

PROPOSED MIXED-USE SCHEME
2-10 STOCKPORT ROAD, ARDWICK, MANCHESTER

Transport Statement

Prepared on behalf of:

GGC Polygon Manchester Ltd



AXIS
Camellia House
76 Water Lane
Wilmslow
SK9 5BB

Tel: 0844 8700 007

www.axisped.co.uk

CONTENTS

1.0	INTRODUCTION	3
1.1	Overview	3
1.2	Report Structure	4
2.0	EXISTING CONDITIONS.....	5
2.1	Site Location and Existing Use	5
2.2	Site Planning History	6
2.3	Local Highway Network.....	6
3.0	ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL.....	8
3.1	Introduction.....	8
3.2	Pedestrian Accessibility	8
3.3	Cycle Accessibility	10
3.4	Accessibility by Public Transport.....	12
3.5	Accessibility Summary	14
4.0	DEVELOPMENT PROPOSALS	15
4.1	General.....	15
4.2	Site Access Arrangements.....	15
4.3	Proposed Car Parking Provision	15
4.4	Cycle Parking	21
4.5	Servicing.....	21
5.0	FORECAST TRIP GENERATION	23
5.1	Introduction.....	23
5.2	Trip Generation of the Approved Use of the Site	23
5.3	Forecast Trip Generation of the Proposed Use of the Site	25
5.4	Net Trip Generation between the Approved and Proposed Uses.....	27
6.0	SUMMARY AND CONCLUSIONS.....	28
6.2	Conclusions.....	29

FIGURES

Plan 2.1 – Site Location	5
Plan 3.1 – 2km Walking Catchment.....	9
Plan 3.2 – 5km Cycle Catchment	10
Plan 3.3 – TfGM Online Cycle Map	11

TABLES

Table 3.1 – Bus Services and Frequencies, Stockport Road	12
Table 3.2 – Bus Services and Frequencies, Hyde Road	13
Table 4.1 – 2011 Census Data – Local Car Ownership Levels	17
Table 4.2 – 2011 Census – Residential Modal Split	18
Table 5.1 – Approved Development – Trip Rates and Trip Generation (Residential)	24
Table 5.2 – Approved Development – Trip Rates and Trip Generation (Commercial)	24
Table 5.3 – Total Trip Generation of the Approved Development.....	25
Table 5.4 – Proposed Development – Trip Rates and Trip Generation (Residential)	26
Table 5.5 – Proposed Development – Trip Rates and Trip Generation (Commercial)	26
Table 5.6 – Total Trip Generation of the Proposed Development	26
Table 5.7 – Forecast Net Trip Generation	27

APPENDICES

APPENDIX A – APPROVED SITE LAYOUT PLAN
APPENDIX B – PROPOSED SITE LAYOUT PLAN
APPENDIX C – DRAWING NUMBER 2875-01-ATR02
APPENDIX D – TRICS OUTPUT (RESIDENTIAL)
APPENDIX E – TRICS OUTPUTS (RETAIL)
APPENDIX F – RESIDENTIAL TRIP GENERATION

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 AXIS has been appointed by GGC Polygon Manchester Ltd to provide highways and transport advice in relation to a full planning application for the residential-led mixed-use redevelopment of land located at No. 2-10 Stockport Road, Ardwick, Manchester.
- 1.1.2 There is an extensive recent planning history associated with the Site. The most recently approved application for the Site's redevelopment is planning application reference 128340/FO/2020, which was approved by Manchester City Council (MCC) on 18th December 2020. This application was essentially an amendment to a previously approved development at the site (ref. 112531/NMC/2016), allowing for a scheme which comprises the provision of commercial floorspace (circa 218m² GFA), residential amenity space and car and cycle parking provision on the ground floor, alongside 45 residential apartments on the upper floors.
- 1.1.3 The latest planning application that is the subject of this Transport Statement (TS) seeks approval for an increase in commercial floorspace (now circa 321.16m² GFA) and residential amenity space on the ground floor, in replacement of the previously approved on-site car parking provision. Minor amendments are also proposed to the first floor as a result of the removal of the stair within the commercial unit to the first floor. The removal of the stair allows for an increase in the area of one of the first-floor apartments; but it should be noted that the number of apartments remains unchanged from that previously approved (i.e. 45).
- 1.1.4 With respect to the above, this TS has therefore been prepared to inform MCC, which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highway and transport-related implications associated with the latest proposals.
- 1.1.5 This TS is essentially an addendum to a previous version of this TS (dated October 2020), also prepared by AXIS, which accompanied application 128340/FO/2020. On the basis that the most-recently approved and currently proposed schemes are similar in many respects, this TS report therefore builds upon the 2020 TS in order to provide an updated assessment in accordance with the latest proposed site layout plans.

1.2 Report Structure

1.2.1 The structure of this report is as follows:-

- **Chapter 2** provides a description of the existing conditions around the site, including reference to the site's planning history, the access arrangements, and the local highway network;
- **Chapter 3** provides an analysis of the accessibility of the site by non-car modes of transport;
- **Chapter 4** provides a description of the proposed development, including a description of the parking levels, site access arrangements and servicing arrangements;
- **Chapter 5** forecasts the trip generating potential of the proposed mixed-use development, taking account of the existing lawful use of the site; and
- **Chapter 6** summarises the report and concludes that there are no transportation or highway-related reasons why the proposed development should not be granted planning permission.

