



Lind Street, Manchester

Transport Statement

Client: Boohoo Group PLC

i-Transport Ref: JW/BD/ITM17496-001

Date: 01 March 2022

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Quality Management

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SECTION 1 Introduction

1.1 Introduction

- 1.1.1 i-Transport has been commissioned by Boohoo Group PLC to provide a Transport Statement (TS) to support the application for a private off-street car park at Lind Street, Manchester.

1.2 Background

- 1.2.1 Lind Street is located to the north-east of the Manchester city centre area, between New Islington and the Etihad Campus. The location of the site is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.2.2 The proposed off-street parking will provide safe off-street parking area for the nearby Pretty Little Things development at Wellington Mill. This development was granted planning permission in October 2020 (ref: 127505/FO/2020) for an extension to the build to provide existing building to provide 880 sqm of additional office accommodation. This would result in a total floor space of just of 4,000 sqm at the site.
- 1.2.3 The local roads in the vicinity of the site are currently used for on-street parking, including by staff of the Pretty Little Things site. Lind Street and the neighbouring roads experience cars parking along both sides of the road and often up on the footways, potentially impeding pedestrians and restricting the road width for vehicles.

- 1.2.4 The proposed car park will provide 112 parking spaces, including disabled spaces and electric vehicle charging points. Access to the private car park will be controlled with barriers.

1.3 **Structure of Report**

- 1.3.1 The following Transport Statement (TS) will be set out as followed:

- Section 2 provides an overview of relevant policy;
- Section 3 sets out and describes the existing conditions on Lind Street and the surrounding roads;
- Section 4 outlines the development proposals; and
- Section 5 summarises and concludes the details set out in this TS.

1.4 **Conclusion**

- 1.4.1 The provision of a substantial off-street car park, for existing staff at Pretty Little Things, will be a significant benefit, with a large proportion of the vehicles currently parking on-street to be relocated to the car park. This will improve the operation of the existing road network by reducing the on-street parking, which currently restricts the carriageway width and footway widths.
- 1.4.2 The site will offer 112 parking spaces, including 5 disabled parking spaces and 8 EV spaces. The site access has been designed to accommodate vehicles that would use the site, with appropriate visibility splays achievable.
- 1.4.3 Overall, it is concluded that the development proposals are consistent with current guidance and there is no highways reason that the application should not be granted.

SECTION 2 Policy

- 2.1.1 This TS has been produced in accordance with relevant national and local planning guidance, as outlined below.

2.2 National Policy

National Planning Policy Framework

- 2.2.1 The National Planning Policy Framework (NPPF) (revised in July 2021) sets out the Government's planning policies for England and how these should be applied. The core theme of the document is the promotion of sustainable developments, both residential and non-residential. Paragraph 108 states:

"In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.2.2 This TS demonstrates that the proposed car parking site will provide a safe and secure parking which is convenient for existing staff, whilst substantially reducing the need for on-street. The current on-street parking has the potential to impact on pedestrian movements due to parking on the footways restricting the width of the footways. The site will therefore offer a higher quality parking situation on the area.

2.3 Local Policy

Guide to development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007

- 2.3.1 The guidance document sets out parking guidelines for developments to ensure parking is adequate and that priority is still given to the non-car user. The guidance also states that parking in front of a development and on-street should be discouraged.

SECTION 3 Existing Highway conditions

3.1 Study Area

3.1.1 The study area of the TS is of the local road network surrounding Lind Street. This includes Pollard Street, Cambrian Street, Cowan Street, Beswick Street, Branson Street and Chesshyre Avenue. Figure 3.1 shows the study area in relation to the proposed car park.

Figure 3.1: Study Area Plan



3.2 Local Roads

Lind Street

- 3.2.1 Lind Street currently experiences parking along both sides of the road with cars parking partly on the footway. There are no parking restrictions on Lind Street, except on the corner to the west that heads down to the crossroads with Branson Street, where there are double yellow lines.
- 3.2.2 The carriageway on Lind Street is c.4.5m wide with c.2.0m footways on both sides. However, as shown in Figure 3.2 the on-street parking along this street reduces the carriageway width and footways on both sides of the street.

Figure 3.2: Photo showing the on-street parking from the proposed site entrance towards Cowan Street.



