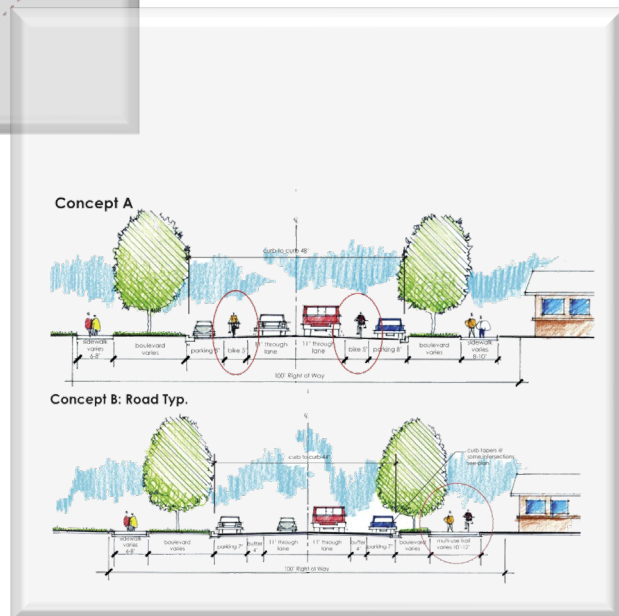


Proposed Mixed-Use Development

Bury New Road

Salford

Manchester M8 8EB

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CONTACT Dr Amer Halabi PhD MBA FCIHT FAPM MIO D FFB BEng(Hons)

☎ 0845 47 48 851 ✉ itransportplanning@outlook.com 🌐 www.iprtgroup.com

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- i. iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Assessment Analysis (Analysis) for the proposed mixed-use development comprising 141 apartments and GFA 668m² comprising **4 separate** Retail units Use Classes A1, 3 & 5 (Figure 1.1) providing local shops on the land at the corner of Fairy Lane / Bury New Road, Salford, Manchester, M8 8EB (Figure 1.2) google maps link <https://bit.ly/2Xi1XeQ>
- ii. Taking into consideration the para 8 of the NPPF which states “Achieving sustainable development means that the planning system has three overarching objectives; Economic, Social and Environmental”, and the site’s accessibility by public transport, on foot and cycle, the development proposals are considered to be in line with the relevant national, regional and local transport policies where, at the heart of the NPPF, is a presumption in favour of sustainable development.
- iii. Manchester is one of the UK’s leading cities in growth and excellence however, taking into consideration the location and quantum of development, there are no known committed developments or infrastructure improvements that may have an impact on the findings of this Analysis.
- iv. It is anticipated that the development would attract the usual servicing requirements such as refuse collection, deliveries and post; the layout allows for all movements and turning points to be accommodated within the site.
- v. Parking would be provided having regards to Manchester City Council (MCC) Car and Cycle Parking Standards (MDF/Core Strategy adopted July 2012) and the revised June 2019 NPPF.
- vi. A Framework Travel Plan has been produced to promote the sustainability and accessibility of the site and encourage sustainable travel.
- vii. Detailed analysis indicated that:
 - The development impact will be limited to the site access as the development predominantly attracts passby and linked trips, i.e. trips already existing on the highway network;
 - The total sustainable person trips can be accommodated within the existing infrastructure;
 - With the exception of the site access, which will be assessed following the easing of the lockdown, no additional mitigation proposals are required; and
 - The site access mitigation proposals will ensure the development does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.
- viii. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.



Chapter 1

- Introduction
- Development Proposals
- Site Location



- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Assessment Analysis (Analysis) for the proposed mixed-use development comprising 141 apartments and GFA 668m² comprising **4 separate** Retail units Use Classes A1, 3 and 5 (Figure 1.1) providing local shops on the land at the corner of Fairy Lane / Bury New Road, Salford, Manchester, M8 8EB (Figure 1.2) google maps link <https://bit.ly/2Xi1XeQ>

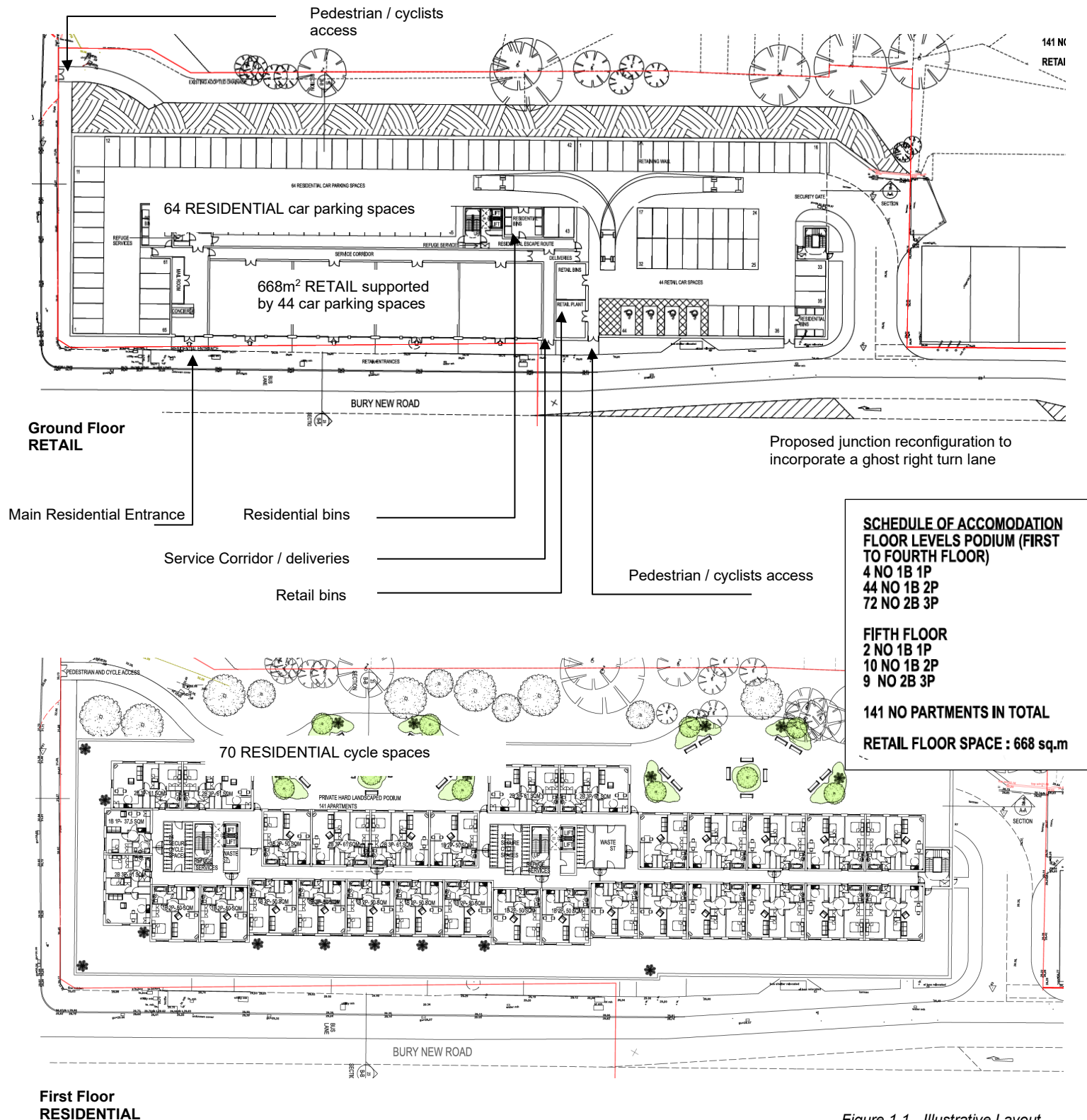


Figure 1.1 - Illustrative Layout

SITE LOCATION

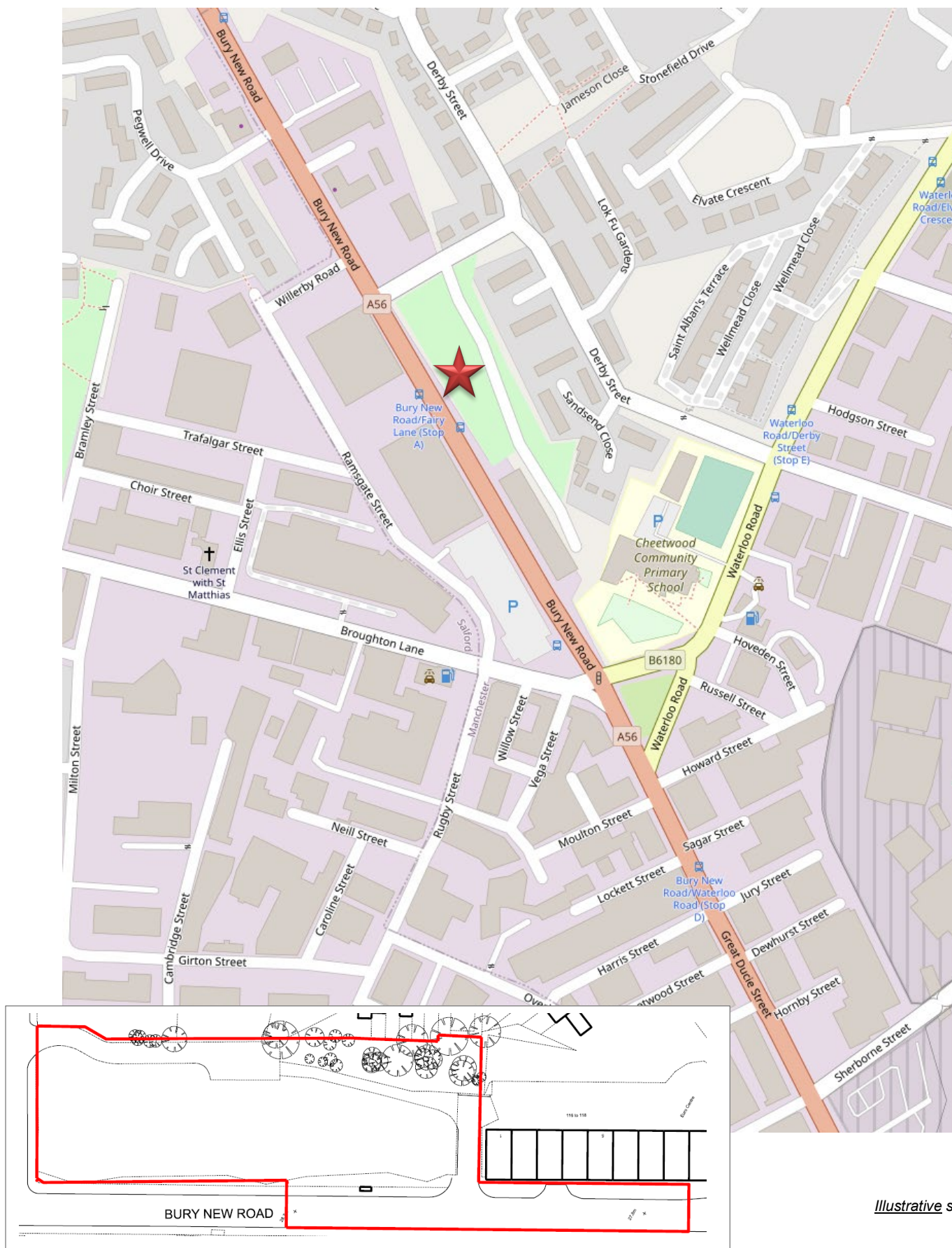


Figure 1.2
Illustrative site location



Chapter 2

- Scoping Study *(if undertaken)*
- References & Guidelines

2.1 The Analysis will, in summary, include (see also Road Map and Contents on Page 4):

Chapter 3

- A high-level review of the existing highway conditions;
- Site connectivity and sustainability;
- Car park capacity assessment.

