

Boddingtons Manchester

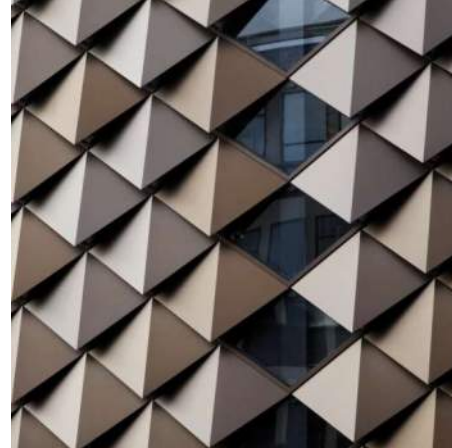
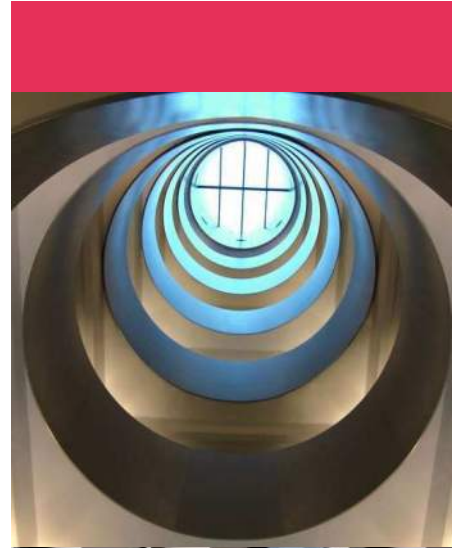
Transport Assessment

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- Plan 79445-CUR-00-XX-DR-TP-06001-P01** – (Location Plan) Regional Level
- Plan 79445-CUR-00-XX-DR-TP-06002-P01** – (Location Plan) Local Level
- Plan 79445-CUR-00-XX-DR-TP-06003-P01** – (Accessibility) Indicative Walking Catchment
- Plan 79445-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 79445-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

Drawings

- 79445-CUR-00-XX-DR-TP-75001-P01** – Access Arrangement
- 79445-CUR-00-XX-DR-TP-05001-P06** – Swept Path Analysis – Large Refuse Vehicle
- 79445-CUR-00-XX-DR-TP-05002-P05** – Swept Path Analysis – Fire Tender – Internal Access
- 79445-CUR-00-XX-DR-TP-05004-P03** – Swept Path Analysis – 10m Rigid
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Appendices

- Appendix A** – Proposed Site Layout
- Appendix B** – 2011 Census Data

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Latimer Developments Ltd. to provide transport planning advice in relation to a planning application for the redevelopment of land off Great Ducie Street to the north of Manchester City Centre.
- 1.1.2 The site is currently in use as a public car park and is directly adjacent to The Manchester College education scheme (App Ref: 124995/FO/2019).
- 1.1.3 The proposed development comprises the redevelopment of the former Boddingtons Brewery site to provide 461 apartments and circa 720sqm of ground floor commercial space.
- 1.1.4 The proposed development will be traffic-free with five car parking spaces being provided for the mobility impaired between the residents and the College visitors. There will be at least 461 secure cycle spaces, and 14 visitor cycle spaces.
- 1.1.5 The loss of parking spaces will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.
- 1.1.6 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 Additionally, this TA is supported by an Interim Travel Plan (document reference: **79445-CUR-00-XX-RP-TP-002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, this TA contains the following:
 - A review of existing conditions, surrounding highway network, and highway safety within the vicinity of the site for the most recent five years;
 - A review of the proposed site layout including parking, deliveries and servicing;

- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also considers the site location and surrounding highway network and contains a review of the Personal Injury Accident records within the vicinity of the site.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.5 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The application site is located along the northern edge of Manchester City Centre, just outside the A6042 Ring Road and to the south of Strangeways.
- 2.1.2 The site is bound to the north by a Travelodge, existing parking to the east, the under-construction Manchester College (App Ref: 124995/FO/2019) to the south and A56 Great Ducie Street to the west. Immediately to the southeast of the site, Great Ducie Street meets the A6042 Inner Ring Road at a large, signalised junction.
- 2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

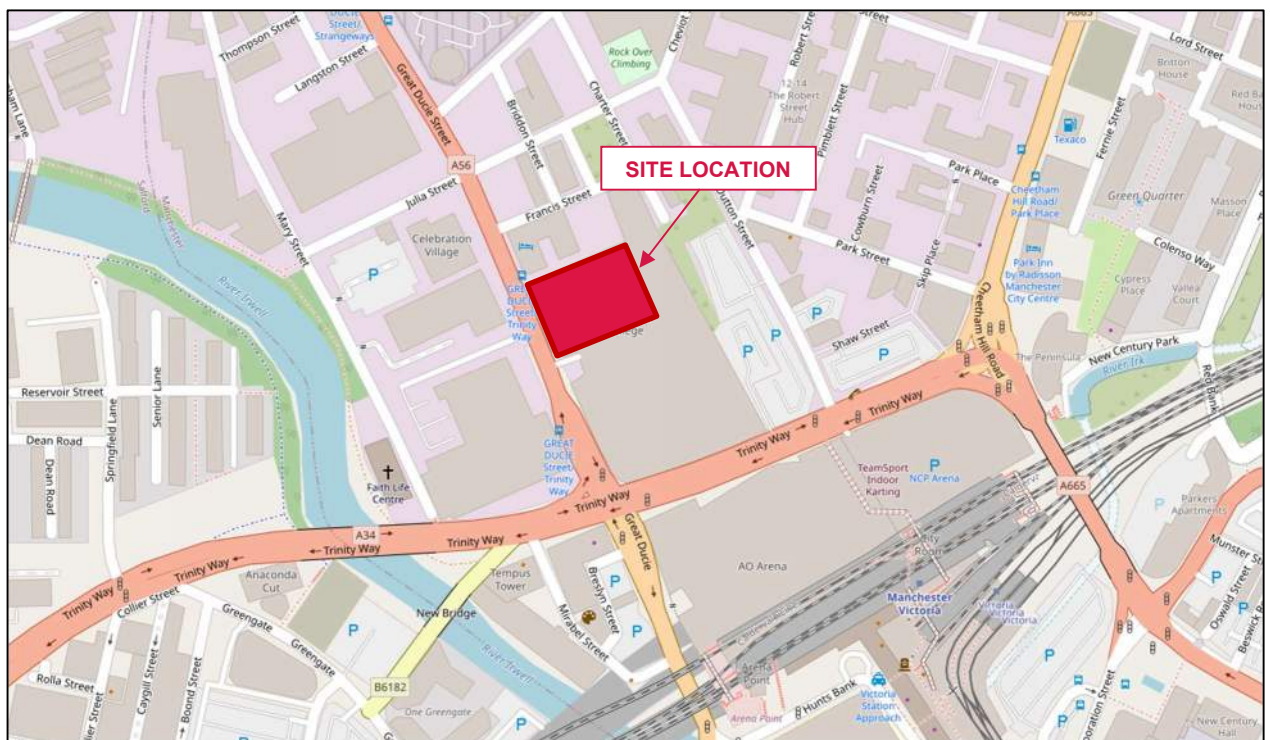


Figure 2.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)

- 2.1.4 **Plan 79445-CUR-00-XX-DR-TP-06001-P01** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 79445-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the site in a more local context relating to the local highway network.