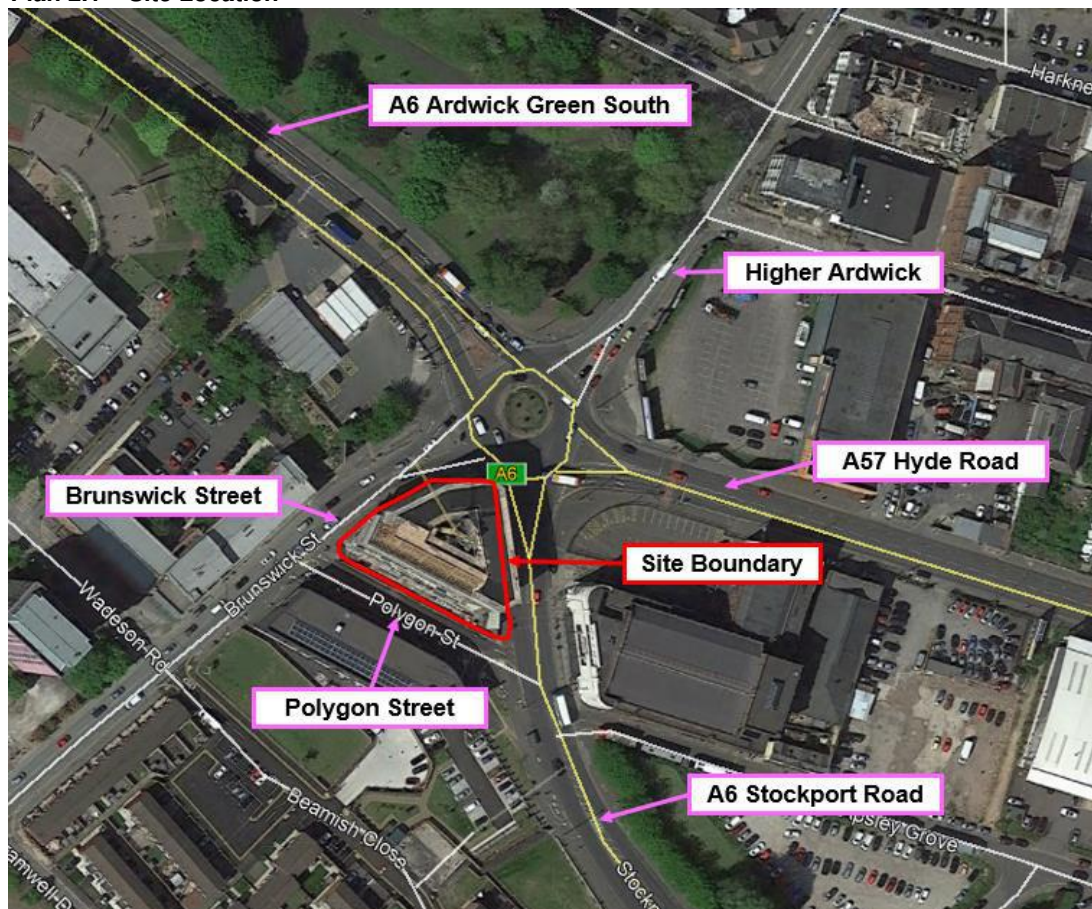
2.0 EXISTING CONDITIONS

2.1 Site Location and Existing Use

2.1.1 The site is located at No.2-10 Stockport Road in Ardwick, Manchester. The site is situated directly to the south-west of the A6 Ardwick Green South / Stockport Road / A57 Hyde Road / Brunswick Street / Higher Ardwick roundabout (locally referred to as “The Apollo” roundabout and hereafter referred to as such in this TS).

2.1.2 The location of the site is also shown on **Plan 2.1**.

Plan 2.1 – Site Location



2.1.3 The site currently comprises a part-constructed building, known as ‘Cameron House’, which is unoccupied.

2.2 Site Planning History

- 2.2.1 In January 2009, outline planning permission for a hotel development on the site was granted by MCC under reference no. 087512/OO/2008/N2. This approved scheme featured a 111-bedroom hotel with associated facilities and a commercial unit (class A2/B1) on the ground floor. The scheme also included 51 car parking spaces on the lower ground floor and basemen and vehicular access to this approved scheme was from Polygon Street. This permission was renewed in October 2013.
- 2.2.2 A subsequent planning application for a mixed-use scheme comprising 39 dwellings and 577m² GFA of A1 retail / storage use was later submitted to and approved by MCC on 19th May 2014 under reference no. 104931/FO/2014/N2. The permission was renewed in January 2019.
- 2.2.3 In October 2020, a new planning application was submitted under application reference 128340/FO/2020 which was essentially an amendment to application 104931/FO/2014/N2. This scheme was approved by MCC on 18th December 2020, allowing for a scheme which comprises the provision of commercial floorspace (circa 218m² GFA), residential amenity space and car and cycle parking provision on the ground floor, alongside an additional 6 apartments on the upper floors (i.e. 45 apartments in total). This is the most recently approved application at the site, and the approved layout is contained in **Appendix A** to the rear of this report.
- 2.2.4 With regards to the above, the most recently approved scheme therefore establishes a 'fallback' position, against which the impact of this planning application is assessed in this TS. It should nonetheless be noted that no significant highway-related issues were raised by MCC in respect of the approved scheme at the site.

2.3 Local Highway Network

Polygon Street

- 2.3.1 Polygon Street is a short road which borders the site to the south and connects the A6 Stockport Road to the east with Brunswick Street to the west. Polygon Street is subject to a Traffic Regulation Order (TRO) in the form of a one-way system from east to west.
- 2.3.2 Polygon Street also provides 14 on-street car parking bays for visitors associated with the local shops located along the southern side of the road.

The Apollo Roundabout

- 2.3.3 The site is situated to the southwest of the Apollo roundabout. The Apollo roundabout is a five-arm roundabout which acts as one of the main gateways into the south-eastern part of Manchester City Centre, and collects traffic heading to/from the A6 Corridor (i.e. south towards Stockport) and the A57 corridor (i.e. east towards Hyde).
- 2.3.4 There are two entry lanes on each arm of the junction, and there are also pelican crossings across each arm near to each give way line at the roundabout. All arms of the junction are well lit with street lighting and are subject to a mandatory 30mph speed limit.