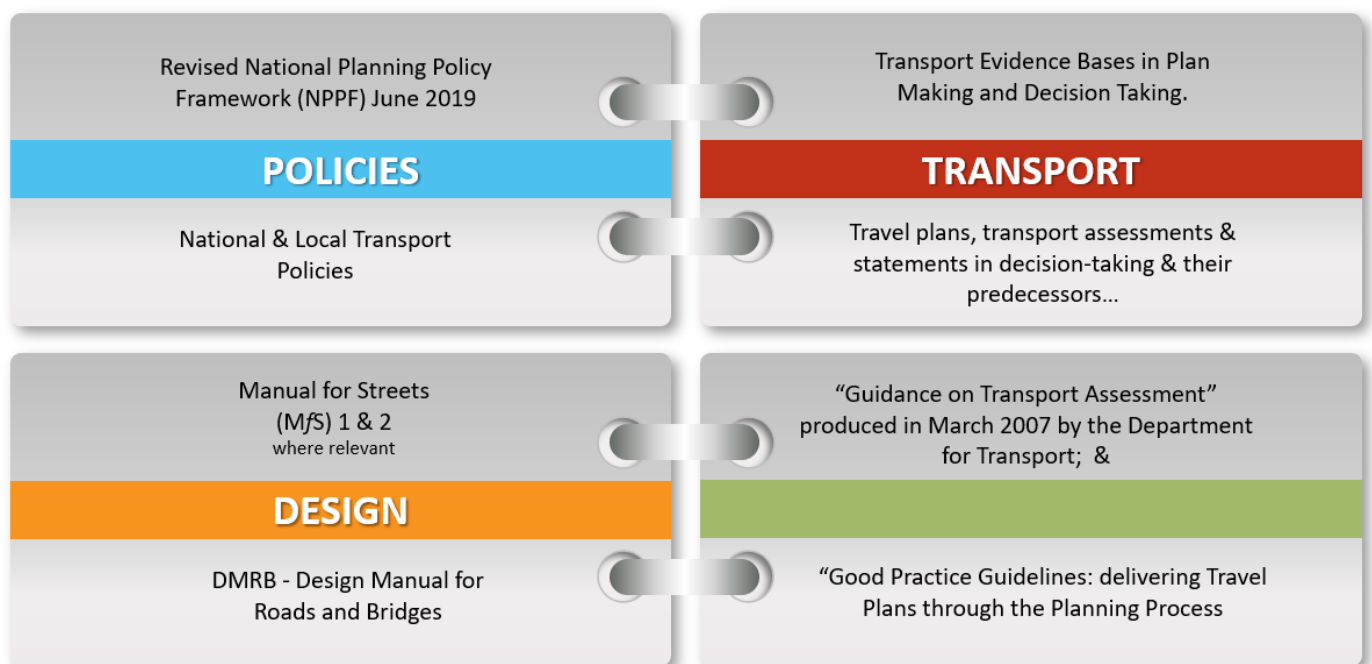
Chapter 4

- Development proposals, trip generation and servicing arrangements.
- Car and Cycle Parking provision; and
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

REFERENCES & GUIDELINES

2.2 Technical References are annotated as (Ref) the details of which are attached in Volume 3 – Technical References.

2.3 Where relevant, the Analysis will be in line with Manchester’s Local Development Framework, Core Strategy Development Plan adopted on 11th July 2012 and:





Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents *(if undertaken)*

A56 BURY NEW ROAD

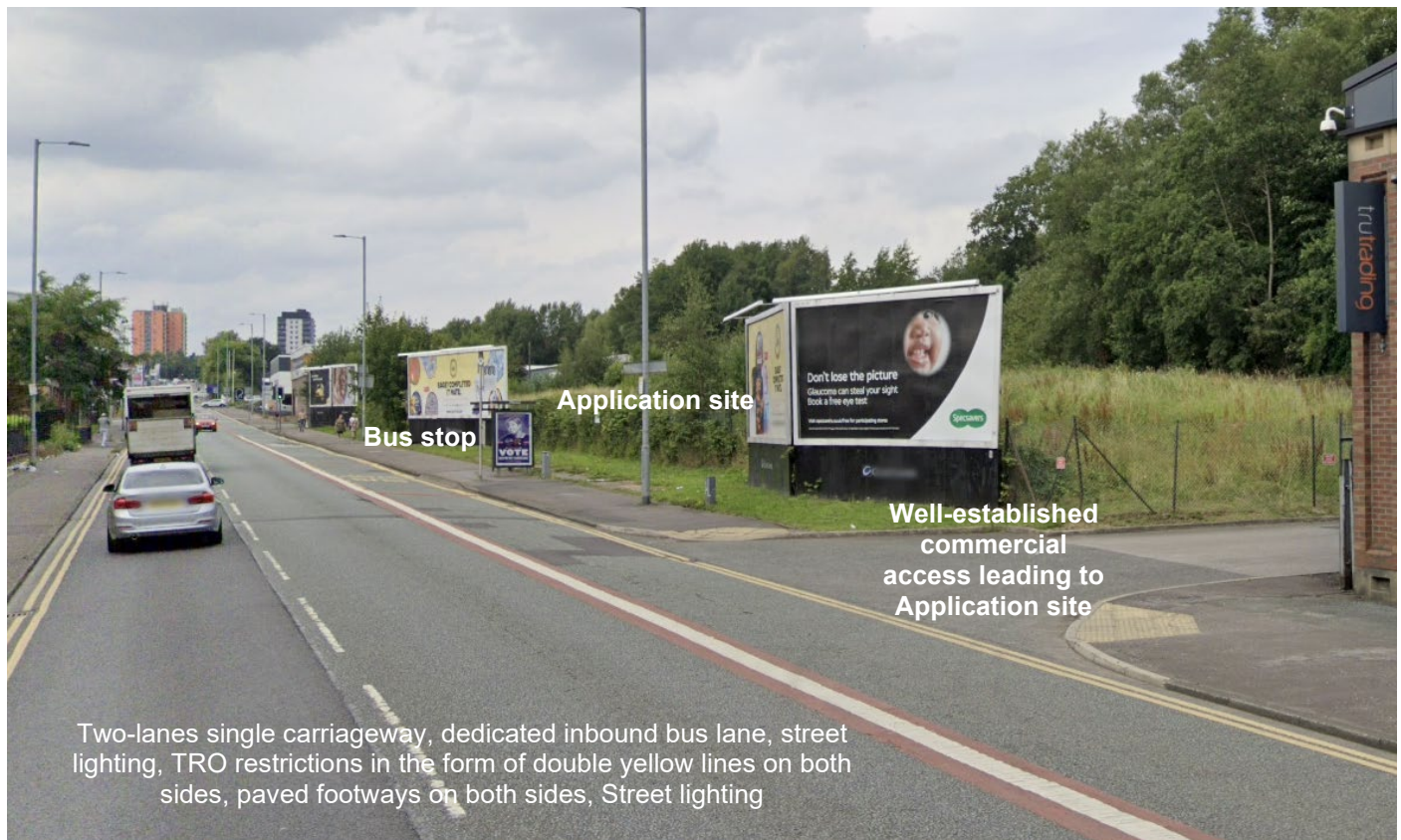
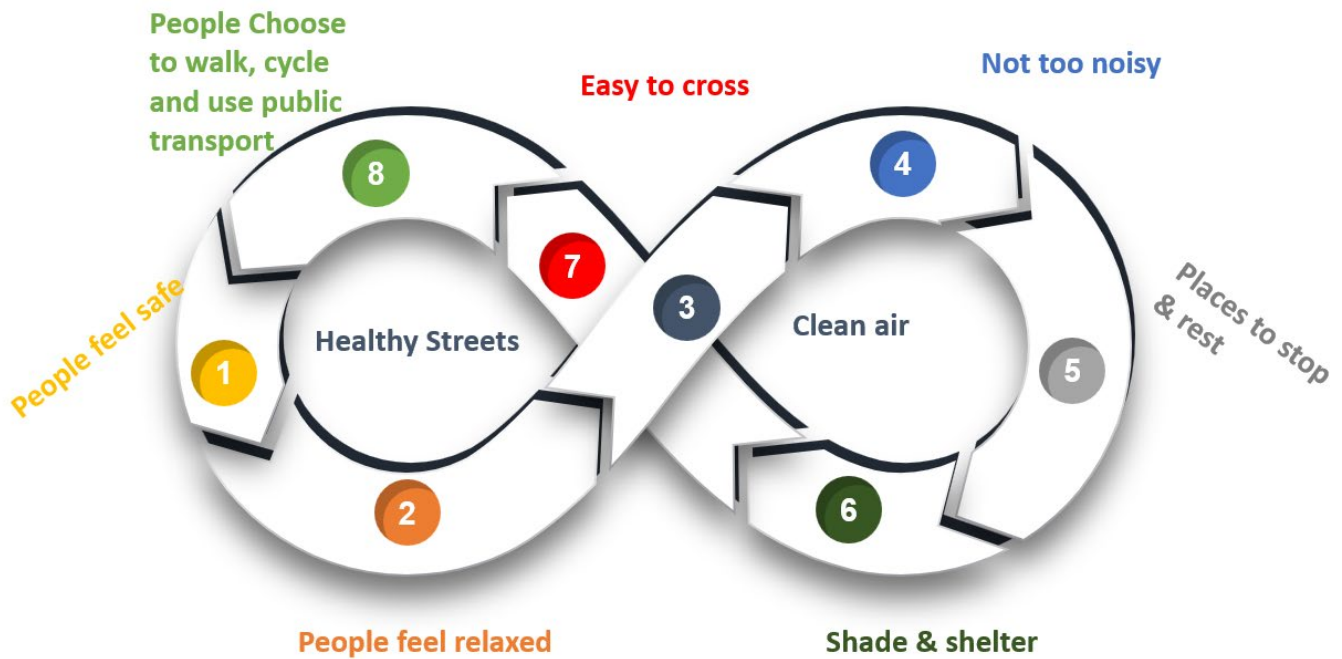


Figure 3.1
East Rd in the vicinity of the site

- 3.1 The A56 Bury New Road is a distributor road linking Manchester City Centre to J17 of the M60. The Road is flanked on both sides by well-established commercial, retail and residential centres (below).



SUSTAINABLE MODES OF TRAVEL



Bus Services

3.2 As demonstrated in Figure 3.2, the application site is highly accessible by public transport with bus stops available in the immediate vicinity of the application site. A summary of the bus services is attached in Figure 3.3 with full timetables found at <https://tfgm.com/maps> & <https://tfgm.com/public-transport/bus>

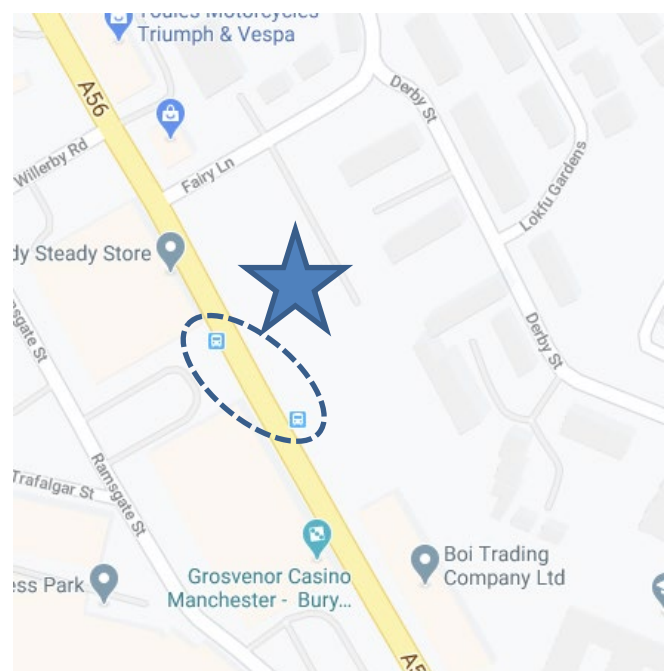
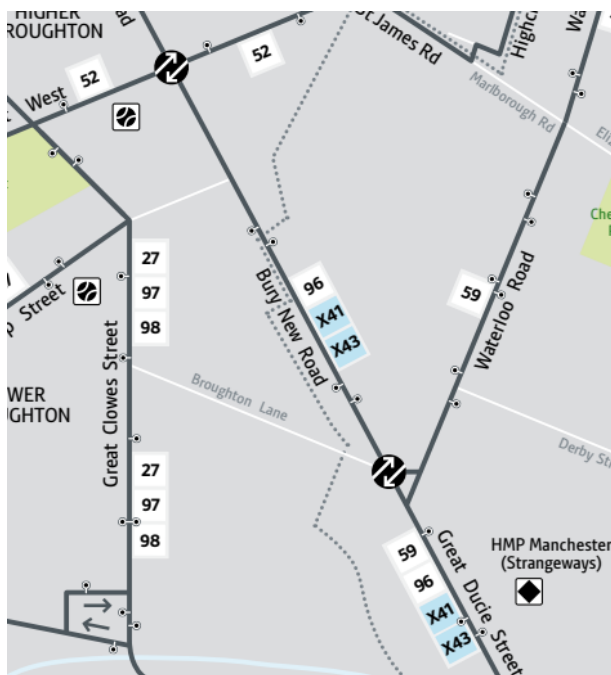