Date taken: 15.02.2022

Cambrian Street

- 3.2.3 Cambrian Street has double yellow lines running down both sides of the carriageway to the north on Lind Street. To the south of Lind Street there are no standard parking restrictions but does have match day restrictions for permit holders only.
- 3.2.4 Figure 3.3 shows the view from Cambrian Street looking southwards to Lind Street with the double yellow lines running until Lind Street where there is then match day parking restrictions.

Figure 3.3: Photo showing Cambrian Street looking southwards to the junction with Lind Street on the right-hand side.



Date taken: 15.02.2022

- 3.2.5 Cambrian Street is c.6.5m wide, with c.3.0m wide footways along the western side and c.2.5m footways on the eastern side.

Pollard Street

- 3.2.6 Along Pollard Street there are single yellow lines that run down the length of both sides. Figure 3.4 shows cars parking on the footway on both sides of the road.

Figure 3.5: Photo showing Pollard Street and the on-street parking situation observed.



Date taken: 15.02.2022

- 3.2.7 Due to the typical on-street parking along the road, traffic cones have been placed on the opposite side of the lorry driver training centre access, near the junction with Beswick Street, to ensure that cars do not park here and restrict movement at the access. Figure 3.5 shows the section of Pollard Street which has required cones for the lorry driver training site opposite.

Figure 3.5: Photo showing cones being placed along single yellow line to stop on-street parking.



Date taken: 15.02.2022

3.2.8 Pollard Street is c.7m wide with footways along both sides, which are c.2.5m wide.

Beswick Street

3.2.9 Beswick Street currently provides single yellow lines down both sides, except along the eastern section of the road between Pollard Street and Branson Street. Along this section of the road there are no parking restrictions and vehicles are observed to park, as shown in Figure 3.6.

Figure 3.6: Photo showing Beswick Street and the stretch with no car parking restrictions.



Date taken: 15.02.2022

3.2.10 Beswick Street is c.6m wide with c.2m wide footways both side.

Branson Street

3.2.11 Branson Street has no parking restrictions for most of the length, except for a section of the road along the northern side where double yellow lines are present. The width of the carriageway is c.5.5m, with c.2.0m footways on both sides of the road.

3.2.12 Figure 3.7 shows Branson Street and the current on-street parking that has been observed.

Figure 3.7: Photo showing Branson Street and the on-street parking situation.



Date taken: 15.02.2022

Cheshyre Avenue

3.2.13 Cheshyre Avenue is accessed off Merrill Street to the south-west and runs north-east towards Pollard Street where there are bollards stopping vehicles accessing Pollard Street. This road, therefore, does not currently provide any through traffic. The road is c.2.7m wide.

3.2.14 Figure 3.8 shows Cheshyre Avenue and the observed on-street parking.

Figure 3.8: Photo showing Cheshyre Avenue and the on-street parking situation.