3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 105 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduced congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

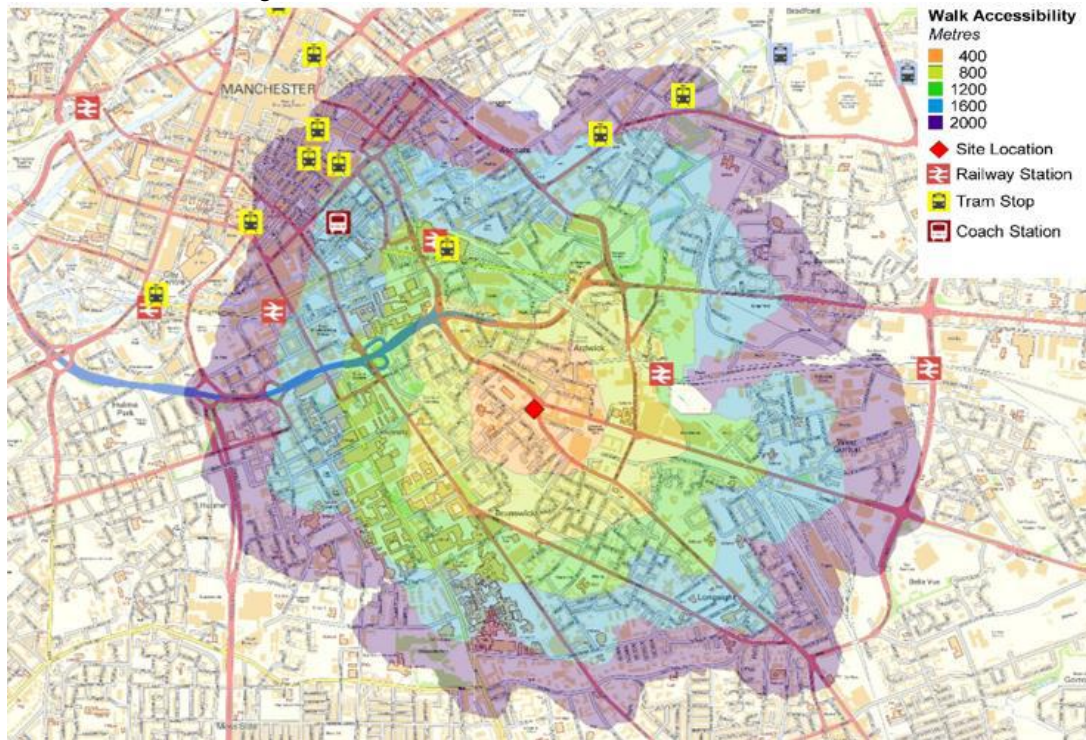
- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Plan 3.1**.

Plan 3.1 – 2km Walking Catchment



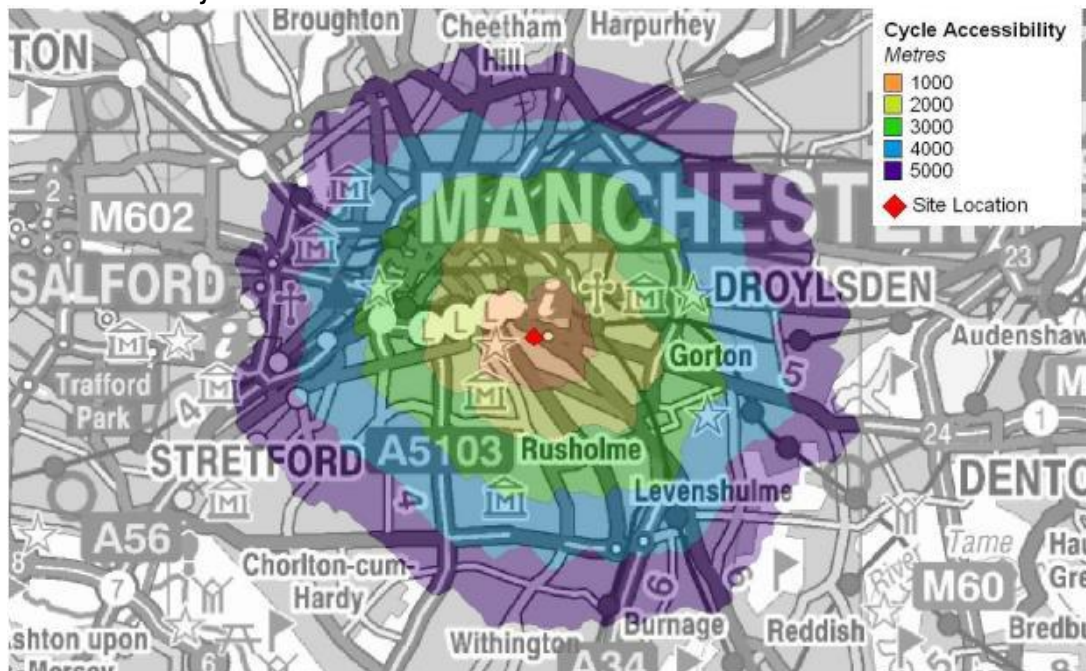
- 3.2.3 **Plan 3.1** demonstrates that the site is within walking distance of a considerable portion of Manchester City Centre and all of the employment, education and leisure-related amenities contained within it. In addition, numerous bus stops, tram stops and railway stations are located within walking distance of the site.
- 3.2.4 Manchester Piccadilly Railway Station and tram stop can be accessed within a 15-minute walk (1km) of the site, whilst the National Express Coach Station is located within a 20-minute walk from the site located on Chorlton Street. In addition, Piccadilly Gardens interchange can be accessed within a 25-minute walk from the site, demonstrating that the site is well located for the utilisation of public transport within the city centre.
- 3.2.5 There are also a number of existing retail land uses located adjacent to the site along Polygon Street that could be used by prospective residents of the proposed development. These include a fast-food takeaway, a local grocery store and a health store.
- 3.2.6 It can be reasonably expected that the proposed retail uses will draw the majority of its workforce from the surrounding local areas, who will be able to utilise these public transport facilities.

- 3.2.7 Furthermore, the surrounding area benefits from a good level of pedestrian infrastructure including wide footways and street lighting.
- 3.2.8 As mentioned in **Section 2.3**, there are pelican crossings situated across all five arms of the nearby Apollo roundabout, including one immediately adjacent to the application site on Stockport Road. These crossings are well-located to provide convenient access to / from Manchester Piccadilly Railway Station and Manchester City Centre. Natural surveillance is also provided by the surrounding residential, retail and commercial land uses which front the streets adjacent to the site.
- 3.2.9 With regards to the above, the site is therefore highly accessibly on foot.

3.3 Cycle Accessibility

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 In order to determine the accessibility of the site by cycle, **Plan 3.2** shows a 5km cycle catchment from the centre of the site.