Figure 3.2
Bus stops relative to the site

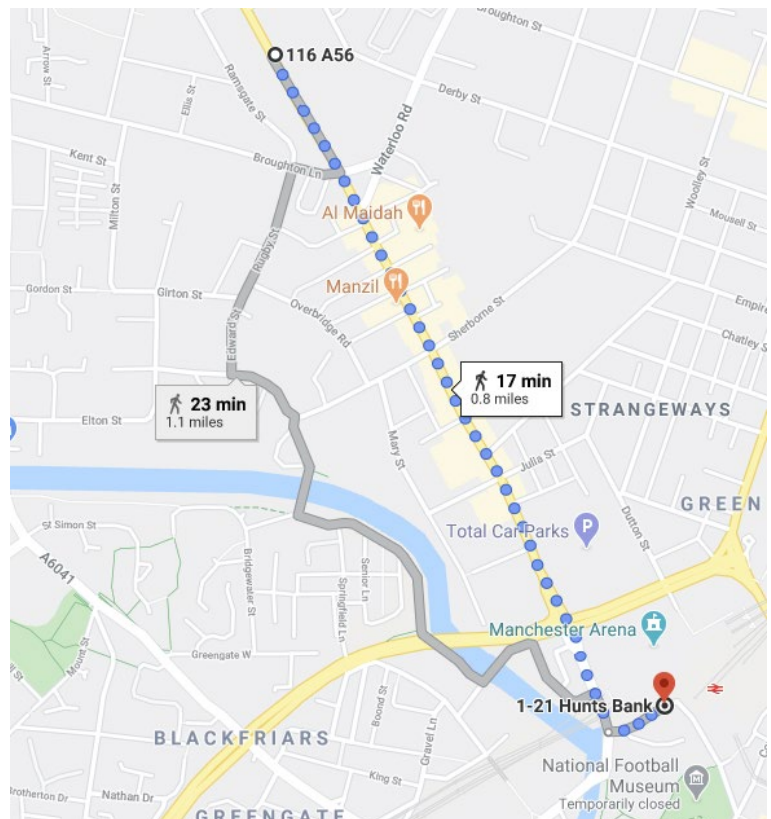
BUS SERVICE	ROUTE	DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
96	Manchester – Simister	60	60	60
59	Manchester – Rushcroft	30	30	30
X41	Accrington – Manchester via Haslingden, Helmshore, Ramsbottom, Prestwich	60	60	120
X43	Skipton – Manchester via Barnoldswick, Crawshawbooth	60	60	-

Figure 3.3
Summary Bus Timetables

- 3.3 Taking into consideration the frequency and destinations served by bus and the proximity of stops to the development proposals, it is considered that the site is accessible by public transport.

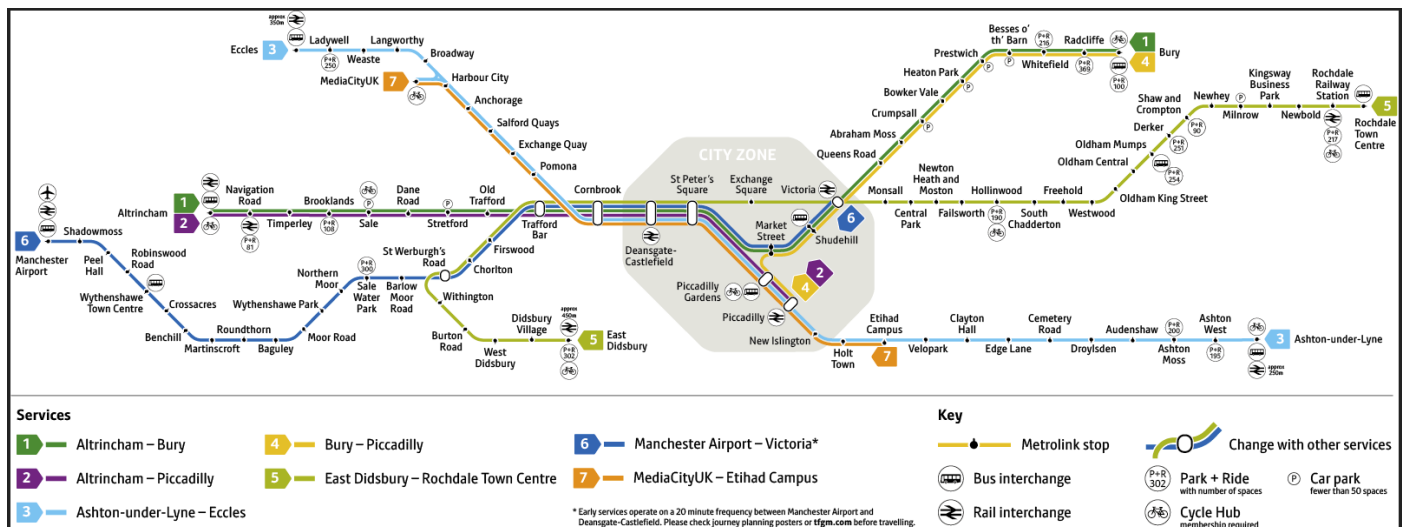
RAIL CONNECTIVITY

- 3.4 Manchester Victoria is c. 1300m / 17 mins walking time from the site which is a reasonable walking distance (ref:4) and allows for multi-modal travel, e.g. cycle – train, bus – train, walk – train, etc. The station is Manchester’s third busiest station after Manchester Piccadilly and Oxford Road stations. The station provides regional services to Blackpool, Wigan, Liverpool and Leeds throughout the day.
- 3.5 From here, Metrolink services connect to Manchester Piccadilly Railway Station, which is the busiest station in Manchester and the second busiest interchange station outside of London. Piccadilly is the principal station for providing services to destinations nationally including London, Cardiff, Glasgow and Newcastle.
- 3.6 Manchester Victoria has 38 cycle stands on the platform and the station approach.



Tram

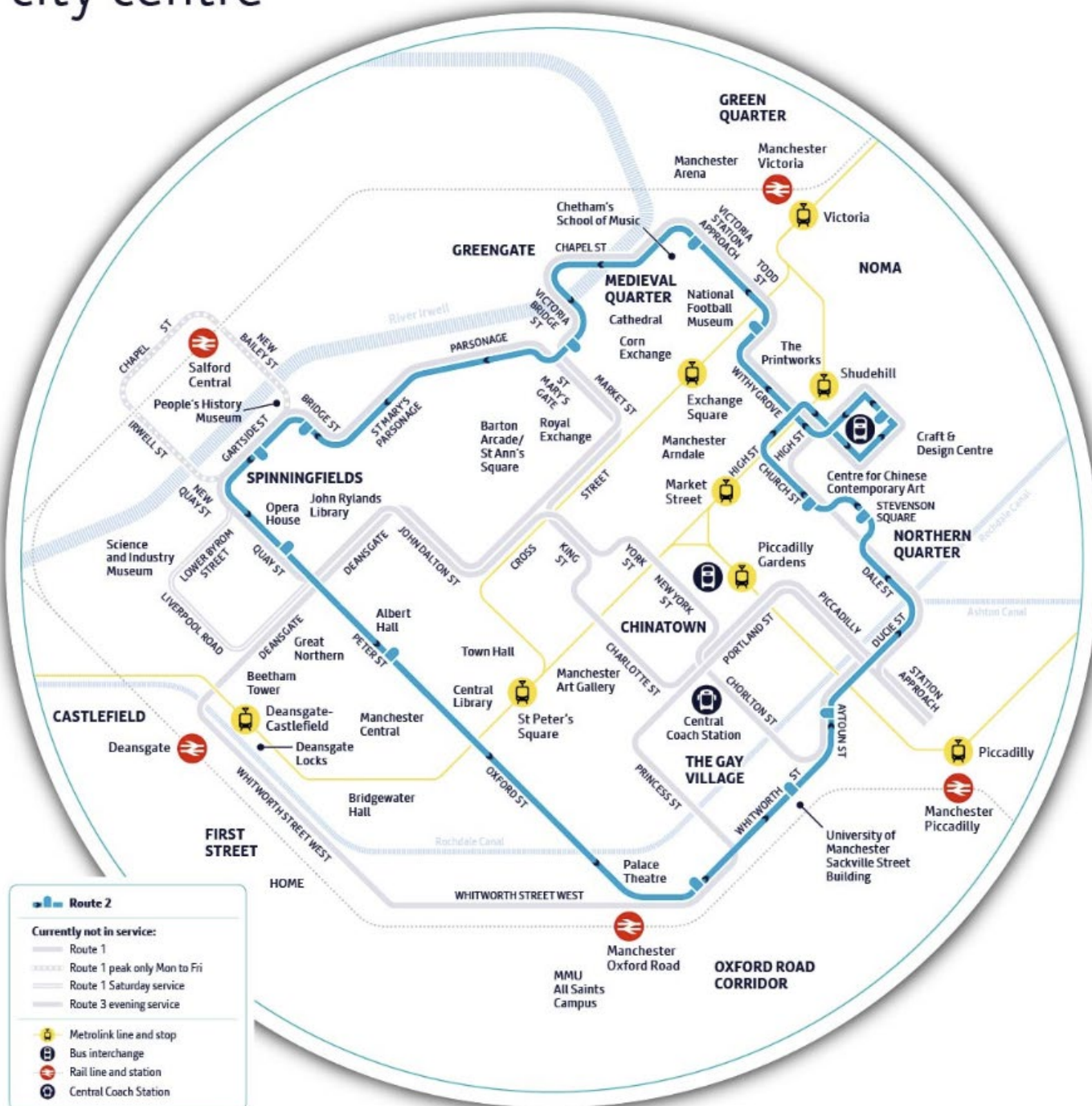
- 3.7 The Metrolink tram network can be accessed from Manchester Victoria. The routes available provide direct connections to Rochdale, Oldham and East Didsbury, Ashton-under-Lyne, Droylsden, MediaCityUK, Eccles and Manchester Airport.
- 3.8 Metrolink provides services 7 days per week on a maximum frequency of every 6 minutes during peak times. Information on the Metrolink network, including ticketing information and future expansion plans, can be found on the TfGM website.



Metroshuttle

- 3.9 Within Manchester City Centre, several free bus routes operate, which are known as Metroshuttle routes. These free hop-on/hop-off buses provide circular routes around the city centre every 10 minutes during the week and 12 minutes on weekends. Metroshuttle 1 and Metroshuttle 2 pass Victoria Station and connect to Manchester Piccadilly, Manchester Central and Deansgate.

city centre



1 Currently not in service

3 Currently not in service

2 Monday – Friday

Every 10 minutes:
6:30am – 5pm
Every 20 minutes:
5pm – 6pm
Every 30 minutes:
6pm – 10pm

Saturday

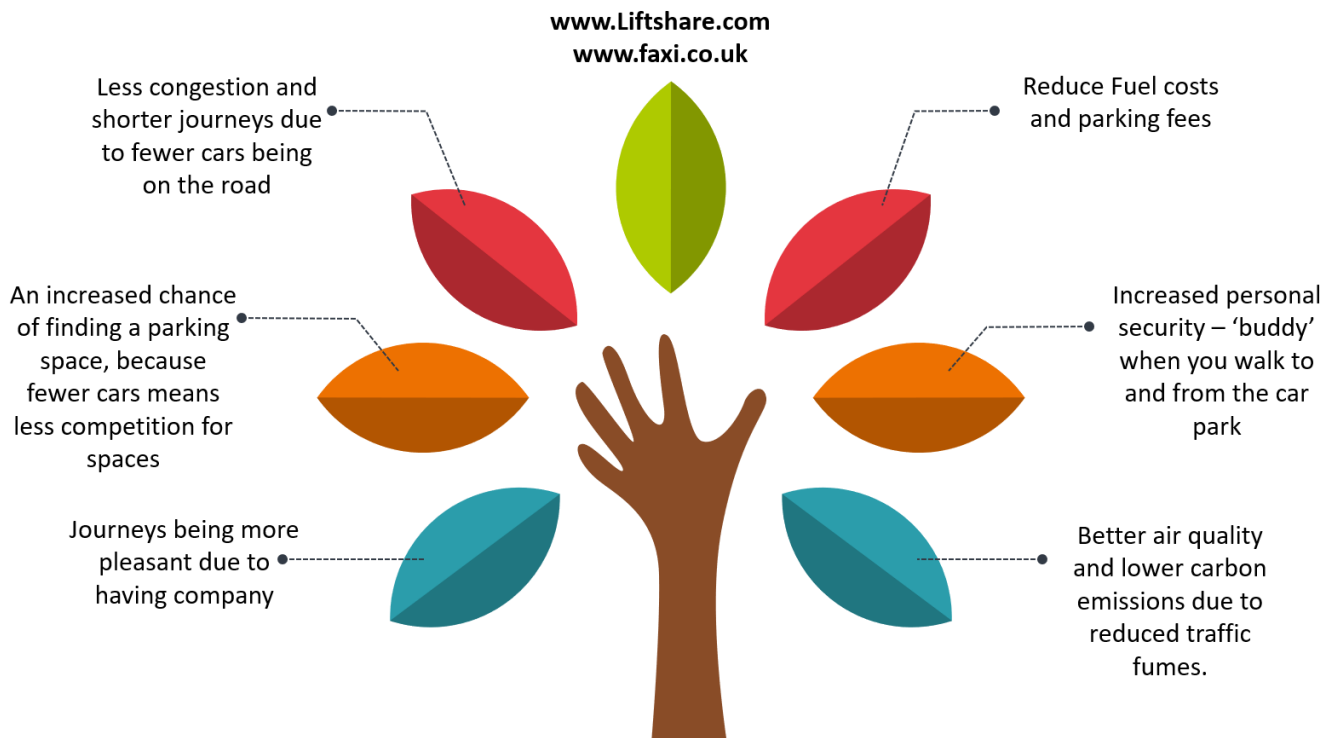
Every 10 minutes:
8:30am – 5pm
Every 20 minutes:
5pm – 6pm
Every 30 minutes:
6pm – 10pm

