parking to take place.

These assumptions have been used alongside the survey data of the existing car parks to present the parking demand of the proposed development, see Table 3. A range of scenarios have been explored that present busy peaks and average peaks in the surveyed months of January, June and July.

Table 5: Proposed Development Parking Demand – Full Development

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Analysis of existing survey data							
Peak Surveyed Occupancy	300	308	293	273	236	166	287
Long stay (all destinations)	82	84	76	75	63	45	80
Medium stay (red line)	32	33	30	29	25	18	32
Medium stay (outside red line)	49	50	45	44	37	27	48
Medium stay demand rate (spaces per 100sqm)	0.879	0.902	0.818	0.800	0.677	0.486	0.862
Short stay (red line)	55	56	51	50	42	30	54
Short stay (outside red line)	82	84	77	75	63	45	81
Short stay demand rate (spaces per 100sqm)	1.486	1.525	1.383	1.352	1.144	0.822	1.457
Projected use of Proposed Travel Hub with Proposed Development in Place							
Long stay (all destinations)	41	42	38	37	32	23	40
Medium stay (red line)	30	30	28	27	23	16	29
Medium stay (outside red line)	49	50	45	44	37	27	48
Short stay (red line)	50	51	47	46	39	28	49

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Short stay (outside red line)	82	84	77	75	63	45	81
Residential parking	63	63	63	63	63	63	63
Peak Demand	314	321	297	292	257	202	310
Total capacity	316	316	316	316	316	316	316
Spare capacity	0%	-2%	6%	8%	19%	36%	2%

Table 5 above and Chart 4 at Appendix I. a indicate that the parking demand of the proposed development can generally be accommodated. In the busiest peaks in the busiest month (January) spare capacity will be limited, noting that as shown on the charts at Appendix I. a, the peaks in the existing car parks are very short lived, and outside these times there will be significantly higher spare capacity. There is also the opportunity to spread the peaks using the management strategy set out in Section 2.

Behaviour and infrastructure changes expected in the future will address the demand for parking in the peaks. It should be noted that the peaks are very short lived, lasting less than an hour, and that perceived scarcity of parking will influence driver behaviour away from the peaks. There is also the option to introduce parking charges to encourage short-stay visitors out of the peak.

The commitment from the developer to the Framework Travel Plan will encourage and enable sustainable mode choice, reducing the demand for parking.

There is also expected to be a reduction in parking demand in the future in line with Bury Council and TfGM policy aspirations and investment in other modes.

The parking situation will be monitored regularly and mitigation put in place if required, as set out in the Transport Assessment.

4.5 Phase 1 + Plot D

The assessment above has also been applied to a scenario in which Phase 1 and the first phase of residential development at Plot D are in operation. This further demonstrates that car parking is sufficient for Phase 1 and the first phase of residential, if required.

The outline proposals for Phase 2, comprising Plots D, E and F include 900sqm GFA of retail. As an estimate for Plot D only, the GFA is assumed to be 300sqm.

Current proposals for Plot D comprise 74 residential units. With a parking provision of 30%, residential parking requirement would be 22, with 7 of these on plot at Plot D, and 15 provided in the Travel Hub.

Therefore with the operation of Phase 1 + Plot D there would be:

- 275 parking spaces in the Travel Hub, of which 15 are for residents of Plot D.
- 8 parking spaces in the Phase 1 landscaping.
- 7 on-plot residential parking spaces at Plot D.
- A total of 290 parking spaces.

Table 6 sets out the parking demand of Phase 1 + Plot D, indicating that even in the busiest peak period there will be ample spare capacity.

Table 6: Proposed Development Parking Demand – Phase 1 + Plot D

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Long stay (all destinations)	41	42	38	37	32	23	40
Medium stay (red line)	26	27	25	24	20	15	26
Medium stay (outside red line)	49	50	45	44	37	27	48
Short stay (red line)	45	46	42	41	34	25	44
Short stay (outside red line)	82	84	77	75	63	45	81
Residential parking	22	22	22	22	22	22	22
Peak Demand	265	272	248	243	209	157	260
Total capacity	290	290	290	290	290	290	290
Spare capacity	9%	6%	14%	16%	28%	46%	10%

Current design proposals for Plot E and Plot F include the following parking provision:

- Plot E: 7 parking spaces (of which 4 are accessible spaces)
- Plot F: 12 parking spaces (of which 6 are accessible spaces)
- Phase 2 landscaping: 7 standard spaces

Therefore there will be 26 additional parking spaces provided at the development after Phase 1 and Plot D are completed, as part of Plot E, Plot F and the Phase 2 landscaping proposals. However, the final number of spaces can be adjusted via reserved matters applications as part of the detailed design to increase this number if necessary, following review of Travel Hub and on-plot car parking usage as part of Phase 1 and Plot D.