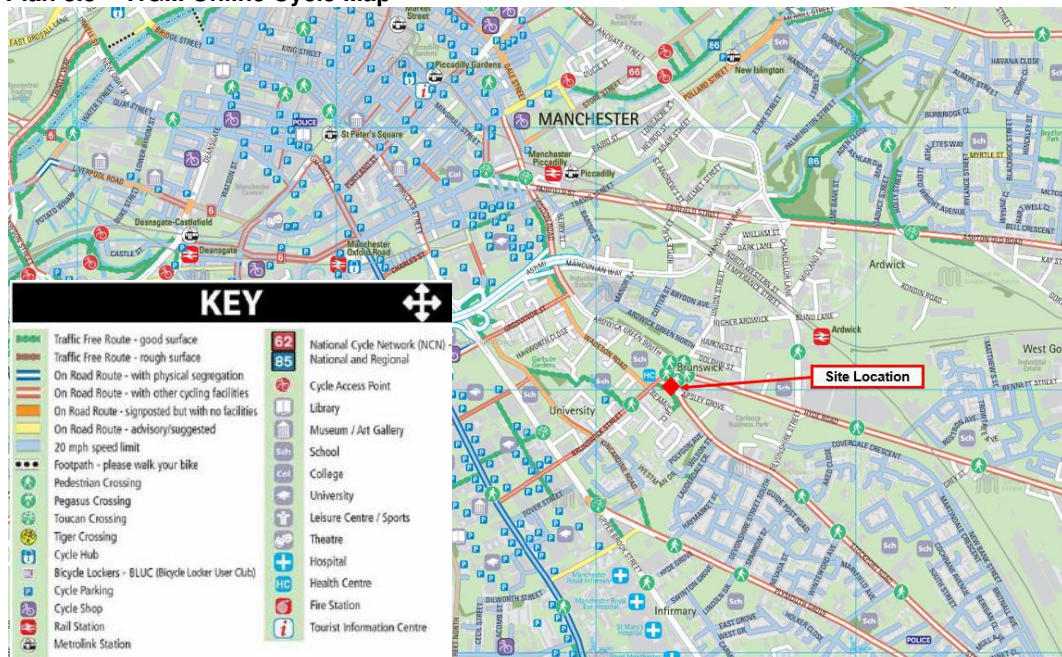
Plan 3.2 – 5km Cycle Catchment



3.3.3 The above plan shows that the whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Rusholme, Gorton and parts of Salford, amongst others, can also be accessed within a reasonable cycle distance.

3.3.4 **Plan 3.3** illustrates the local cycle routes and facilities located close to the site from the Transport for Greater Manchester (TfGM) online Cycle Map.

Plan 3.3 – TfGM Online Cycle Map



3.3.5 There are a number of on-road cycle routes around the site on Brunswick Street, Stockport Road and Hyde Road. The cycle route on Brunswick Street runs in a north-east / south-west direction past the site and connects with Oxford Road adjacent to Manchester University. Along Stockport Road, there are cycle route facilities up to the junction with Plymouth Grove West, whilst the cycle route along Hyde Road commences from the Apollo roundabout and terminates where the road meets Pottery Lane to the east.

3.3.6 There are also cycle route facilities along Ardwick Green South towards Manchester city centre. This route passes under the Mancunian Way and onto London Road. From here, the route passes Manchester Piccadilly Railway Station and connects with Route 66 of the National Cycle Network (NCN).

3.3.7 Route 66 is a largely traffic-free route which commences at Manchester Piccadilly Railway Station and runs alongside the Rochdale Canal, utilising canal towpaths and disused railways. Route 66 crosses Route 60 of the NCN at Miles Platting, near to Phillips Park. Route 60 is made up of a combination of on-road and traffic-free sections along its length and commences from Cheetham Hill and travels in a southerly direction to Ravensthorpe, passing through Openshaw and Fallowfield. This route provides further connections to Routes 6 and 62 of the NCN.

3.3.8 Wadeson Street, to the south-west of the site, is classified as an on-road signed cycle route. This route provides a connection towards Manchester City Centre by connecting to Sackville Street via a good quality traffic-free route between these two roads, which also passes under the Mancunian Way. Further to this, there are also many advisory traffic-free and on-road cycle routes available within close proximity to the site, including local routes which form part of the NCN network. These advisory routes provide good quality links throughout the area and make up parts of Greater Manchester's cycle routes.

3.3.9 With regards to the above, the site is therefore well located to encourage prospective staff and residents to access the site by bicycle.

3.4 Accessibility by Public Transport

Accessibility by Bus

3.4.1 Guidance within the CIHT document "*Guidelines for Planning for Public Transport in Development*" recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m. The nearest bus stops to the site are situated on Stockport Road, located only 50m from the development site, and are therefore well within the CIHT's lower 300m walk distance threshold.

3.4.2 Details of the bus services and maximum frequencies which serve these stops are summarised in **Table 3.1**.

Table 3.1 – Bus Services and Frequencies, Stockport Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
192	Manchester – Hazel Grove	Every 5 minutes	Every 5 minutes	Every 5 minutes

- 3.4.3 Other bus stops can be found on Hyde Road within 150m of the site. These bus stops serve the following routes:-

Table 3.2 – Bus Services and Frequencies, Hyde Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
201	Manchester - Hyde/Hattersley	Every 10 minutes	Every 10 minutes	Every 30 minutes
202	Manchester – Hyde/Gee Cross	Every 30 minutes	Every 30 minutes	Every 1 hour
203	Manchester – Stockport via Reddish	Every 10 minutes	Every 10 minutes	Every 15 minutes
205	Manchester – Hyde/Gee Cross	Every 20 minutes	Every 20 minutes	Every 30 minutes

- 3.4.4 A review of **Table 3.1** and **Table 3.2** shows that there is a very high frequency of bus services stopping very close to the site, which provide convenient access to locations such as Hyde, Stockport, Longsight and Hazel Grove, amongst others.