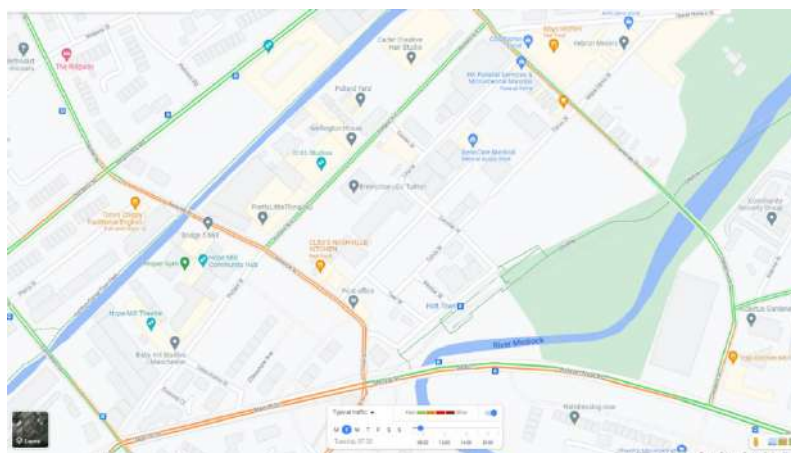


Date taken: 15.02.2022

3.3 Existing Traffic Levels

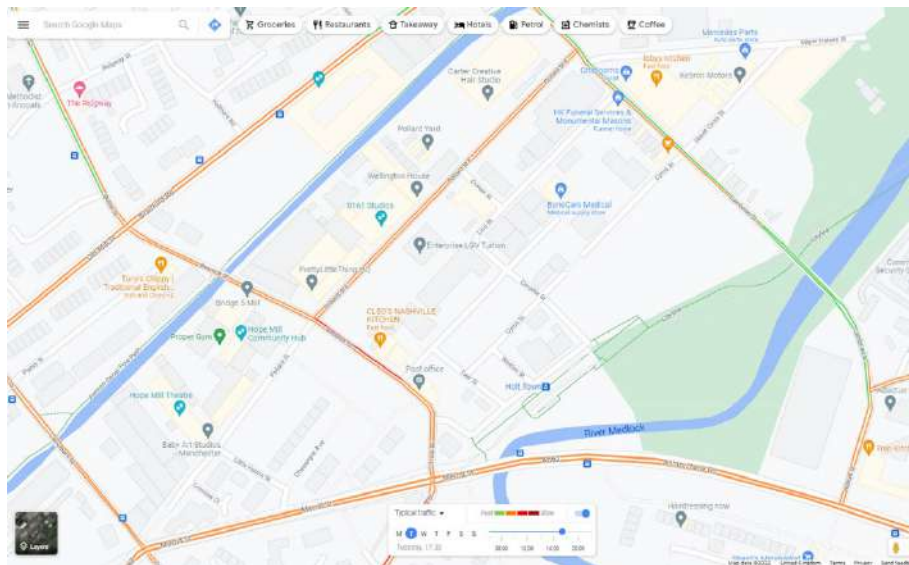
3.3.1 The existing traffic levels on the roads within the study area for the AM Peak and PM Peak have been considered using Google Traffic Maps, which are shown in Figures 3.9 and 3.10, respectively.

Figure 3.9: AM Peak Google Traffic Map.



Source: Google

Figure 3.10: PM Peak Google Traffic Map.



- 3.5.2 As has been shown in the photos in Section 3.4, many of the streets have vehicles parking on both sides of the road and on the footways, reducing the existing carriageway widths and potentially impeding pedestrians on the footways in the area.
- 3.5.3 During the site visit a count of the current number of cars parked on-street was carried out, with a total of 128 vehicles counted in the study area. As the major employment site in the area a large proportion of these vehicles are assumed to be associated with the Pretty Little Things development.

SECTION 4 Development Proposals

4.1 Site Location

- 4.1.1 The site is currently an unused plot of land within an industrial area, located on Lind Street. The location of the site is shown in **Figure 1.1**.

4.2 Scheme Details

- 4.2.1 The car park scheme will provide 112 parking spaces as shown in the detailed masterplan of the site, shown in **Appendix 4.A**. These parking spaces will include 5 disabled space, located near the access along the northern edge, with 8 spaces proposed to be electric vehicle (EV) charging spaces (3 EV spaces will be located at the disabled parking bays).
- 4.2.2 Lighting columns are proposed to be provided throughout the car park, as shown on the masterplan, providing the site with ample lighting to make it more secure and safe for users.
- 4.2.3 The site will be access from a priority T-junction on Lind Street. Tracking of the proposed site the site access has been carried out, presented in **Appendix 4.B**, showing the turning movement of a standard vehicle that would use the site. This tracking drawing demonstrates that the proposed access is appropriately designed and can accommodate the turning movements of vehicles accessing and egressing the site.
- 4.2.4 The visibility for vehicles egressing the site access has been considered, based on Lind Street being a 30mph road, with visibility splays of 43m achievable to both the left and the right.
- 4.2.5 The site will provide control barriers to restrict access to staff only and will also provide security for the site.

4.3 Traffic Flows

- 4.3.1 As the car park is being provided for staff of Pretty Little Things to park off-street, instead of on-street within the local area which has been observed, no new trips are expected to be created by the development. There will be some reassignment of traffic flows within the local area, with traffic routing to/from the car park, but given the current level of traffic on these roads, this will not result in any noticeable impact.

SECTION 5 Summary and Conclusions

5.1 Summary

- 5.1.1** The site is currently an unused plot of land within an industrial area, located on Lind Street, Manchester.
- 5.1.2** The site will provide 112 parking spaces, including 5 disabled spaces and 8 EV charging spaces. The site will be access from a priority controlled T-junction, with control barriers provided to ensure only staff park there. The site will have lighting throughout.
- 5.1.3** The local roads around Lind Street currently experience on-street parking along long sections of the roads, on both sides of the carriageway and often up on the footway, restricting pedestrian movement and road widths.
- 5.1.4** The site will reduce the level of on-street parking in the area by relocating a large proportion of these vehicles to the proposed car park, improving the local road network and providing a safe and secure site for staff.