Appendix I. a: Existing Car Park Occupancy Charts

Chart 1: Existing Car Park Accumulation January 2023

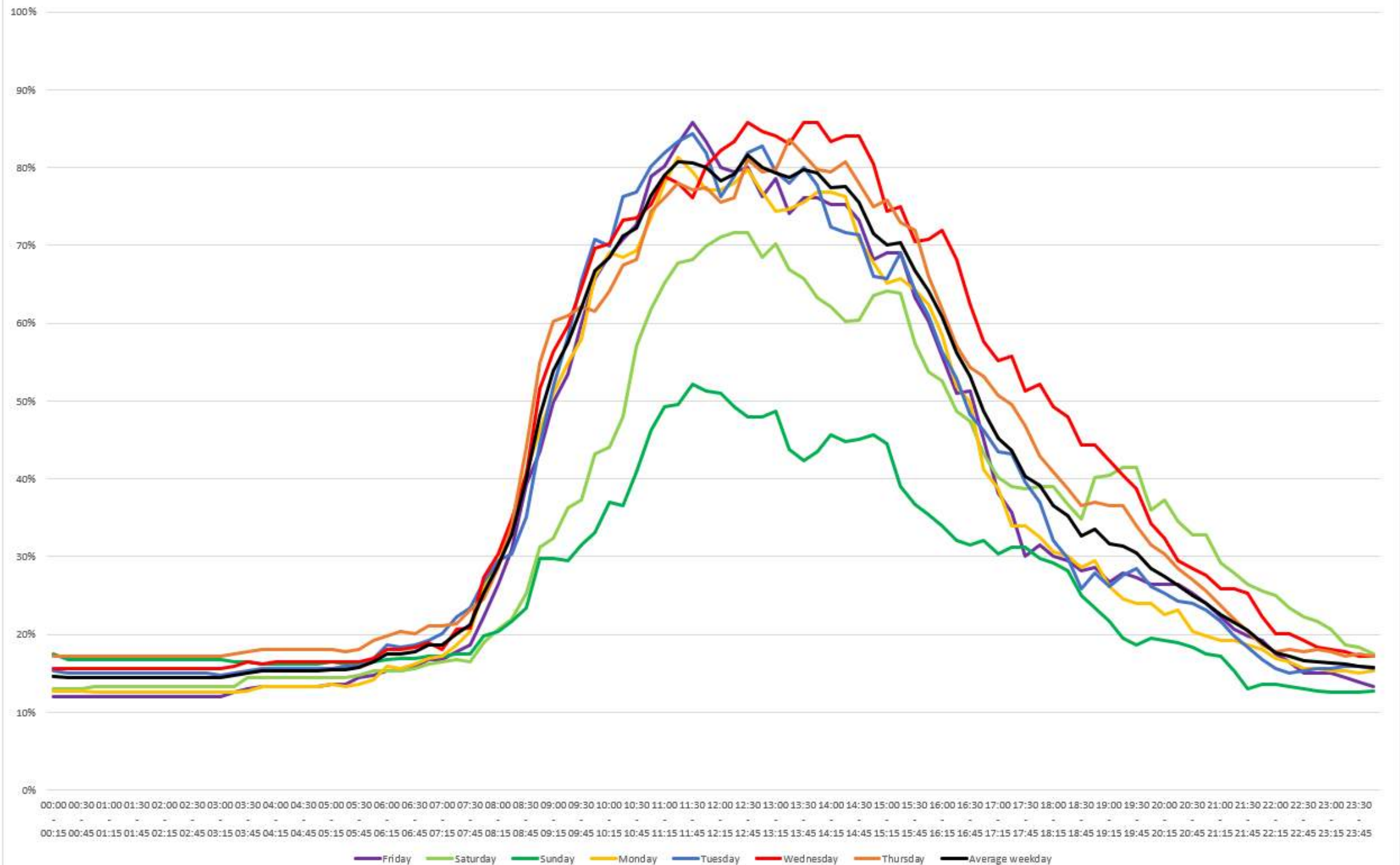


Chart 2: Existing Car Park Accumulation June 2023

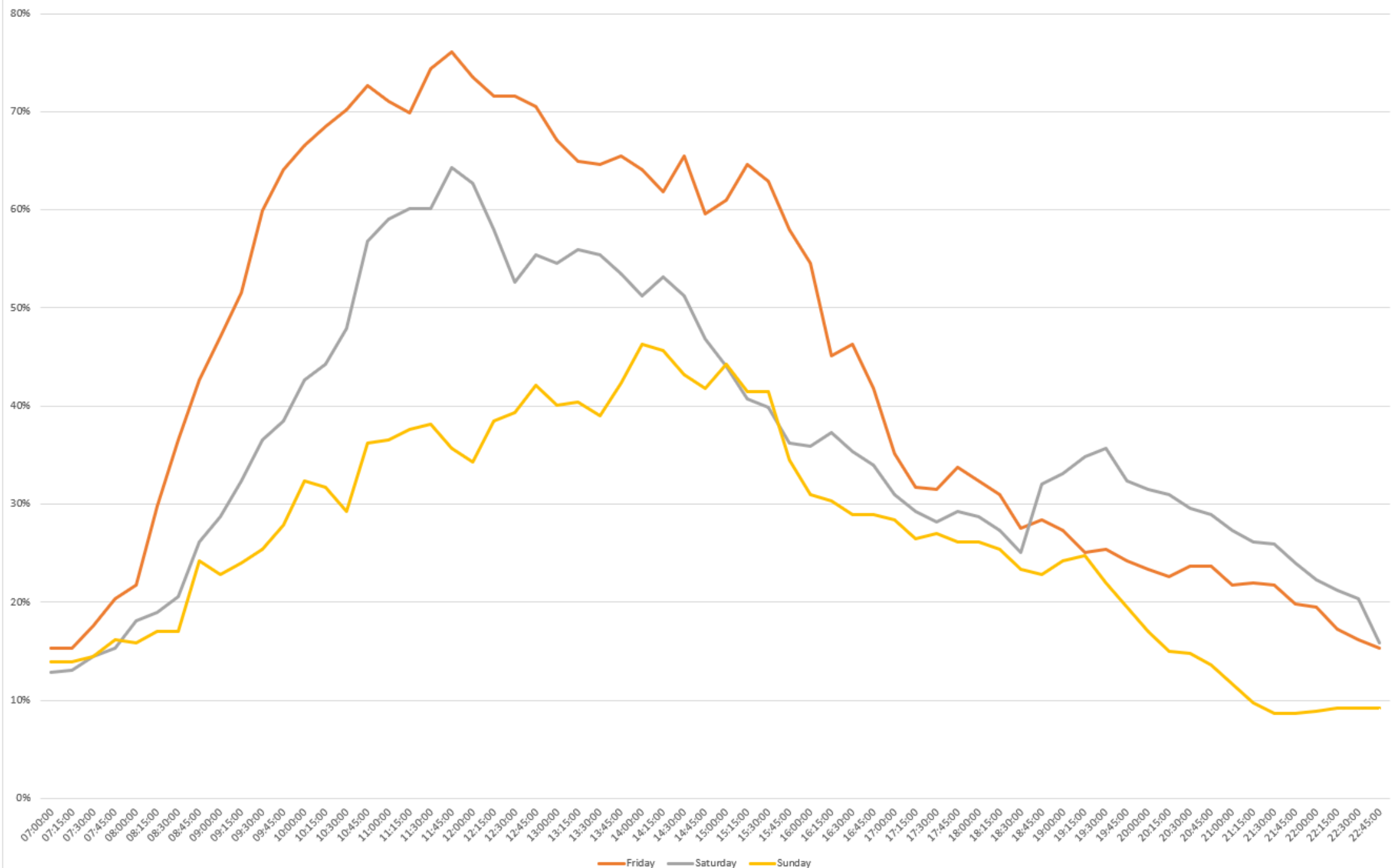