Sunday and public holidays

Every 12 minutes:
9:54am – 5.06pm
then:
5.30pm, 6pm, 6.30pm

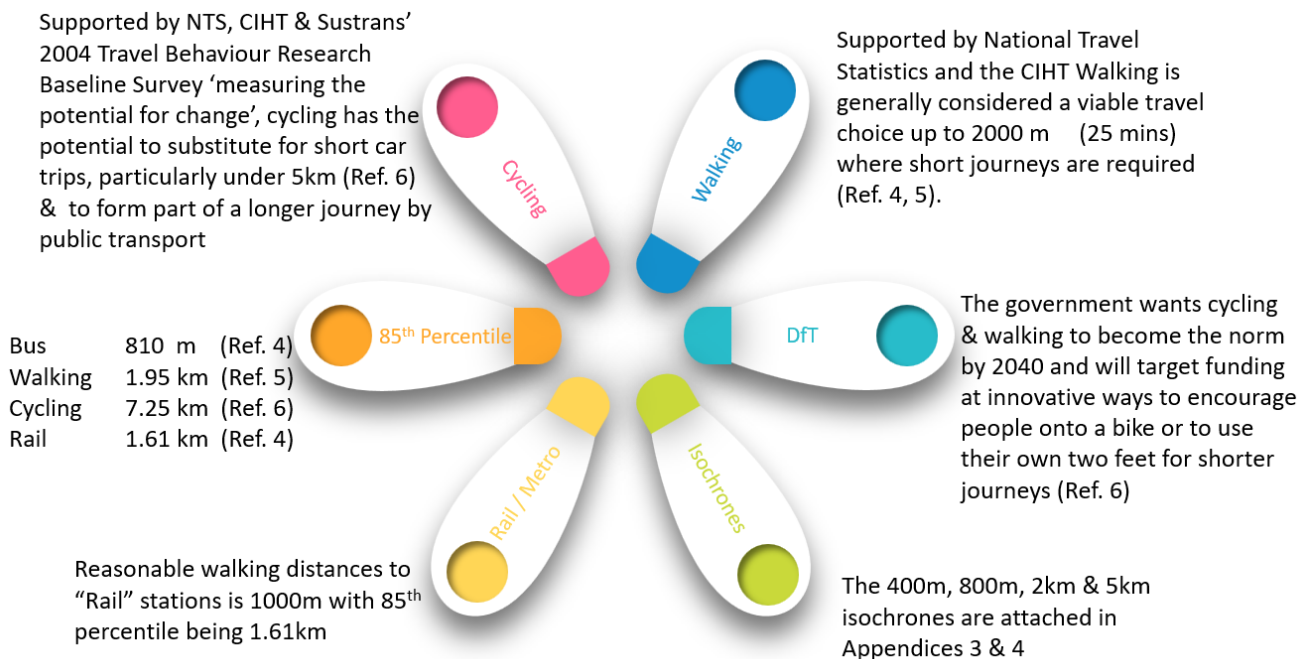
Car Sharing

- 3.10 Liftshare.com and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff & residents to sign up and view any car-sharing opportunities in their area. This will allow some staff / commuters travelling by car to potentially car share with others.



NON-MOTORISED ACCESSIBILITY

Walking & Cycling



- 3.11 As typical of well-established commercial and residential centres, paved footways are available on both sides of the A56 Bury New Rd and generally throughout the adjoining roads network with dropped kerbs, controlled and uncontrolled crossings as necessary.
- 3.12 The nearest controlled crossings are available at the junctions of Fairy Lane with Bury New Road and the Bury New Rd / Waterloo Rd / Broughton Ln crossroads (right and Appendix 4).



Figure 3.4
Controlled crossings relative to the site

- 3.13 Further, although there are no dedicated cycle routes in the immediate vicinity of the site, there are local and national cycle routes (86, 82, 6) nearby linking the site to Manchester City Centre, the wider area and railway stations (Victoria and Piccadilly). During a site visit, several cyclists were observed using the roads network and drivers are accustomed to their presence and courteous towards them.
- 3.14 There are currently 760 publicly available cycle parking spaces in the city centre and 2460 across the University of Manchester estate. In addition to on-street facilities, “Bike Lockers Users Club” (BLUC) is a cycle parking scheme to encourage people to use their cycles to travel to train, Metrolink and bus stations and town centre locations across Greater Manchester.
- 3.15 Cycle parking locations in Manchester City Centre can be found at https://www.britishcycling.org.uk/zuvvi/media/bc_files/travel/cycle_parking_Leaflet.pdf and cycle maps found at <https://tfgm.com/maps>

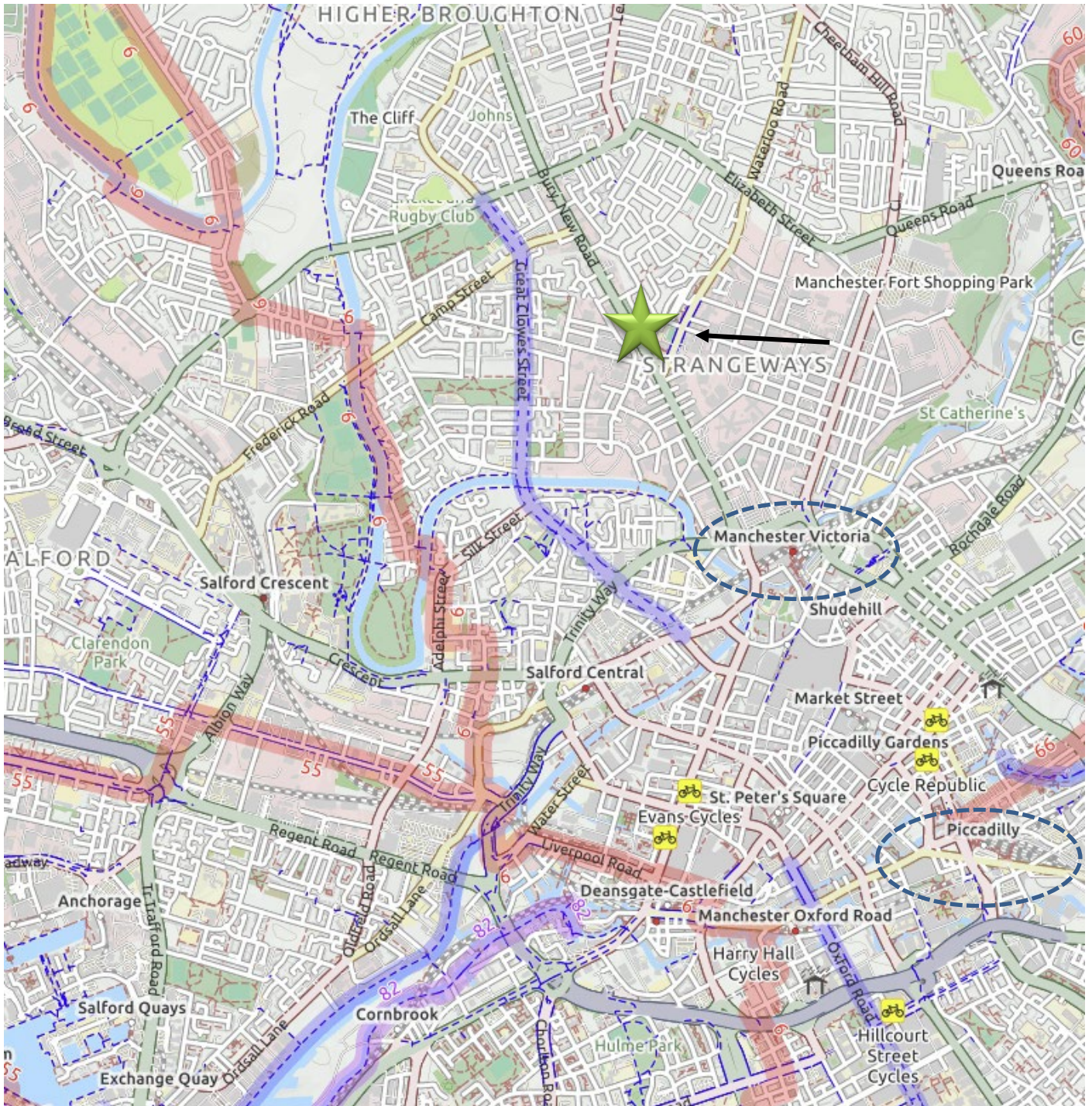
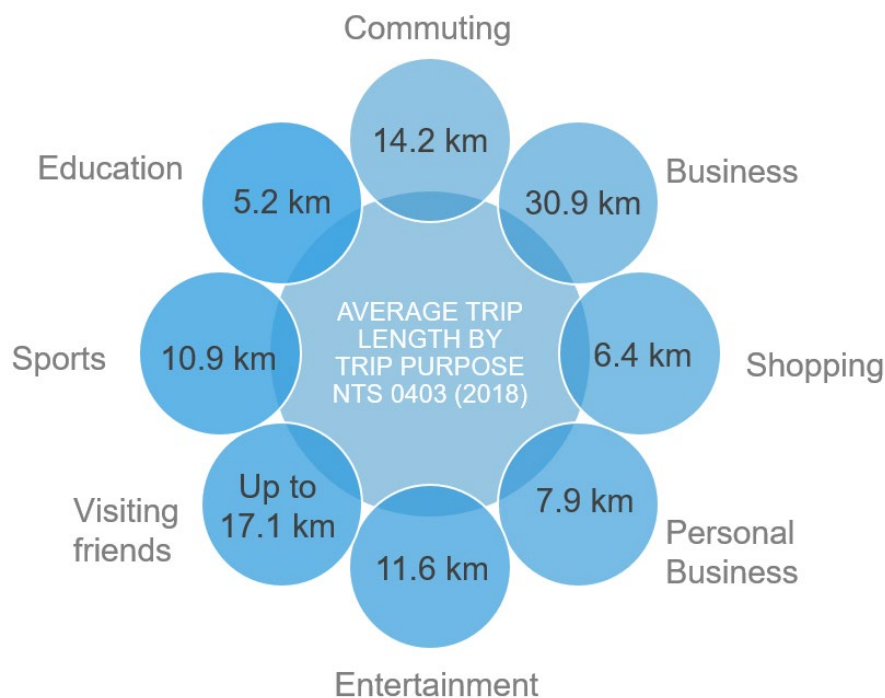


Figure 3.5
Illustrative cycle routes relative to the site

- 3.16 In conclusion, it is considered that the site is accessible by walking and cycling and offers opportunities for access by sustainable modes of travel.