Accessibility by Rail and Tram

- 3.4.5 Manchester provides an extensive network of train services that serve both the local area and destinations further afield. The development site is within a 15 minute walk from Manchester Piccadilly, which is a major gateway station in the north-west.
- 3.4.6 Manchester Piccadilly provides local services to East Didsbury, Eccles, Salford and Ashton-Under-Lyne on a 30-minute frequency during the day and an hourly frequency in the evening. Manchester Piccadilly also provides frequent services to London, Birmingham, Newcastle and Edinburgh at a 30 minute frequency or better, as well as numerous other destinations across the country.
- 3.4.7 In addition, Manchester Victoria Railway Station is the second largest railway station serving Manchester City Centre, located within a circa 2.6km walk distance from the application site. It provides local services to north and east Manchester and also provides frequent services to Huddersfield, Wigan and Blackburn at a 30-minute frequency or better, as well as services to Southport and Kirkby at an hourly frequency. A direct connection to Victoria Railway Station can be made when utilising the Bury Metrolink tram line from Piccadilly Railway Station.

3.4.8 All Metrolink trams currently operate services every 12 minutes. The nearest Metrolink stop to the site is Manchester Piccadilly. This stop is directly served by the Altrincham – Piccadilly service, the Ashton-under-Lyne – Eccles service, the Bury – Piccadilly service, and the Ashton-under-Lyne – MediaCityUK service.

3.4.9 The TfGM website provides a range of online tools which help users to plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network, and live travel updates and disruptions.

3.5 Accessibility Summary

3.5.1 Overall, the site is considered to be extremely well located in terms of its accessibility by all of the major non-car modes of transport.

4.0 DEVELOPMENT PROPOSALS

4.1 General

4.1.1 The development proposed as part of this planning application primarily relates to the ground floor and comprises an increase in the commercial floorspace (from circa 218m² to 321.16m² GFA) and ancillary residential amenity space provision, in replacement of the previously approved on-site car parking provision. The number of apartments located on the upper floors (i.e. 45) remains unchanged.

4.1.2 The proposed site layout plans are contained in **Appendix B**.

4.2 Site Access Arrangements

4.2.1 As detailed later in this Chapter in **Section 4.3**, there will be no on-site car parking provision as part of the development proposals, with the exception of two on-street disabled bays located along Polygon Street. The proposed development does not therefore include any vehicular access into the site.

4.2.2 With regards to pedestrians, there will be separate accesses for the residential and commercial uses. The main pedestrian access to the residential lobby will be located on the site's western boundary, directly off Brunswick Street, and pedestrian access to the proposed ground floor retail floorspace will be achieved directly off Stockport Road, on the site's eastern boundary.

4.2.3 Separate accesses to the proposed substation, plant room and bin store will be provided via Polygon Street.

4.3 Proposed Car Parking Provision

4.3.1 The primary difference between the currently proposed and most-recently approved schemes on the application site relates to the replacement of the 20 car parking spaces, located on the ground floor, with additional commercial floorspace and ancillary residential amenity space. As such, the current proposals do not therefore include any on-site car parking provision and will be car free in nature.

- 4.3.2 It should however be noted that prior to the preparation and submission of this planning application, the LPA at MCC was consulted with regards to the car-free nature of the proposal, amongst other things. In summary, MCC suggested that the proposed removal of the previously approved 20 car parking spaces may be justifiable, but requested that the two previously approved disabled car parking bays will need to be retained, either within the building or on-street.
- 4.3.3 With regards to the above, the proposed site layout plan (**Appendix B**) shows that two disabled parking bays will be provided on-street, along Polygon Street. **Drawing Number 2875-01-ATR02** in **Appendix C** shows the ability of a large car to access these bays safely and satisfactorily.
- 4.3.4 Appendix B of the Manchester City Council (MCC) Core Strategy (2012-2027) outlines the appropriate maximum parking standards for new developments, however the document does not provide parking standards for C3 residential land uses.
- 4.3.5 Nevertheless, the document does state that:
- “Standards for car parking are maximums and may be subject to further reduction when consideration is given to the accessibility of the particular site”.*
- 4.3.1 In light of the above, Paragraph 107 of the National Planning Policy Framework (NPPF) states the following:
- “If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

- 4.3.2 With regards to the above, parking provision for new development should be considered on a case-by-case basis in relation to the nature and location of the development.
- 4.3.3 Furthermore, on 11th November 2021, a meeting was held between the Applicant and Ardwick Ward Councillors in order to discuss the above prospective proposals. During this meeting, the Ardwick Ward Councillors expressed concern in relation to the impact of the potential redevelopment on the local highway network, particularly with regards to potential on-street parking demands and servicing arrangements.
- 4.3.4 With respect to the above, the following subsections of this report seek to demonstrate that the proposed car parking arrangements should be acceptable and sets out the initiatives that will be implemented as part of the proposed development in order to minimise the traffic and highway-related impacts of the development on the surrounding highway network. Such initiatives are focussed on reducing car ownership amongst prospective residents and encouraging the use of sustainable non-car transport modes.

Local Car Ownership Levels

- 4.3.5 The 2011 census data has been interrogated to determine the existing local car ownership levels around the site.
- 4.3.6 Data for the output area E01005065 (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by occupants of the proposed development.
- 4.3.7 **Table 4.1** shows the area covered by this output area and the census data on car availability.

Table 4.1 – 2011 Census Data – Local Car Ownership Levels

Car / Van Availability	E01005065 Output Area
All Households	916
No Cars or Vans in Household	566
1 Cars or Vans in Household	294
2 Cars or Vans in Household	51
3 Cars or Vans in Household	3
4 Cars or Vans in Household	2
All Cars or Vans in Household	413
Percentage Car Ownership	45%



- 4.3.8 The data demonstrates that car ownership is comparatively low with only around 0.45 cars owned per household.
- 4.3.9 It should however be noted that car ownership at the development is likely to be even lower than the pre-existing surrounding levels, given that the scheme comprises apartments, as opposed to the full houses which predominantly make up the local census output area. The tenure of the development will therefore be different to the surrounding houses and may have an even lower car ownership level.
- 4.3.10 Notwithstanding the above, the census data strongly suggests that the prevailing baseline demand for car ownership / parking is very low in the local area.