5.2 Conclusions

- 5.2.1** The provision of a substantial off-street car park, for existing staff at Pretty Little Things, will be a significant benefit, with a large proportion of the vehicles currently parking on-street to be relocated to the car park. This will improve the operation of the existing road network by reducing the on-street parking, which currently restricts the carriageway width and footway widths.
- 5.2.2** Overall, it is concluded that the development proposals are consistent with current guidance and there is no highways reason that the application should not be granted.

APPENDIX 4.A Masterplan

Pollard Street East

Lind Street

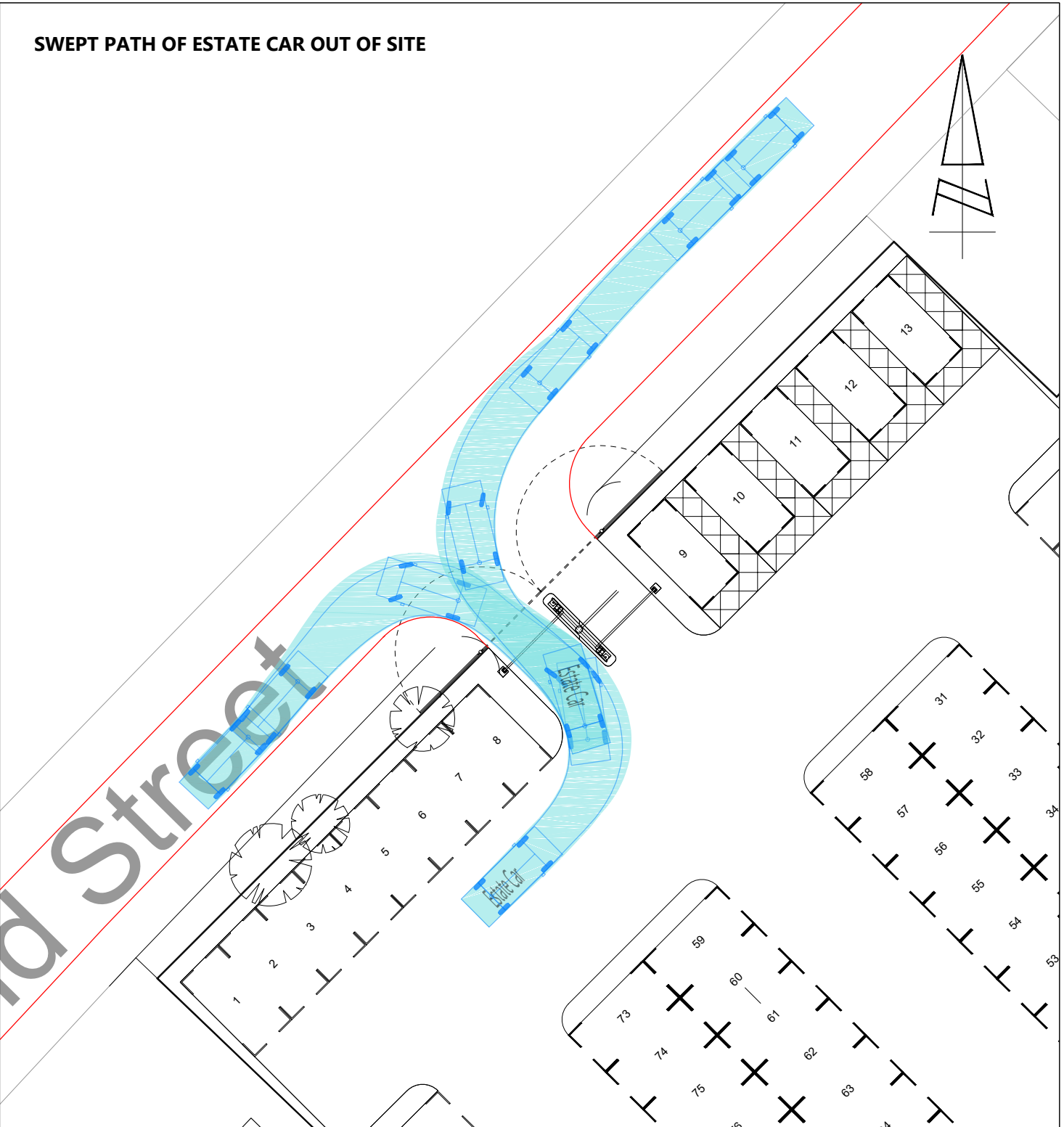
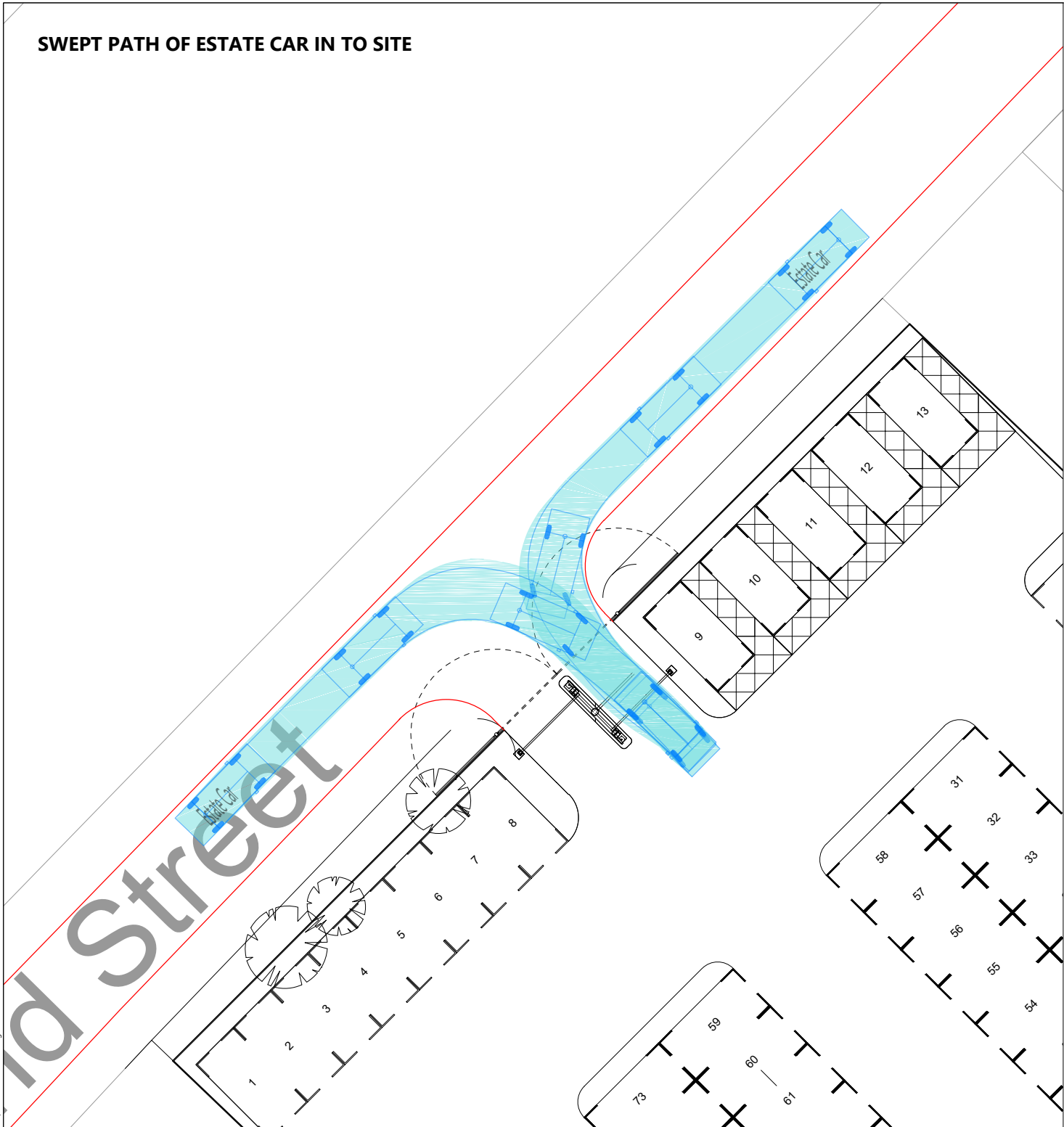
Cyrus Street

Upper Helena

Cambrian Street

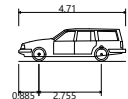
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APPENDIX 4.B Swept Path Analysis



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Estate Car including wing mirrors
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