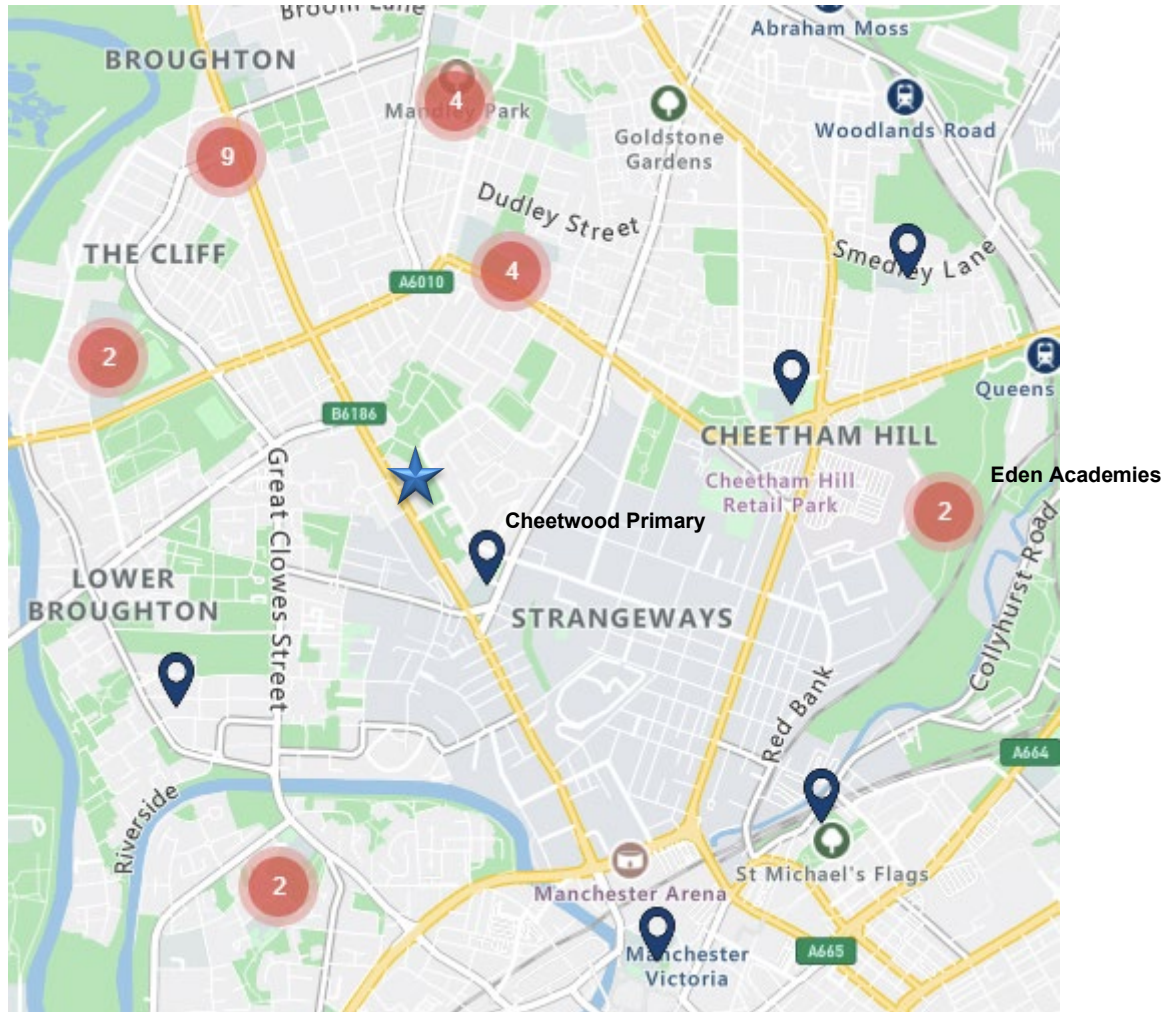
National Travel Survey

- 3.17 The Revised NPPF (Feb 2019) continues to introduce the presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.
- 3.18 The Figure below from the National Travel Survey (Table 0403) outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.



LOCAL AMENITIES

- 3.19 The Government's index of multiple deprivation statistics comprises four indicators of "Transport Inclusion". These indicators are defined as four essential types of facilities in which access is required and comprise:
- Primary Schools;
 - Health Centres;
 - Convenience Stores; and
 - Post Offices.
- 3.20 With the NTS findings in mind:
- There are 29 schools (primary, secondary, academies) within 1600m / 1-mile radius the nearest of which include Cheetwood primary and Eden Girls' / Boys' Leadership Academies, the latter being within 1 mile / 19 mins walking distance. The locality is given 5 stars rating as demonstrated in para 3.21.



- Dr Davis's Medical Practice and Newbury Green Medical Practice (55 Rigby St) are within 1200m to the north of the site;
- Food retail / convenience stores – Asda is c. 915m (Great Cheetham St E) and kingdom Foods is c. 933m along Cheetham Hill Rd. There is a substantial number of food and non-food retail including cafés, takeaway shops, restaurants and sports / leisure amenities as can be demonstrated on google maps link <https://bit.ly/2ZJyHQS> and detailed in para 3.21
- Post Offices – Lower Broughton Post Office and Mocha News Agents / Post Office are c. 1120m from the site in the vicinity of Sussex St.
- Employment – The local area has a wealth of employment opportunities in the retail sector (food and non-food, wholesale retailers, motor industry, etc), health services, leisure services, professional / scientific, manufacturing, construction, financial...to name a few. Full details can be found at the Streetscan link in para 3.21.
- Residential – There are substantial residential catchments areas within walking distance from the site particularly to the north-east and north-west of the site.

- Manchester City Centre – well within 2km walking distance

Manchester is an ambitious city and one that has paved the way with a wealth of innovations and ideas. It has also undergone a series of transformations, from industrial heartland to the vibrant and exciting conurbation it is today, which is something that can be seen from the consistent development and investment into venues and the city's transport infrastructure.

Manchester is ranked as a leading conference and conventions destination for planners and delegates alike. It has an enviable track record of delivering incredible events in which conference organisers are reaping the rewards from continuous investment and development.

Manchester city centre is jam-packed with unique and eclectic restaurants, bars, shops, museums, galleries, hotels and other amenities including quaint market towns, traditional pubs and beautiful green spaces and waterways all accessible on foot or bike.

3.21 Further details can be found at <https://streetscan.co.uk/postcode/m8-8eb> and

	Schools	★★★★★
	Food And Drink	★★★★★
	Sport	★★★★★
	Broadband	★★★★★
	Safety	★★★★★
	Employment	★★★★★

Accessibility Summary & Compliance with Policy

3.22 This Chapter described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal complies with the NPPF and national guidelines and policies detailed in Appendix 1.

3.23 In particular, the development is well served by public transport. The infrastructure surrounding the site provides safe links to other sections of the town centre and the wider area for pedestrians and cyclists.

3.24 Page 72 of the Revised June 2019 NPPF defines Sustainable transport modes as:

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car-sharing and public transport.

3.25 Para 148 of the NPPF states:

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

3.26 In conclusion, in line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering residents and staff of the development access to substantial employment and local amenities from 400m walking up to 5km cycling distance from the site; therefore, it is considered that the site is accessible on foot, by cycling and public transport and offers opportunities for access by sustainable modes of travel other than a car.

COMMITTED DEVELOPMENTS AND INFRASTRUCTURE CHANGES

3.27 Manchester is one of the UK's leading cities in growth and excellence however, taking into consideration the location and quantum of development, there are no known committed developments or infrastructure improvements that may have an impact on the findings of this Analysis.



Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

- 4.1 The proposals comprise a mixed-use development of 141 apartments and GFA 668m² comprising **4 separate** Retail units (Use Class A1, 3 & 5) forming local shops on the land at the corner of Fairy Lane / Bury New Road, Salford, Manchester, M8 8EB.

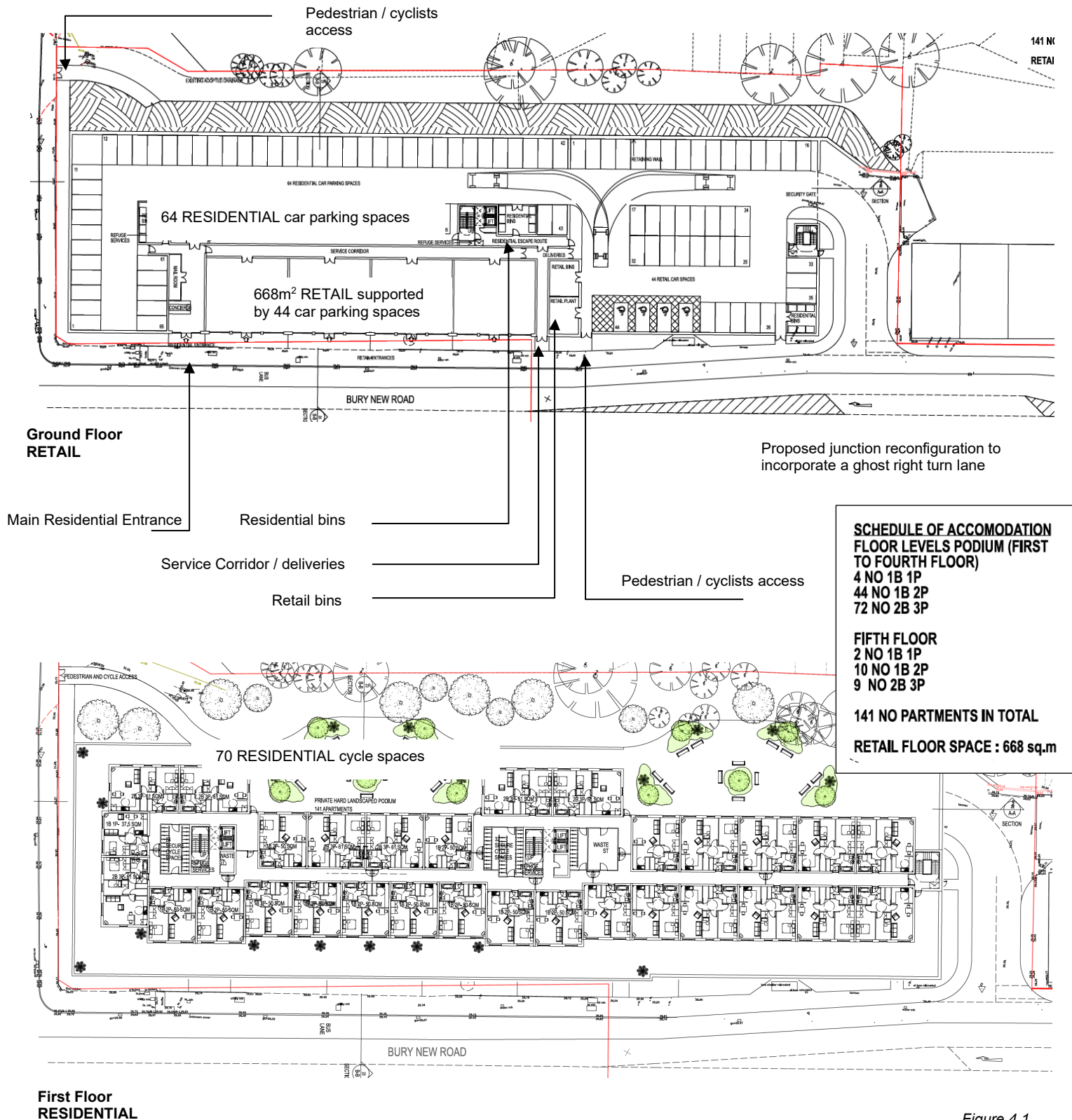


Figure 4.1
Illustrative Layout

PROPOSED SITE'S VEHICULAR ACCESS

- 4.2 Due to the current lockdown conditions, it has not been possible to undertake a junction capacity assessment to determine the form of required access which may or may not require a ghost right turn lane including signalisation (or otherwise).
- 4.3 As such, a preliminary junction design incorporating a ghost right turn lane capable of accommodating at least 5 PCU's which gives the comfort to MCC Highways that the access proposals are deliverable.