Accessibility of the Site by Sustainable Travel Modes

- 4.3.11 As outlined in **Chapter 3** of this report, the site is situated within in a highly accessible location with excellent opportunities for the use of sustainable transport, including walking, cycling and public transport.
- 4.3.12 In these circumstances, the requirement for car ownership is considerably reduced. This is evidenced in the previous subsection, which demonstrates that car ownership in the local area is less than 0.5 cars per household, on average.
- 4.3.13 Furthermore, the 2011 census data has also been interrogated to identify the modal split of residents residing in the output area E01005065 (within which the site is located), as shown in **Table 4.2**.

Table 4.2 – 2011 Census – Residential Modal Split

Method of Travel to Work	Modal Split
Driving a car or van	35%
Car Share	3%
Motorcycle, moped or scooter	0%
Taxi	1%
Public Transport	32%
Walk	25%
Cycle	4%
Total	100%

- 4.3.14 This data demonstrates that the proportion of residents in the local area that travel to work by sustainable transport modes (walking, cycling and public transport) represents 61%, compared to just 35% of residents who drive to work by private car. This therefore demonstrates the sustainable nature of the area, along with its close proximity to Manchester City Centre.
- 4.3.15 This also lends further weight to the view that car ownership in this area is low, which can be attributed to the proximity of the site to key facilities and the availability of other more sustainable modes of transport.

Proposed Initiatives to Reduce Car Ownership and Encourage the use of Sustainable and Alternative Modes of Travel to the Private Car

- 4.3.16 Without prejudice to the above, it is proposed that a series of initiatives will be implemented as part of the proposed development in order to ensure that car ownership amongst prospective residents is kept to a minimum and, in turn, encourage the uptake of more sustainable modes of travel. These measures and initiatives are summarised as follows:
- All prospective residents considering moving into the proposed apartments would be made aware that there is no on-site car parking available and that permits for the local resident parking scheme would not be available. This would be a self-regulating initiative and will, by definition, mean that the apartments would be very unlikely to be attractive for those people for whom car parking is a necessity.
 - The proposals would provide internal cycle parking for up to 104 cycles to park. Of these spaces, it is proposed that 5-10 bikes would be available as 'pool' bikes for hire, allowing residents to book / rent a bike and associated equipment for commuting, leisure or education trips. The remaining spaces would be for use by residents to park their own bicycles (2+ spaces per apartment). This provision would therefore serve to encourage cycling as a genuine and sustainable alternative mode of transport to the private car.
 - Travel information packs would be prepared and distributed to all new residents upon first occupation and would include information such as:
 - Links to further information on the use of sustainable travel, such as the promotion of travel campaigns, events and literature. Example information includes details on walking initiatives e.g.: "walk your way to health" (www.whi.org.uk), cycling and national cycle week

- (www.sustrans.org.uk, www.bikeweek.org.uk) and sustainable transport information provided by TfGM (<https://tfgm.com/waystotravel>).
- Walking and cycling maps showing local walking and cycling routes in relation to local facilities and amenities, such as health centres, schools, sports centres, pubs and cinemas;
 - Information on cycle provides and repair shops located within the local area;
 - Details and locations of the nearby Enterprise Car Club spaces. Currently, there are some 8 Car Club bays located within a 1.7km walk distance from the Site, located at Piccadilly Place (2 spaces, 1.2km), Samuel Ogden Street (2 spaces, 1.4km), Bloom Street NCP Car Park (1 space, 1.5km), Store Street (1 space, 1.5km), the Manchester Royal Infirmary (1 space, 1.6km) and Hathersage Road (1 space, 1.7km); and
 - Site specific public transport information explaining what basis can be taken to specific key destinations and providing information relating to any discounted travel season tickets.
- Encourage residents to sign up to the 'WalkBUDi' and 'BikeBUDi' schemes which offers a journey matching service for those who would like a walking / cycling partner to help build confidence, find new routes etc.
 - Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the walk / cycle journey.
 - Display Travel Noticeboards in staff welfare areas which also provide up to date public transport information and travel campaign literature, such as "walk your way to health" (www.whi.org.uk), cycling and national cycle week (www.sustrans.org.uk, www.bikeweek.org.uk) and national lift share day (www.liftshare.org/nlsd.asp).
 - Set up residential and staff Bicycle User Groups (BUGs).
 - Arrange cycle training and maintenance lessons through TfGM to raise confidence of residents and staff who wish to cycle.
 - Offer an interest free cycle loan system to staff of the commercial premises via the DfT Cycle to Work loan scheme. This scheme allows for businesses to purchase new bicycles and bicycle equipment for staff and reclaim the VAT on this purchase. Staff can then effectively repay the costs of the purchase through a suitable 'salary sacrifice' agreement.

- 4.3.17 It is suggested that these measures could be set out more formally within a Travel Plan which could be secured by means of a suitably worded planning condition attached to the grant of any future planning permission. The development, submission, implementation and monitoring of this document would therefore be submitted to and agreed with MCC at the post-decision stage of the planning application.

4.4 Cycle Parking

- 4.4.1 As mentioned in **Section 4.3** above, the proposed development includes a safe and secure internal bike store situated on the ground floor which provides enough space for some 104 cycles to park. Of these spaces, it is proposed that 5-10 of these spaces would be occupied by 'pool' bikes which will be available for hire, allowing residents to book / rent a bike and associated equipment for commuting, leisure or education trips.
- 4.4.2 The remaining spaces would be for use by residents to park their own bicycles (2+ spaces per apartment). This provision would therefore serve to encourage cycling as a genuine and sustainable alternative mode of transport to the private car.
- 4.4.3 In light of the recent Covid-19 pandemic, the UK Government and many local authorities have responded quickly to the opportunities presented by the pandemic to provide significant funding towards new cycling infrastructure, with hope that one benefit of the pandemic might be to effect a permanent change in travel behaviour by such measures.
- 4.4.4 The proposed level of cycle parking would therefore directly contribute to this new policy direction and also represents a betterment from the most-recently approved scheme which provided space for 94 bicycles to park.