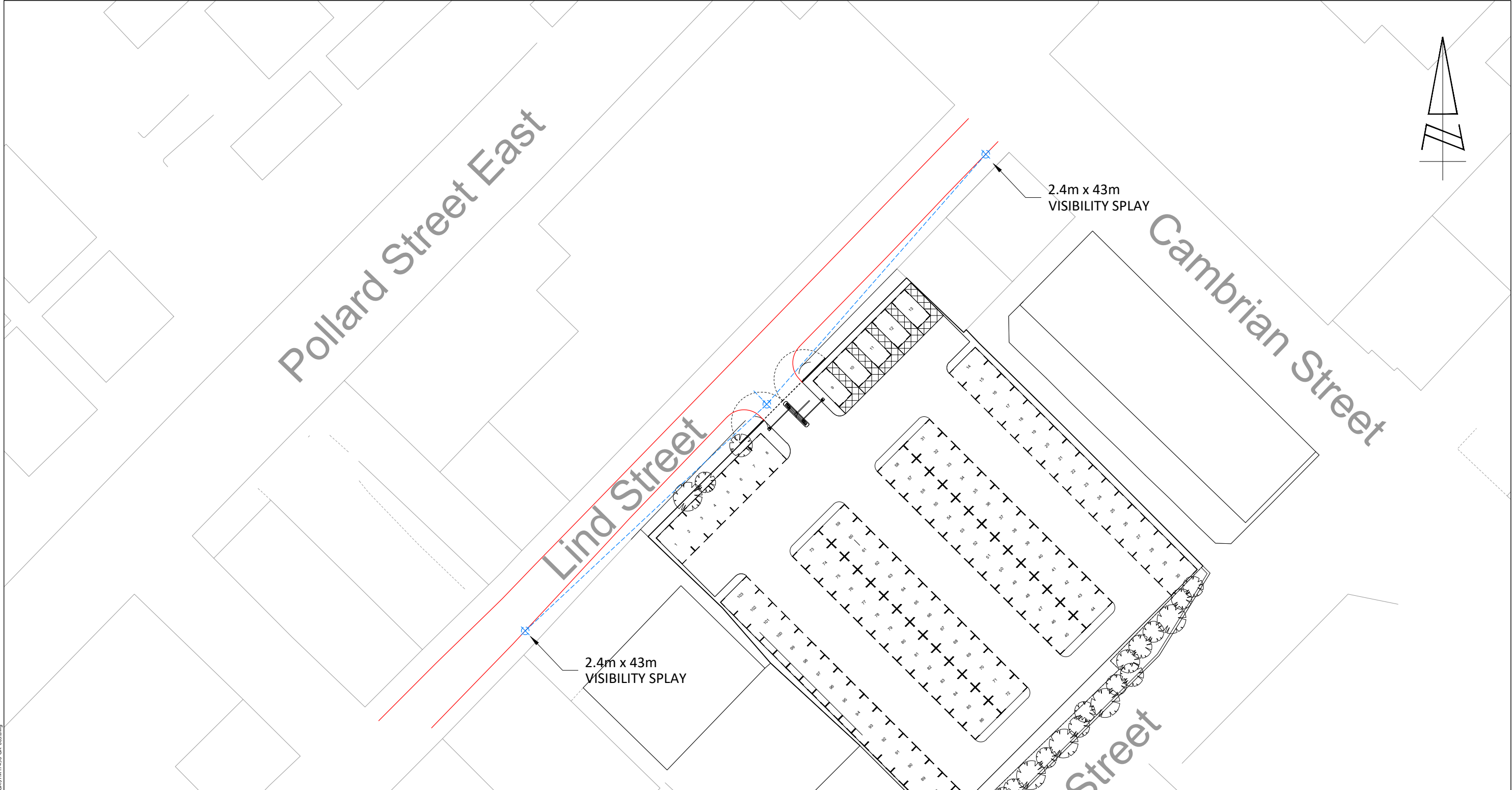
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TITLE: SWEPT PATH ANALYSIS - ESTATE CAR	
PROJECT: LIND STREET, MANCHESTER	CLIENT: BOOHOO GROUP

DRAWN: JB	CHECKED: JW	APPROVED: JW
PROJECT No: ITM17496	SCALE @ A3: 1:250	DATE: 16.02.22
DRAWING No: ITM17496-GA-001		REV: -

APPENDIX 4.C Visibility Splays at Site Access



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		REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: LIND STREET, MANCHESTER	CLIENT: BOOHOO GROUP	PROJECT No: ITM17496	SCALE @ A3: 1:500	DATE: 16.02.22	
		STATUS: FOR INFORMATION								DRAWING No: ITM17496-GA-003			REV: -

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