Chart 3: Existing Parking Accumulation July 2023

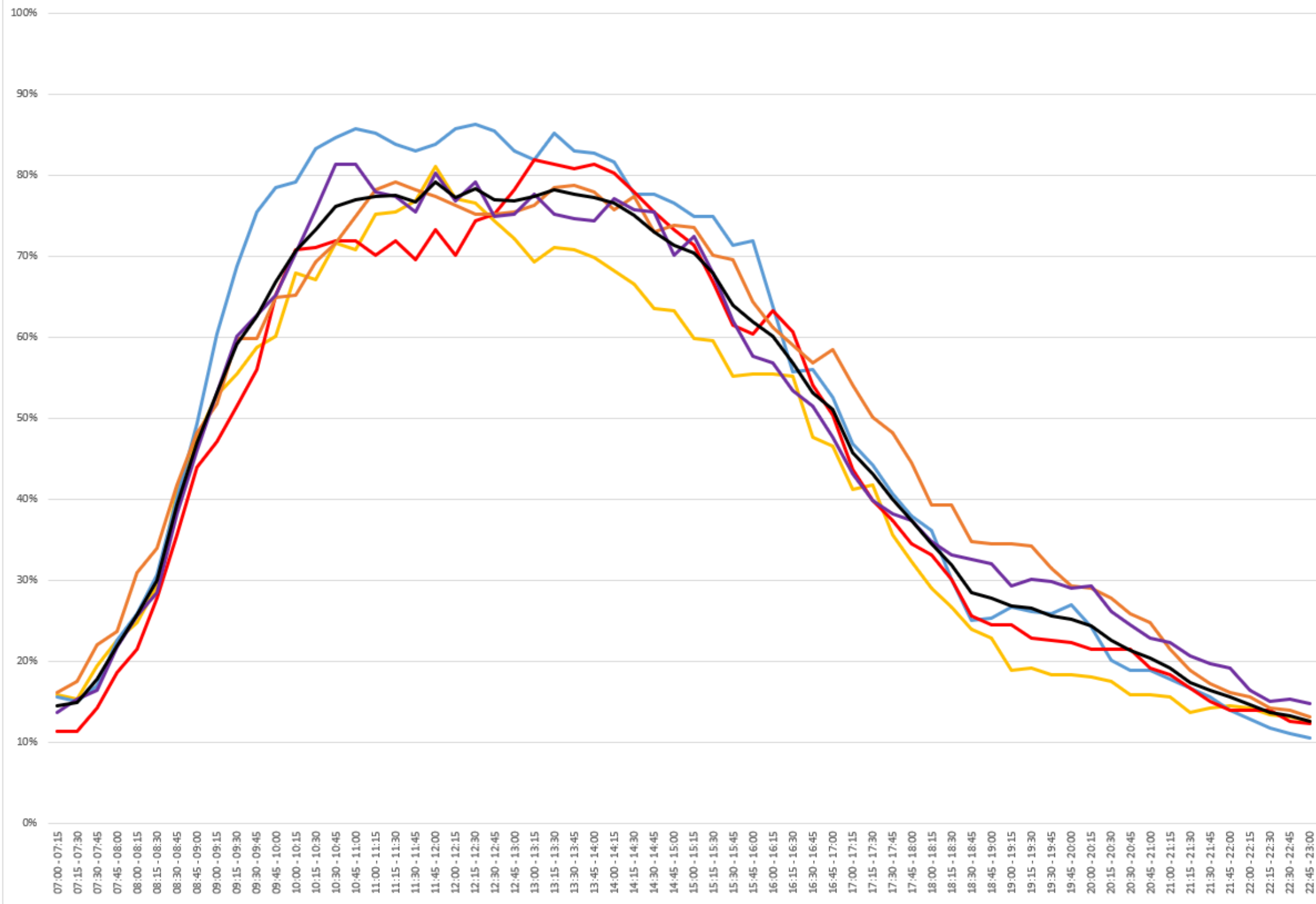
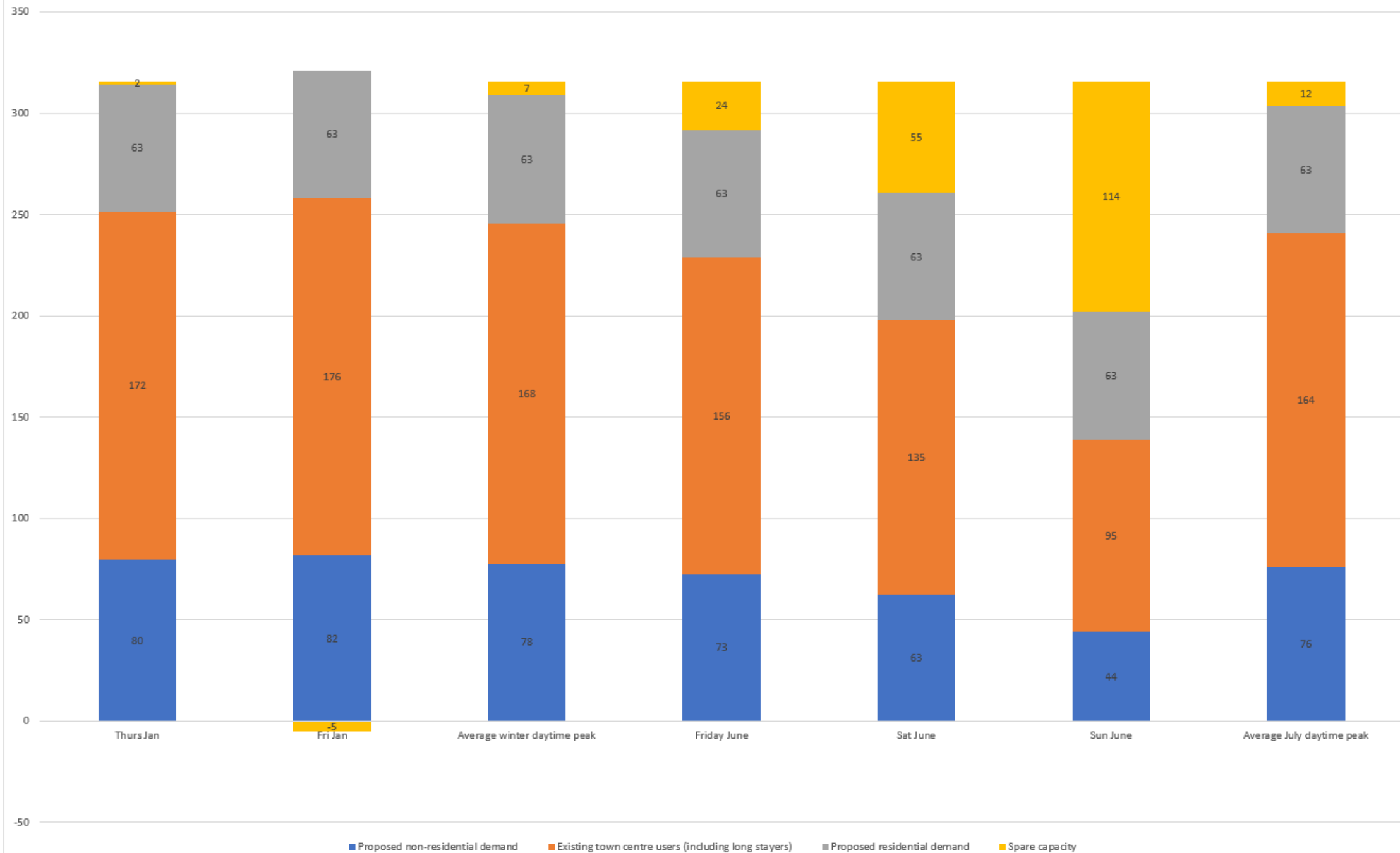