4.5 Servicing

- 4.5.1 The servicing arrangements associated with the proposed development will be similar to those that were proposed under the previous planning application at the site (ref. 128340/FO/2020).
- 4.5.2 The bin store for the whole development will be located to the south-west of the ground floor layout and will be accessed externally from Polygon Street. Internal access will also be achievable from the ground floor lobby.

- 4.5.3 Waste collection will take place directly from Polygon Street and this is considered to be suitable for this purpose by virtue of the infrequent occasions that waste collection vehicles require access to the site, Polygon Street's wide carriageway (for a one-way street) and the fact that it is lightly trafficked.
- 4.5.4 A Waste Management Strategy has been completed and has been submitted as an accompanying document to this planning application. It confirms that the management of waste from the development will be done so in accordance with policies EN 19 and DM 1 of the Core Strategy, Saved UDP Policy DC22.1 and the Guide to Development in Manchester SPD.
- 4.5.5 Furthermore, the proposed development includes a designated delivery bay located along Polygon Street to assist with loading servicing and thereby preventing any disruption to any traffic movements along the street during this time. **Drawing Number 2875-01-ATR02 in Appendix C** shows the ability of a 3.5T panel van to safely and satisfactorily access the service bay, which is anticipated to be the largest delivery vehicle required to regularly access the site.

5.0 FORECAST TRIP GENERATION

5.1 Introduction

5.1.1 This Chapter of the report sets out the traffic generation forecasts associated with the approved use of the site, the proposed development, and the resultant net difference in trip demand. The net traffic generation forecasts take account of the proposed uplift in commercial floorspace and the removal of the on-site residents car park.

5.2 Trip Generation of the Approved Use of the Site

Residential Use

5.2.1 In the TS which accompanied the most-recently approved application (ref. 128340/FO/2020), the trip generating potential of the scheme was forecast with reference to average trip rates derived from the industry-standard TRICS Database. The selection criteria used to derive the TRICS based trip rates associated with the residential aspect of the scheme was as follows:

- TRICS Land Use Category – ‘Residential - Flats Privately Owned’;
- Multi modal sites;
- Selection by number of dwellings;
- Weekday surveys only;
- London, and Irish sites excluded; and
- Weekday surveys only & sites in ‘town centres’, ‘edge of town centres’, and ‘edge of town’ areas used only.

5.2.2 The multi-modal TRICS outputs are contained in **Appendix D** and are summarised in **Table 5.1**, alongside the associated trip generation forecasts associated with the site’s extant consent for 45 apartments.

Table 5.1 – Approved Development – Trip Rates and Trip Generation (Residential)

		Vehicles	Cycles	Pedestrians	Public Transport
Trip Rate (per 1 dwelling)					
AM Peak Hour (08:00-09:00)	In	0.052	0.000	0.043	0.002
	Out	0.185	0.006	0.198	0.067
PM Peak Hour (16:00-17:00)	In	0.085	0.000	0.189	0.024
	Out	0.070	0.000	0.135	0.017
Trip Generation (approval for 45 dwellings)					
AM Peak Hour (08:00-09:00)	In	2	0	2	0
	Out	8	0	9	3
PM Peak Hour (16:00-17:00)	In	4	0	9	1
	Out	3	0	6	1

Commercial Use

5.2.3 The selection criteria used for the TRICS based trip rates for the approved commercial use was as follows:-

- TRICS Land Use Category – ‘Retail - Local Shops’;
- Multi modal sites;
- Selection by GFA;
- Weekday surveys only;
- London, and Irish sites excluded; and
- Weekday surveys only & sites in ‘town centres’, ‘edge of town centres’, and ‘edge of town’ areas used only.

5.2.4 The multi modal TRICS outputs are contained in **Appendix E. Table 5.2** summarises the weekday AM and PM peak hour trips rates (per 100m²) and the associated trip generation forecasts associated with the site’s extant consent for 218m² GFA of commercial floorspace.

Table 5.2 – Approved Development – Trip Rates and Trip Generation (Commercial)

		Vehicles	Cycles	Pedestrians	Public Transport
Trip Rate (per 100m ²)					
AM Peak Hour (08:00-09:00)	In	4.282	0.197	6.397	0.125
	Out	3.763	0.108	5.698	0.90
PM Peak Hour (16:00-17:00)	In	4.282	0.430	4.605	0.054
	Out	4.515	0.340	4.426	0.108
Trip Generation (approval for 218m ² GFA)					
AM Peak Hour (08:00-09:00)	In	11	0	14	0
	Out	8	0	12	2
PM Peak Hour (16:00-17:00)	In	9	1	10	0
	Out	10	1	10	0

- 5.2.5 With regards to the above, **Table 5.3** sets out the total trip generation of the approved scheme.

Table 5.3 – Total Trip Generation of the Approved Development

		Vehicles	Cycles	Pedestrians	Public Transport
AM Peak Hour (08:00-09:00)	In	13	0	16	0
	Out	17	0	21	5
PM Peak Hour (16:00-17:00)	In	13	1	19	1
	Out	13	1	16	1

- 5.2.6 Review of **Table 5.3** demonstrates that the site can lawfully generate some 30 two-way vehicle trips in the AM peak hour and 26 two-way vehicle trips in the PM peak hour.

5.3 Forecast Trip Generation of the Proposed Use of the Site

Residential Use

- 5.3.1 Due to the fact that the proposed development will be car-free, with the exception of two on-street disabled bays (see **Section 4.3**), it is not anticipated that the proposed development would generate material levels of vehicular traffic movement, other than those associated with refuse collection vehicles (circa once per week) and sporadic delivery vehicles.
- 5.3.2 As such, a normal comparison with the TRICS-based trip rates from those sites (as per **Section 5.2** above) will not yield representative traffic forecasts, because the TRICS-based comparator sites have a higher level of available parking provision. The traffic generation forecasts have therefore been based on an alternative methodology whereby the total vehicle trip rates derived from TRICS (as set out in **Table 5.1**) have been redistributed proportionally to the other non-vehicular modes of transport. In turn, this will present traffic forecasts that are much more reflective of the likely multi-modal traffic that would actually be generated by this particular development.
- 5.3.3 The full methodology is contained in **Appendix F** and the resultant average multi-modal trip generation forecasts are summarised in **Table 5.4** for the weekday peak hours.