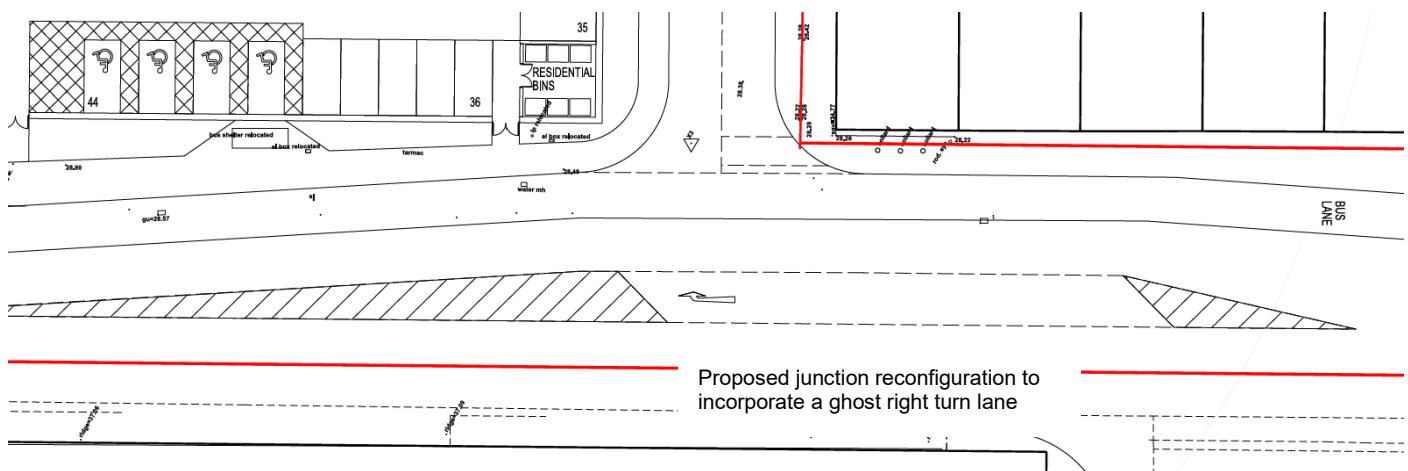


Figure 4.2
Illustrative Site Access

- 4.4 As part of the Reserved Matters Application, the junction will be designed to adoptable standards supported by Stages 1 and 2 Road Safety Audits and capacity assessment and in liaison with MCC Highways.
- 4.5 Bury New Road in the vicinity of the Application site is 30mph and falls within the definition of street:
- It has a speed limit of 40 mph or less;
 - It is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on;
 - It has a high place function eg direct frontage access, on-street parking etc
- 4.6 As such, it is appropriate to implement MfS visibility splay and SSD calculations and in line with Ref; 2, a 2.4m x 43m visibility splay and SSD are provided.

PEDESTRIAN / CYCLISTS' ACCESS

4.7 Pedestrians and cyclists have 2 access options as demonstrated in Figure 4.1:

- Access directly from Bury New Road; and
- Utilise the existing yet improved access off Fairy Lane.

4.8 Pedestrians visibility splays of 2m x 2m x 2m (Ref: 3) will be provided at all accesses.

CAR & CYCLE PARKING

4.9 Car and cycle parking would be provided having regards to the June 2019 NPPF (Ref: 11) and MCC Core Strategy which states:

Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.

4.10 Retail / Local Shops:

- The proposals comprise 4 separate retail units Use Classes A1, A3 and A5. Assuming a mix of uses and based on 668m² (167m² per unit) GFA for a site that is outside the District Centre:

- 167m² food retail / 14m² = 12 spaces
 - 167m² non-food retail / 20m² = 8 spaces
 - 'Rule of Thumb' public floor area is 60% of the restaurant GFA
- Ref: <https://totalfood.com/how-to-create-a-restaurant-floor-plan/>
- 60% x 167m² / 5m² (Use Class A3) = 20 spaces
 - 60% x 167m² / 7.5m² (Use Class A5) = 13 spaces
 - Total retail units parking demand 53 spaces (44 provided)

- Cycle parking at 1 space per 140m² = 5 spaces.
- Both of the above provisions are provided as demonstrated in Figure 4.1 / Appendix 2.

4.11 Residential:

- 64 car parking spaces are provided which represents c. 45.4% car parking provision. The residential element comprises:
 - 60 units, i.e. c. 42.6% one-bed units; and
 - 81 units, i.e. c. 57.4% two-bed units.

- Reference is made to Manchester Residential Design Guide unique proactive ‘comply or justify’ approach which states on page 90:

Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point...reduced on-site provision may be justified based on:

- Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)

NOTE: 100% is proposed / provided

- Identification of sufficient off-site capacity, within 5 minutes’ walk of the proposed development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development); [N/A](#)
 - Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document. [N/A](#)
 - Demonstrating that provision of full parking provision will unacceptably comprise the development’s active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated. [N/A](#)
 - Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme. [NOTE – see census data analysis below](#)
- By nature of its location, there is limited off-site parking to address points ii-iv as the area is substantially retail / commercial with TRO restrictions, e.g. double yellow lines. Further, as discussed in the forthcoming sections, the likelihood of indiscriminate parking (e.g. along Fairy lane or Derby St) is remotest once the following NPPF analysis is undertaken.

- The revised June 2019 NPPF (Ref: 11) states in para 105 that if setting local parking standards for residential and non-residential development, policies should take into account:

- [the accessibility of the development;](#)

As discussed in Chapter 3, the application site is highly accessible on foot, cycle and public transport with substantial local amenities, schools, leisure and employment centres including Manchester City Centre.

- [the type, mix and use of development;](#)

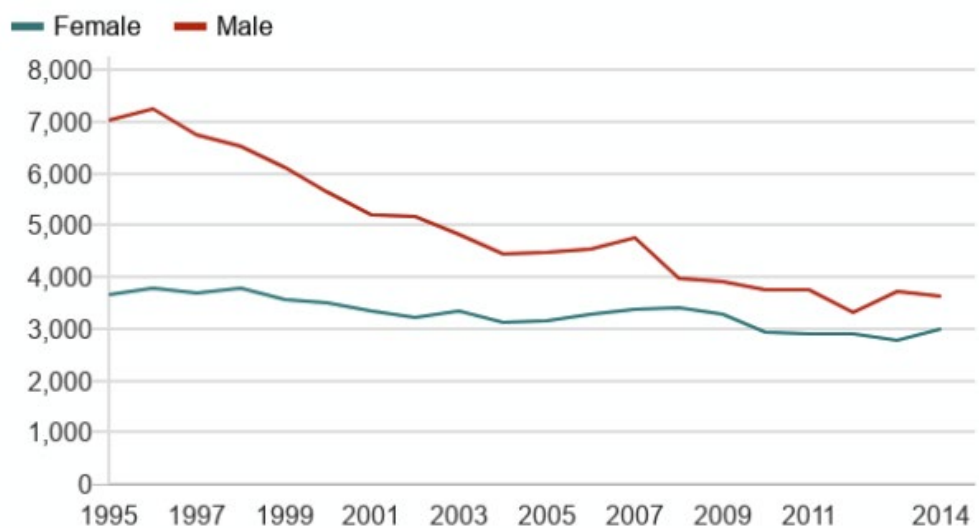
The retail element’s parking provision is just below Standards due to the fact that parking assessment was based on individual uses rather than the actual local shops use; further, during the daytime when the retail element is at its busiest, residents will be out at work hence the occupancy of the residential parking provision is at its lowest; in the evening, residents parking demand is at it’s highest however, the retail element is quieter. Higher efficiency is achieved when there is shared utilisation of car parking provision which is proposed.

Further, the residential development schedule comprises 42.6% x 1 bed units and 57.4% x 2 bed units and within walking / cycling distance from Manchester City Centre hence, the vast majority of residents will be key workers, those at the start of their professional career and wishing to start on the property ladder or working locally / centrally hence, car ownership is remote.



Latest research indicated that car ownership and using car to commute are on the decline particularly amongst 18-30 year old

Miles travelled by 18-30-year-olds, 1995-2014



Source: Prof Noreen McDonald



The Commission on Travel Demand says this should lead to a government re-think about travel priorities. It points out that people in general are driving much less than expected:

- People are travelling 10% fewer miles than in 2002 and spending 22 hours less travelling each year than a decade ago.
- There has been a 20% reduction in commuter trips per week since the mid 1990s
- Growth in car traffic has slowed. In the 1980s, it grew by 50% whereas in the decade to 2016 it grew by 2%

The commission's chair, professor Greg Marsden stated that ***"Many young people are happy to live their lives without a car - especially in big cities where public transport is good."***

The above is supported by the **DfT Report on Commuting Trends in England 1988 – 2015** which concluded in its Nov 2017 report that:

During this period [1988-2015] there has been a downward trend in the number of commuting trips. This trend is seen whether one measures the number of commuting journeys per-person, per-worker, or in absolute terms.

This decrease relates in part to increased trip-chaining during travel-to/from-work, particularly escorting children to school in the morning. This raises an issue of whether the classical definition of 'Commuting' (journeys directly between home and usual workplace with no intermediate destinations) remains fit for purpose. The National Travel Survey's unique design provides useful information to address this research question, whereas Census data do not.

In addition to increased trip-chaining, there has been growth in home-working, including working at home both occasionally and all the time. There has also been growth in the number of workers who do not have a fixed usual workplace, and hence are not 'commuting' when they travel to a work site (9% in 1988/92 to 16% in 2013/14). Part-time work and self-employment have also increased, both of which are associated with low rates of commuting trip-making.

- [the availability of and opportunities for public transport;](#)

Public transport is in the immediate vicinity of the site as detailed in Chapter 3.

- [local car ownership levels;](#)

The local census data for Manchester Mid Layer Super Output Area 058 indicates that c. 50% of residents do not own a car; In flatted developments (as opposed to houses) car ownership is typically lower hence the 50% 'No Car' ownership is likely to be higher, in fact 60.6% (please see over).

KS404EW - Car or van availability		
<i>Cars</i>	Manchester 058	%age
<i>All categories: Car or van availability</i>	3047	
<i>No cars or vans in household</i>	1536	50.4%
<i>1 car or van in household</i>	1265	41.5%
<i>2 cars or vans in household</i>	221	7.3%
<i>3 cars or vans in household</i>	22	0.7%
<i>4 or more cars or vans in household</i>	3	0.1%

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 13 July 2020]

population All households
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02006915 : Manchester 058
accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
All categories: Number of usual residents aged 17 or over in household	1,020	618	351	51
No usual residents aged 17 or over in household	1	1	0	0
One usual resident aged 17 or over in household	567	404	159	4
Two or more usual residents aged 17 or over in household	452	213	192	47
		60.6%	34.4%	5.0%

Pool Car



The Applicant is visionary and socially conscious who puts residents, community and the environment before profit; as such, to mitigate the unlikely scenario that a resident may need a car for the occasional use, the Applicant will **purchase an electric pool car** and make it available to all residents free of charge. A booking and maintenance system will be put in place including an App which will allow tenants to book the electric car and report any maintenance issues as well as being able turn there heating up and down remotely, turn lights on and off etc through their home smart technology.



The above is supported by:

- Research by the University of West England titled 'Car Clubs in New Developments' dated April 2016 which concluded:

8. Conclusions

Introduction

Car clubs are now well-established in some areas, making it possible to draw on that experience from the early-adopter cities and boroughs. A clear policy framework is desirable but equally important is practice in securing contributions where appropriate.

Timing is important – it requires early stage intervention to get agreement – the timing of S106/S75-funded interventions is important to provide people with services and alternatives to car ownership at the point of occupation. Car clubs work as part of a wider travel plan, whether it is nominal or active.

Clarity at the planning stage is important to provide developers with certainty about their contribution and what is expected, but S106/S75 should not be so narrowly defined that they cannot adapt to changes in circumstance (e.g. delays in phasing of the development).

Success criteria include high population density, low car parking and good public transport accessibility. Developments need most, but not necessarily all of these to deliver a success with a viable car club. Where some success criteria are weak, then others assume greater importance.

General conclusions - car clubs in urban developments

1. Car clubs can help to expand opportunities for developers to bring forward land in cities which otherwise might not have been commercially viable by:

- a. Facilitating planning permission in high density developments that have insufficient land for parking or would need to build underground parking at high cost; and/or
- b. Facilitating planning permission for developments with limited off street space for car parking in high/medium density urban areas.

- Carplus Annual Survey of Car Clubs 2015/2016 which concluded:

Executive Summary

The Carplus Annual Survey 2015/16 was completed by 2,500 car club members in England and Wales (excluding London) from a total of 27,585.

Fewer privately owned cars amongst car club members

For each round-trip car club vehicle, car club members sell or dispose of 5.4 cars - that's 4,400 private cars sold or disposed of by members.

A third of respondents reported that they would have bought a private car if they had not joined a car club meaning a deferred purchase of a further 8,800 cars, or 11 private cars for each car club vehicle.

Lower levels of car ownership

Joining a car club leads to lower levels of car ownership: 16% of respondents had sold a car in the last 12 months and 32% would have bought a private car if they had not joined the car club.

54% of new members (people who joined in the six months before completing the survey) owned at least one car before joining, falling to 35% after joining. 55% of longer-term members owned at least one car before joining, falling to just 35% afterwards.

Conclusion

- 4.12 In conclusion, the analysis undertaken and Research findings demonstrated that the demand for car parking generated by this proposals is likely to be low due to the City Centre location, the census data which confirms c. 50.4% of (Ward) residents will not own a car, TRO restricted adjoining roads, free pool car, the substantial range of amenities nearby, the high levels of accessibility to a range of public transport services and local amenities and the nature of the development proposals (i.e. 42.6% being 1 bed units targeting key workers and young professional who are not car reliant) all leads to the conclusion that 64 car parking spaces (45.4%) would adequately meet
- 4.13 Further, the applicant is prepared to offer an exemption for residents from any permit parking scheme, a condition secured by s106.