Chart 4:
Future Parking Demand



Appendix I. b: Existing GFA



#6 CARPARK
179 bays counted from Google Earth and Topographic survey (9 accessible)

#1 HEATH CENTRE
GEA 954 sqm
GIA GF 883 sqm
GIA 01* 430 sqm
GIA TOTAL 1313 sqm
*1st floor area calculated from Google Earth - TBC with Point Cloud.

#2 CARPAK
170 bays counted from Google Earth and Topographic survey (10 accessible)

#5 LIBRARY
1012 sqm from Internal survey.

#3A LONGFIELD CENTRE
GEA 978 sqm
GIA GF 883 sqm (retail)
GIA 01* 1102 sqm (community)
GIA TOTAL 1985 sqm
*Plant roof area calculated from Google Earth - TBC with Point Cloud.
**Topographic survey and Library layouts don't match. Sub-division at ground level between library and retail TBA.

#4 ICELAND SUPERMARKET
GEA 803 sqm
GIA GF 756 sqm
GIA ROOF* 85 sqm
GIA TOTAL 841 sqm
*Plant roof area calculated from Google Earth - TBC with Point Cloud.

#3B LONGFIELD NORTH WEST
GEA 814 sqm
GIA 741 sqm
*Sub-division line between 'Istanbul Grill' building and Longfield retail TBC with Point Cloud model.

#3C LONGFIELD SOUTH WEST
GEA 643 sqm
GIA GF 596 sqm
GIA 01* 596 sqm
GIA TOTAL 1192 sqm
*1st floor area including mansard roof.

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 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as such no unusual hazards have been identified, refer to relevant Key/ Schedule/ Designers Risk Assessment

- KEY:**
-  SITE BOUNDARY
 -  GEA
 -  GIA at ground level
 -  GIA at first floor

- GENERAL NOTES:**
- A. 400mm external wall thickness assumed TBA.
 - B. All first floor dimensions to be confirmed with Point Cloud model.
 - C. Basement on any building TBC.
 - D. Mezzanine floor on any building TBC.

AREAS	EXISTING	PROPOSED
RETAIL	3657	*
CARPARK	349	*
MEDICAL	1313	*
COMMUNITY	2114	*

Rev:	Date:	Details:
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Project:
Prestwich Village
Masterplan

Title:
Existing areas

Scale:	Origin Date:	Drawn:	Checked:
1:1000 @ A3	18/07/2023	ER	

Status:
S0 Preliminary

Drawing No:
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Rev:

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