Table 5.4 – Proposed Development – Trip Rates and Trip Generation (Residential)

		Vehicles	Cycles	Pedestrians	Public Transport	Total
AM Peak Hour (08:00-09:00)	In	0	0	4	0	4
	Out	0	0	15	5	21
PM Peak Hour (16:00-17:00)	In	0	0	12	2	13
	Out	0	0	9	1	10

NB: The figures in Table 5.4 are subject to rounding errors.

- 5.3.4 Review of **Table 5.4** shows that the proposed residential development is forecast to generate a total of 22 two-way total person trips in the weekday AM peak hour and 21 two-way total person trips in the weekday PM peak hour, on average. The majority of these trips would be pedestrian trips, followed by public transport trips and trips made by bicycle.

Commercial Use

- 5.3.5 In terms of the retail element of the development proposals, the approved trip rates set out in **Table 5.2** have been applied to the latest proposed GFA (321.16m²). The resultant multi-modal trip generation during an average weekday is summarised in **Table 5.5**.

Table 5.5 – Proposed Development – Trip Rates and Trip Generation (Commercial)

		Vehicles	Cycles	Pedestrians	Public Transport	Total
AM Peak Hour (08:00-09:00)	In	16	1	21	0	33
	Out	12	0	18	3	31
PM Peak Hour (16:00-17:00)	In	14	1	15	0	28
	Out	15	1	14	0	31

- 5.3.6 With regards to the above, **Table 5.6** sets out the total trip generating potential of the proposed development during the weekday AM and PM peak hours.

Table 5.6 – Total Trip Generation of the Proposed Development

		Vehicles	Cycles	Pedestrians	Public Transport	Total
AM Peak Hour (08:00-09:00)	In	16	1	25	0	41
	Out	12	0	33	8	55
PM Peak Hour (16:00-17:00)	In	14	1	27	2	44
	Out	15	1	23	1	40

- 5.3.7 **Table 5.6** demonstrates that the proposed development is forecast to generate a gross total of 28 two-way vehicle trips in the AM peak hour and 29 two-way vehicle trips in the PM peak hour, on average.

5.4 Net Trip Generation between the Approved and Proposed Uses

5.4.1 The net changes in trip generation as a result of the proposed development is the difference between the trip demand associated with the approved uses of the site and the trip demand associated with the proposed revised development.

5.4.2 **Table 5.7** therefore presents the forecast net difference in trip demand accordingly.

Table 5.7 – Forecast Net Trip Generation

		Vehicles	Cycles	Pedestrians	Public Transport
AM Peak Hour (08:00-09:00)	In	+3	+1	+9	0
	Out	-5	0	+12	+3
PM Peak Hour (16:00-17:00)	In	+1	0	+8	+1
	Out	+2	0	+7	0

5.4.3 Review of **Table 5.7** demonstrates that the proposed development is forecast to generate a net reduction of some 2 two-way vehicular trips in the AM peak hour, and a net uplift of just 3 two-way vehicular trips in the PM peak hour when compared to the most-recently approved scheme.

5.4.4 The proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective and no junction capacity assessments (i.e. of the Apollo roundabout) are deemed to be necessary.

6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 AXIS has been appointed by GGC Polygon Manchester Ltd to provide highways and transport advice in relation to a full planning application for the residential-led mixed-use redevelopment of land located at No. 2-10 Stockport Road, Ardwick, Manchester.
- 6.1.2 This planning application seeks to amend the most-recently approved planning application for the site's redevelopment (ref. 128340/FO/2020). It relates to the ground floor only, and proposes to increase the commercial floorspace (from circa 218m² to 321.16m² GFA) and residential amenity space provision in replacement of the previously approved on-site car parking provision.
- 6.1.3 The accessibility of the site has been assessed in terms of its accessibility by walking, cycling and public transport. Overall, the site is considered to be very well located, given its location on the periphery of Manchester City Centre and its potential to encourage a large number of trips by non-car modes of transport.
- 6.1.4 As a result of the proposed amendments to the ground floor, the proposed development will therefore effectively be car-free, with the exception of two on-street disabled bays along Polygon Street.
- 6.1.5 Notwithstanding the above, the report demonstrates that the proposed car parking arrangements would not cause detriment to the safety or operation of the local highway network with regards to overspill parking. This has been informed by a review of the site's excellent accessibility by non-car modes of travel, in addition to an analysis of local census data on car ownership levels and local residential modal splits.
- 6.1.6 This TS also sets out a list of initiatives that are proposed to be implemented at the site in order to reduce car ownership amongst residents and encourage the use of sustainable and alternative modes of transport to the private car. It is considered that these initiatives could be formally set out within a Travel Plan which could be secured by means of a suitably worded planning condition attached to the grant of any future planning permission.
- 6.1.7 Included within the initiatives is the provision of 104 covered and secure cycle parking spaces, of which 5-10 would be occupied by 'pool' bikes for residents to hire, and the remaining spaces would be for use by residents to park their own bicycles.

- 6.1.8 Servicing of the proposed development would take place directly from Polygon Street, whereby a waste collection vehicle would wait on-street, adjacent to the application site. This is considered appropriate based on the frequency of service vehicles accessing the site and the fact that Polygon Street is lightly trafficked. The proposed development also includes a designated servicing bay for use by delivery vehicles.
- 6.1.9 This TS has also considered the traffic generation forecasts associated with the approved site, the proposed development, and the resultant net difference in trip demand, taking account of the proposed uplift in commercial floorspace and removal of the on-site residents car park.
- 6.1.10 The proposed development is forecast to result in a net reduction of some 2 two-way vehicle trips in the AM peak hour and a net uplift in 3 two-way vehicle trips in the PM peak hour, on average, when compared to the previously approved scheme. The proposed development is therefore considered to be acceptable from a traffic impact assessment and no junction capacity assessments (i.e. of the Apollo roundabout) are deemed to be necessary.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in Paragraph 111 of the National Planning Policy Framework which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Based on the information presented in this report, it is considered that there should be no reason to withhold planning permission from a transport perspective.

APPENDIX A – APPROVED SITE LAYOUT PLAN