SERVICING

- 4.14 It is anticipated that the development would attract the usual servicing requirements such as refuse collection (private arrangements for both the retail and residential elements), deliveries and post. The development's design and layout will allow for all movements and turning points to be accommodated within the site.
- 4.15 As part of the Reserved Matters application, the site layout will demonstrate the servicing arrangements and if necessary, incorporate a Servicing and Deliveries Management Plan that, in high-level terms, will:
- Restrict the maximum size / length of a service vehicle that can enter the site;
 - Indicate the need or otherwise to block any parking spaces;
 - Indicate the need or otherwise for a qualified Traffic Marshall to assist in vehicular manoeuvres;
 - Detail delivery times to be outside the peak hours to minimise disruption to the highway network;
 - Demonstrate that goods and services can be delivered, and the waste removed, in a safe, efficient and environmentally-friendly way;
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - Improve the reliability of deliveries to the site;
 - Limit servicing hours to reduce the impact of delivery activities on adjoining business and the operation of the site;
 - Ensure all deliveries and servicing arrangements are staggered so vehicles would not have to wait or obstruct the circulation of vehicles within the site; and
 - Loading and off-loading procedures to reduce noise such as turning the engine off.
 - In high-level terms, observe the following guidelines:

- Be aware of pedestrians at all times;
- Low speed must be maintained at all times;
- Report any safety issues immediately e.g. large number of children within the car park;
- Deliveries must not be attempted if it is not safe to do so;
- Ensure that the delivery area is clear before manoeuvring into the delivery bay;
- Defective equipment must not be used under any circumstance;
- Report any defective equipment or other issues with the equipment immediately to the retailers' / haulier's head office;
- Report to head office any near misses immediately;
- Not use any equipment that personnel have not received full documented training on;
- Ensure the delivery area is sufficiently lit to aid in visibility if delivering during hours of darkness ensure that there is sufficient lighting to manoeuvre the vehicle safely; and
- Ensure reversing alarms can be heard when reversing during trading hours.

General Code of Best Practice ©

4.16 There are a number of Codes of Best Practice procedures that will be adopted to facilitate the delivery process. These include;

- The delivery fleet will ensure that the store is made aware of a delivery vehicle approaching the store. This will ensure the delivery area is prepared to enable vehicle unloading and turnaround times are kept to a minimum.
- The final approach to the store should be made with the minimum amount of noise with no use of the horn at any time.
- Vehicles should manoeuvre on-site with as little noise as possible. Drivers should ensure they:
 - Engage gears quietly.
 - Keep engine revs to a minimum.
 - Apply the brakes gently.
 - Close driver's door quietly.
- In the interests of residential amenity, no deliveries to the store will take place at unreasonable hours overnight. The majority of deliveries will occur in the morning by 8 am, particularly those made by larger HGV vehicles:
 - The retailer would seek to agree any such changes if it is considered necessary or appropriate to change the permitted delivery times in writing from Manchester City Council.

- Smaller (3T) vans are typically 'white/transit' size van and can easily manoeuvre within the site regardless of their time of arrival.
 - Each supplier attending the site would be audited to confirm their vehicle size and clarify the restrictions placed upon them when servicing the site. They would be provided with a copy of the Service Management Plan showing the available parking area and the relevant restrictions in force.
 - A trained delivery vehicle attendant from the store will act as marshal, supervising the reversing of service vehicles and ensuring pedestrian and other vehicles are clear of the vehicle's manoeuvring path.
 - All vehicles would have engines switched off during delivery and whilst stationary and not in use. Signage will be displayed close to the warehouse entrance reminding drivers to switch off engines as well as delivery times.
 - Vehicle-mounted refrigeration units should remain switched off.
 - A quiet approach strategy will be adopted which will require the low revving of engines, no slamming of cab doors, voices to be kept at a low volume and to ensure radios are off in the cabs.
 - Vehicles will be unloaded as quietly as possible, with care undertaken to minimise contact with trailer walls, lift guardrails and any other obstructions.
 - A contact number will be available and provided to the LPA to address any comments or concerns that may arise.
 - Delivery Drivers will immediately report to the Duty Manager upon arrival. The Duty Manager will put in place measures to minimise any such disturbance caused by deliveries that may occur.
- 4.17 The over-riding ethos of the Code of Best Practice is to ensure that all manoeuvres are safe, causes minimal disturbance to adjoining residents and accommodated within the site whereby vehicles will enter and egress in forward gear. Overall, the above measures are considered to provide the basis of a workable servicing and delivery strategy that is reasonable in terms of residential amenity, pedestrian and highway safety.

DISABLED ACCESS

- 4.18 Within the redline of the development, all newly constructed footpaths and kerbs would have level access approaches with drop kerbs at crossing points. It is intended that the development would be fully compliant with the Equality Act 2010.

VEHICULAR TRIP GENERATION

- 4.19 In order to establish the potential trips generated by the proposed development, estimates were prepared using the TRICS computer database. The TRICS database contains vehicle count surveys from existing

developments across the United Kingdom and was searched for similar developments to give estimated trip generation for the Analysis.

4.20 The main selection parameters used in the trip rate calculations for the existing development were:

- 03 - Residential A – Flats Privately Owned [to be robust, and as a sensitivity test, any affordable element is ignored]
- 01 – Retail I – Shopping Centre / Local Shops
- The TRICS database version used was 2020 v7.7.1;
- Sites in London, Northern Ireland, Republic of Ireland and the Isle of Man were excluded;
- The busiest AM and PM peak hours between 08:00 – 09:00 and 17:00 – 18:00 are considered;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross-tested'.

4.21 A summary of the TRICS output is shown in Figure 4.3 and a full set of printout included in Appendix 5.

4.22 Figure 4.3 illustrates that the development proposals may result in 123 and 158 movements in the AM and PM peak hours respectively, however, away from the site access, the development impact is negligible / not material as only the residential element and a small percentage of retail trips may be new with the remainder being linked of passby (discussed in later sections).

4.23 As pointed out earlier, due to the current COVID-19 conditions, it has not been possible to undertake any turning counts however, the Applicant is prepared to accept a condition whereby the form of site access is conditioned. This will enable the principle of development to come forward subject to the development impact (if any) be mitigated and the form of junction determined in 'normal / neutral' traffic conditions (to be agreed with MCC - discussed in paras 4.2 – 4.6), i.e. whether a ghost right turn lane is required and whether it should be signalised or not.



Convenience Retail Total GFA			668 m2			
Time Period			Arrival		Departure	
			TRICS Rate	Vehicles	TRICS Rate	Vehicles
0600	0700		1.296	9	1.296	9
0700	0800		6.522	44	6.032	40
0800	0900		6.782	45	6.494	43
0900	1000		6.926	46	6.768	45
1000	1100		7.273	49	6.681	45
1100	1200		7.273	49	7.576	51
1200	1300		9.322	62	8.788	59
1300	1400		8.139	54	7.951	53
1400	1500		7.244	48	7.215	48
1500	1600		7.388	49	7.691	51
1600	1700		8.874	59	8.485	57
1700	1800		8.802	59	9.394	63
1800	1900		8.341	56	8.918	60
1900	2000		7.835	52	7.692	51
2000	2100		5.091	34	5.504	37
2100	2200		3.616	24	4.219	28
2200	2300		2.242	15	2.242	15
2300	2400		0	0	0.25	2

No. of Units			141			
Time Period			Arrival		Departure	
			TRICS Rate	Vehicles	TRICS Rate	Vehicles
0600	0700		0	0	0	0
0700	0800		0.051	7	0.127	18
0800	0900		0.06	8	0.182	26
0900	1000		0.076	11	0.104	15
1000	1100		0.078	11	0.088	12
1100	1200		0.078	11	0.093	13
1200	1300		0.11	16	0.089	13
1300	1400		0.084	12	0.102	14
1400	1500		0.086	12	0.094	13
1500	1600		0.104	15	0.07	10
1600	1700		0.123	17	0.085	12
1700	1800		0.163	23	0.095	13
1800	1900		0.153	22	0.096	14

Cumulative = 141 apartments + 668m2 local shops						
Time Period			Arrival		Departure	
			TRICS Rate	Vehicles	TRICS Rate	Vehicles
0600	0700			9		9
0700	0800			51		58
0800	0900			54		69
0900	1000			57		60
1000	1100			60		57
1100	1200			60		64
1200	1300			78		71
1300	1400			66		67
1400	1500			61		61
1500	1600			64		61
1600	1700			77		69
1700	1800			82		76
1800	1900			77		73
1900	2000			52		51
2000	2100			34		37
2100	2200			24		28
2200	2300			15		15
2300	2400			0		2

Figure 4.3
Peak hour trips generated by
the proposed development

- 4.24 For simplicity, technical details relating to Complementary Uses of the **RETAIL** element and percentages of linked / passby trips are detailed in Ref. 18 and 19 however, taking into consideration the location of the application site, small scale of development and proximity to residential catchment areas, the 'New' trips element is zero (e.g. people must be buying their food and groceries from somewhere) with a small number of transferred trips (potentially from Asda – Great Cheetham St E) whilst the remainder are linked / passby and are summarised as follows:

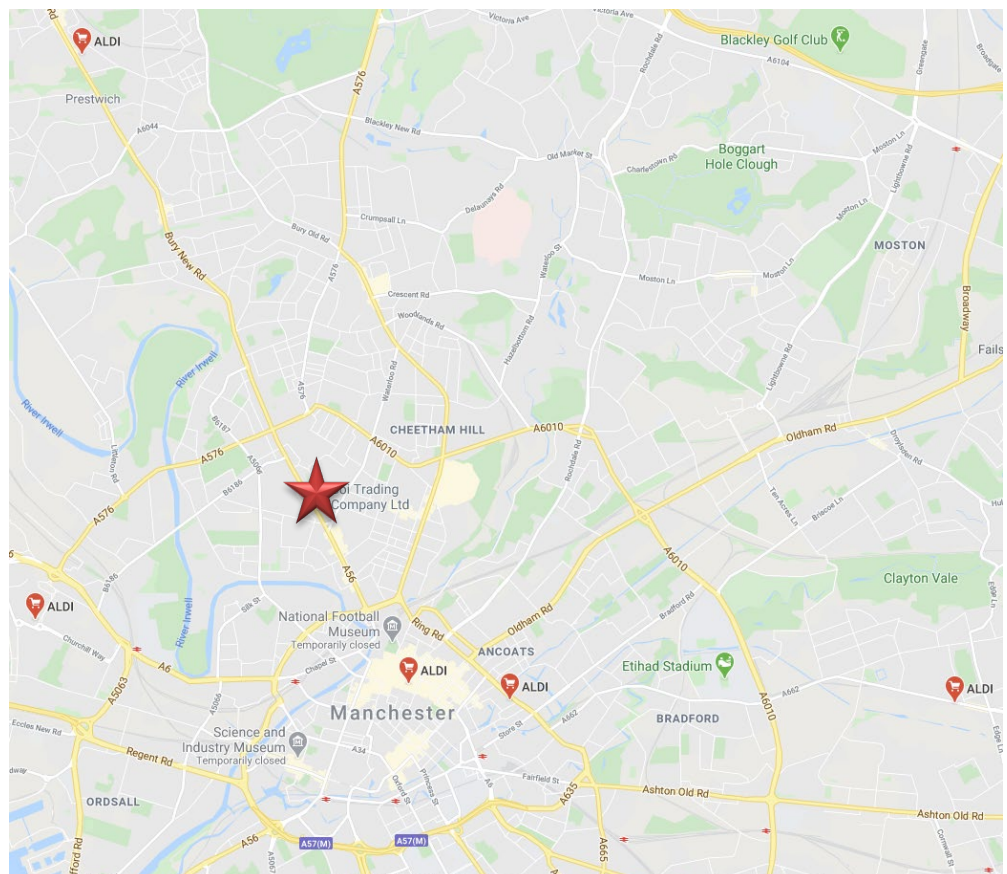
		AM		PM	
	%age	In	Out	In	Out
LINKED + PASSBY	90%	41	40	53	57
TRANSFERRED	10%	5	5	6	6
	100%	46	45	59	63

Figure 4.4
Percentages of Linked, Passby and Transferred trips

- 4.25 To verify the robustness of the above, research was undertaken to determine the proximity of food retail stores to the site:

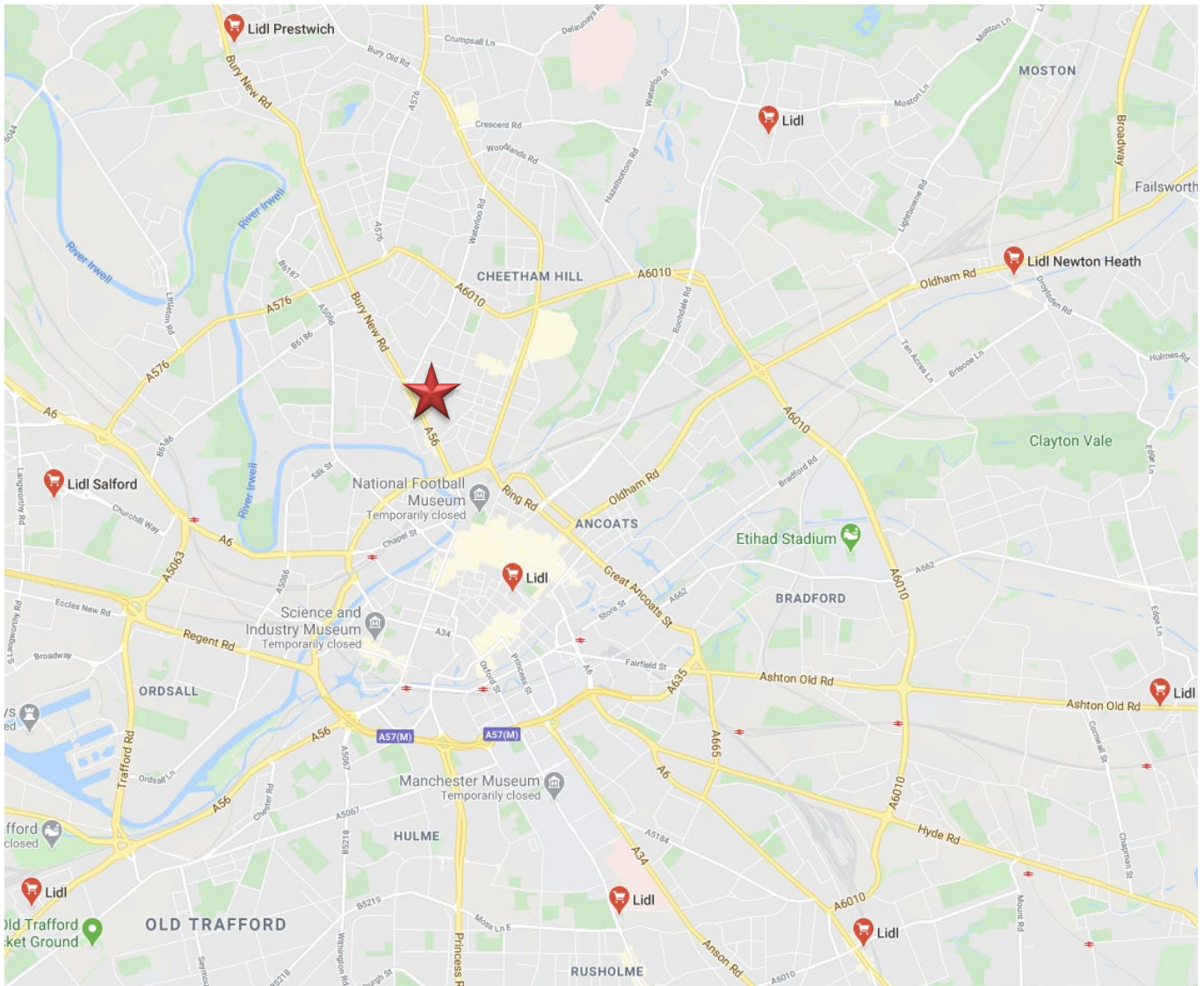
Aldi

- There are 6 stores within 5km radius the nearest of which is in Arndale House, Market Street



Lidl

- There are at least 9 stores within c. 7km the nearest of which is in Piccadilly



Asda

- There are at least 2 supermarkets within 1km from the site



- 4.26 Based on the evidence base, there are numerous food retailers within 5km radius which affirms the business case that the catchment area for the proposed development is localised hence attracts customers walking, cycling or using public transport and passby vehicular trips who turn into the site as part of their comment / linked journeys.
- 4.27 Therefore, based on Figure 4.4, the vehicular impact of the development is limited to the site access as away from that, the vehicular movements will travel either north or south along A56 which in turn distribute the vehicular movements in numerous other directions / local roads.
- 4.28 With the above in mind, as part of the Reserved Matters Application and once the lockdown is eased, a site access capacity assessment will be undertaken which as part of the mitigation measures may require a ghost right turn lane and or, if necessary, junction signalisation

Total Development flows at the site access

		AM		PM	
	%age	In	Out	In	Out
LINKED + PASSBY	90%	41	40	53	57
TRANSFERRED	10%	5	5	6	6
RETAIL	100%	46	45	59	63
RESIDENTIAL		8	26	23	13
TOTAL (RETAIL + RESI)		54	71	82	76

Figure 4.5
Cumulative development trips



NOTE: To give comfort to MCC Highways about the robustness of selecting 'Local Shops category, Figure 4.5 extracts the development units comprising each TRICS site:

SITE	DEVELOPMENT UNITS	SITE	DEVELOPMENT UNITS
1	☒ WHITCHURCH GRILL ☐ DRAGON CHEF ☐ STAR BARBARSHOP ☐ MCCOLL'S (& POST OFFICE) ☐ CO-OP ☐ HALO HAIR & BEAUTY ☐ DEB'S CAFE & TAKEAWAY ☐ CORAL RACING	2	☒ THE FARM SHOP ☐ PHILIP SALT & CO ☐ POST OFFICE ☐ THRESHER WINE SHOP
3	☒ POST OFFICE ☐ BARGAIN BOOZE ☐ MILL LANE FISH BAR ☐ CHATWINS ☐ HAIR AND BEAUTY WORKS	4	☒ CO-OPERATIVE FOOD ☐ ITS OUR PLAICE FISH & CHIPS ☐ CO-OP PHARMACY ☐ QUALITY FAYRE ☐ POST OFFICE
5	☒ ONE STOP ☐ BLADES BARBERS ☐ GEMCO NEWS 'N' FOOD ☐ HENLEY'S OF BRAINTREE	6	☒ DAY'S FISH & CHIPS ☐ WELL PHARMACY ☐ EH CROUCH FUNERAL DIRECTORS ☐ MARYMEAD POST OFFICE ☐ THE CO-OPERATIVE FOOD ☐ DOWNTOWN PIZZA & KEBAB ☐ MARTIN & CO ☐ STONE HAIRDRESSING ☐ VSE WINES ☐ PANSHI SPICE & GRILL

8	☒ TESCO EXPRESS ☐ SUPERFRY ☐ ROMINAS PIZZA ☐ ORIENTAL CHEF (Site 8 is resurvey of site 7 which was deselected)	9	☒ LLOYDS PHARMACY ☐ MIDCOUNTRIES CO-OP NEWS EXPRESS ☐ LIL MISSY ☐ FLOORING OUTLET ☐ SHROPSHIRE EYECARE ☐ LYNN'S BAKERY ☐ CORAL ☐ ATLANTIS FISH BAR ☐ BANGLADESHI AND INDIAN TAKEAWAY ☐ SHANGHAI STAR
10	☒ CO-OPERATIVE ☐ CORRIERI'S CAFÉ AND FISH & CHIPS ☐ RIGHT MEDICINE GOOD HEALTH ☐ LIGHTHOUSE STUDIOS	11	☒ FEATHERS HAIR SALON ☐ KELL'S SANDWICH BAR ☐ HILLSONS NEWSAGENTS ☐ LIFESTYLE EXPRESS CONVENIENCE STORE ☐ GOLDEN MERMAID TAKEAWAY ☐ FLOWERS FOR ALL OCCASIONS ☐ LOOK AHEAD HAIR SALON
12	☒ S SMITH-D MACABE BUTCHERS ☐ BUYRITE CONVENIENCE STORE ☐ CHINA WOK TAKEAWAY ☐ AROMA SPICE INDIAN TAKEAWAY ☐ HASWELL NEWSAGENT & HAIR SALON ☐ GOLDEN FRY FISH BAR	13	☒ PITMAN PHARMACY ☐ ESSENTIAL BEAUTY ☐ DRINKS EXPRESS ☐ WOK INN ☐ RED ROSE DRY CLEANERS ☐ THE TOOL BOX ☐ INKY NEEDLES ☐ THE LAPTOP AND COMPUTER COMPANY

Figure 4.6
TRICS sites development units

MULTI-MODAL MODES OF TRAVEL

- 4.29 To estimate the likely modal split associated with travel to/from the proposed development, the existing travel characteristics of local residents [employed and not working from home] for Manchester MSOA 08, 058 & 059 (the Layers where the site is located and immediately two adjoining other areas) which were recorded during the 2011 Census have been studied.
- 4.30 The percentage modal split has been applied to the total calculated vehicular generated trips (Figure 4.3) to derive the total number of multi-modal person trips associated with the proposed residential development as shown in Figure 4.7.
- 4.31 The Census Data indicates that on average 38.8% of residents travel by single-occupancy vehicle [SOV] followed by public transport, walking and car-sharing. In this specific location, it can be safely assumed that the vast majority of commuters will be travelling sustainably rather than SOV.
- 4.32 This data would be useful to the Travel Plan Co-ordinator, to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

<i>M'chester 008, 056, 058</i>			
<i>Database QS701EW</i>	<i>058</i>	<i>Two-way Trips</i>	<i>Two-way Trips</i>
<i>Mode of Travel</i>	<i>Percentage</i>	<i>AM Peak</i>	<i>PM Peak</i>
<i>Tram / Metro</i>	4.2%	13	17
<i>Train</i>	3.3%	11	14
<i>Bus</i>	19.6%	62	80
<i>Taxi</i>	1.8%	6	7
<i>Motorcycle</i>	0.2%	1	1
<i>Car</i>	38.8%	123	158
<i>Passenger</i>	4.3%	14	17
<i>Cycle</i>	2.1%	7	8
<i>Walking</i>	24.4%	77	99
<i>Other</i>	1.2%	4	5
<i>Total</i>	100.0%	317	407

Figure 4.7
2011 Census Data – Method of Travel to Work
Person Trips by Mode

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals *(if applicable)*
- Travel Plan / Welcome Pack recommendations
- Residual Impact



EXTENT OF IMPACT

Vehicular

- 5.1 Detailed analysis undertaken indicated that, based on the evidence, there are numerous food retailers within 5km radius which affirms the business case that the catchment area for the proposed development is localised hence attracts customers walking, cycling or using public transport and passby vehicular trips who turn into the site as part of their comment / linked journeys.
- 5.2 Therefore, based on Figure 4.4 / Chapter 4, the vehicular impact of the development is limited to the site access as away from that, the vehicular movements will travel either north or south along A56 which in turn distribute the vehicular movements in numerous other directions / local roads.
- 5.3 With the above in mind, as part of the Reserved Matters Application and once the lockdown is eased / in neutral period conditions, a site access capacity assessment will be undertaken which as part of the mitigation measures may require a ghost right turn lane and or, if necessary, junction signalisation

Sustainable Modal Impact Assessment

- 5.4 Taking into consideration Figure 4.6, the development proposal is predicted to attract:
- 99 pedestrians;
 - 17 car shares;
 - 8 cycle users; and
 - 118 public transport users
- 5.5 The vast majority of trips are generated as a result of the retail unit / local shops as part of commuters passby or linked trips, i.e. multi-modal trips already existing and using the available public transport and infrastructure provision.

TRAVEL PLAN

- 5.6 A Travel Plan has been produced which in high-level terms sets out the overall outcomes, targets and indicators for the entire development.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 5.7 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement (Ref: 13)

Chapter 6

- Summary & Conclusions



- 6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The highway network in the area can accommodate the anticipated trip generation; and
 - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning ‘test’ which prevents refusal on transport grounds unless the impacts of development are ‘severe’.
- 6.4 Detailed analysis indicates that:
- The development impact will be limited to the site access as the development predominantly attracts passby and linked trips, i.e. trips already existing on the highway network;
 - The total sustainable person trips can be accommodated within the existing infrastructure;
 - With the exception of the site access, which will be assessed following the easing of the lockdown, no additional mitigation proposals are required; and
 - The site access mitigation proposals will ensure the development does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.
- 6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.



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Registered Office
Lugano Building, 57 Melbourne Street, Newcastle upon Tyne, NE1 2JQ
DDI: 0845 47 48 851 Cell: 07886 225 813 Fax: 0871 900 7432

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