2.2 Existing Use and Access

- 2.2.1 The site is currently an undeveloped land to the north of Manchester City Centre. The land on which the development is proposed was formerly the site of the Boddingtons Brewery until 2005. Since this time, the former Boddingtons Brewery site has been used as a temporary surface car park which

currently accommodates 110 operational parking spaces with a capacity for up to 192 spaces. The temporary nature of the car park has been the subject of a number of applications to extend the period for continued use as a public car park

- 2.2.2 The area to the east of the site was granted planning permission in 2018 for redevelopment, to provide 532 residential units and ground floor commercial space.
- 2.2.3 The Manchester College was granted planning permission in 2019 to develop the land to the south of the site into a five-storey educational building (18,495sqm).
- 2.2.4 Vehicular access to the site was historically provided via Great Ducie Street which is on the western boundary of the site. More recently, during the construction of The Manchester College scheme, access to the car park has been relocated to Francis Street to the north. Additional pedestrian access is provided through the same entry whilst a separate pedestrian access has been created on Great Ducie Street.
- 2.2.5 Immediately to the southeast of the site, Great Ducie Street meets the Inner Ring Road (A6042) at a large, signalised junction. Signalised crossings are present on the northern, western and eastern arms of the junction.

2.3 Surrounding Highway Network

Great Ducie Street (A56)

- 2.3.1 Great Ducie Street runs along the southwest boundary of the site. The road commences at a signalised junction with Inner Ring Road (A6042) and continues for a length of approximately 480m, terminating at Sherbourne Street junction and continuing northbound as Bury New Road.
- 2.3.2 Great Ducie Street comprises a two-lane carriageway running in each direction with a bus lane heading southbound, providing a route from Manchester City Centre towards northern areas of Greater Manchester, including Prestwich, Whitefield and Bury.
- 2.3.3 The carriageway is approximately 9-11m wide for most of its length, widening to approximately 17m at the junction with the Inner Ring Road. There are well-maintained footways on both sides of the carriageway which are approximately 4m wide along the site frontage and more than 2.5m wide along most of the length, including a grass verge along some sections of the western side of the road. The road is well-lit with street lighting at regular intervals.
- 2.3.4 There are toucan crossings with dropped kerbs, tactile paving, and central refuge islands on all arms of the Great Ducie St/Inner Ring Road junction, with push-button operated traffic lights on the northern, eastern, and western arms.

- 2.3.5 Near the site, Great Ducie Street is subject to Traffic Regulation Orders (TROs) in the form of single yellow parking restrictions. There are bus stops in the immediate vicinity of the site as well as dedicated coach parking bays which are linked to the operation of the nearby AO Arena.

Inner Ring Road (A6042)

- 2.3.6 The A6042 Inner Ring Road is located approximately 130m south of the proposed development. Inner Ring Road operates as a dual carriageway with two lanes running in each direction and a 30mph speed limit.
- 2.3.7 The A6042 typically measures 17m in total carriageway width. There are well-maintained footways on both sides of the carriageway which for the most part is in excess of 3m wide. Formal pedestrian crossing facilities are available along Inner Ring Road, the closest of which is the toucan crossings adjacent to the development site at the junction with Great Ducie Street.
- 2.3.8 Inner Ring Road is subject to Traffic Regulation Orders (TROs), these include No-Waiting-At-Any-Time (NWAAT) double yellow lines and at the junction of Great Ducie Street there is a yellow box to keep the junction clear.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its location near the city centre. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.
- 2.4.2 There are wide footways surrounding the site. Dropped kerbs are present at every crossing in the vicinity of the site, including tactile paving at controlled pedestrian crossing points, complete with refuge islands.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents database for the most recent five years (2016 – 2020 inclusive). The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.1**:

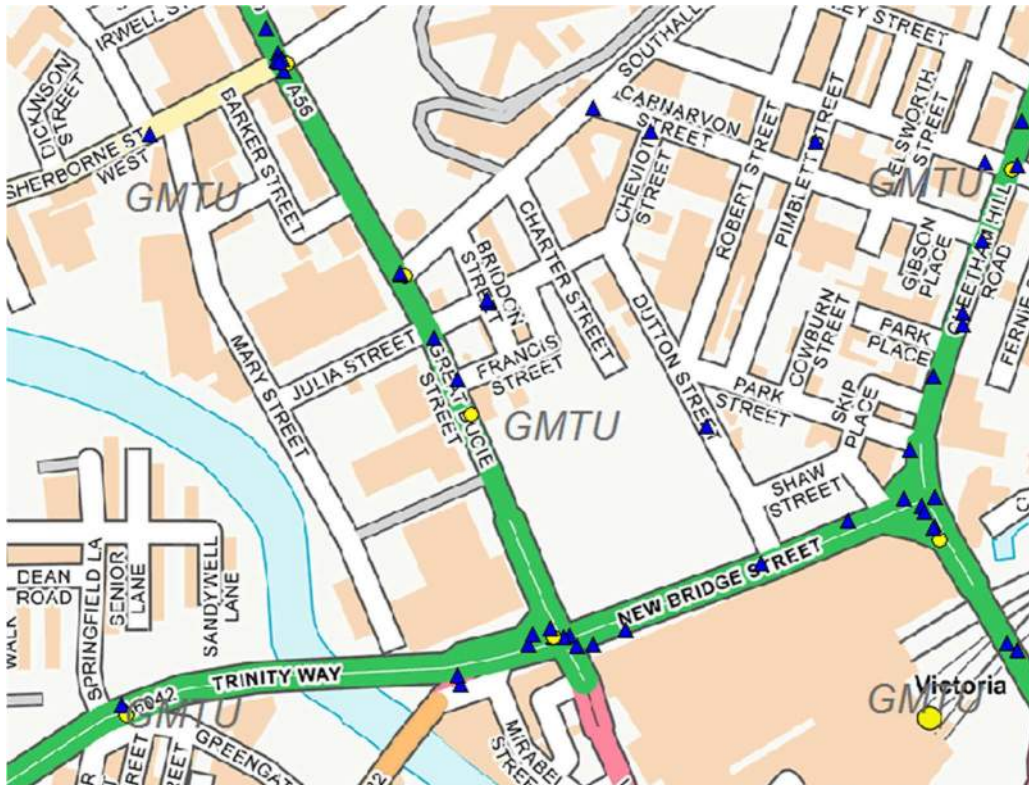


Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 Years) (Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Totals
Great Ducie Street/ Sherborne Street	6	1	0	7
Great Ducie Street/ Southall Street	2	1	0	3
Great Ducie Street/ A6042 Inner Ring Road	10	1	0	11
Great Ducie Street	2	1	0	3
Sherborne Street	1	0	0	1
Southall Street/ Carnavon Street	1	0	0	1
Carnavon Street	1	0	0	1
Pemblett Street	1	0	0	1
Braddon Street	2	0	0	2
A6042 Inner Ring Road	5	1	0	6
A6042 Inner Ring Road/ B6182	2	0	0	2
A6042 Inner Ring Road/ Cheetham Hill Road	7	1	0	8
Cheetham Hill Road	7	1	0	8
Dutton Street	1	0	0	1
Total	48	7	0	55

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.2 There has been a total of 55 collisions in the latest five-year period available, comprising 48 'slight' severity incidents and 7 'serious' severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.5.3 The 10 'slight' incidents at Great Ducie Street/ A6042 Inner Ring Road are spread among the most recent five-year period. There were no incidents in 2018, one in 2016 and 2020, three in 2017 and five in 2019. Considering these findings and the temporal nature of the study, it can be concluded that the accidents are not related to the features of the highway at this junction.
- 2.5.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Former Boddingtons' Brewery Site Strategic Regeneration Framework (SRF)

- 3.1.1 The City Centre is expected to expand northwards in the future due to growth in the population of young professionals in high-paying jobs which will drive demand for "housing within attractive new neighbourhoods with access to public transport and the City Centre's offer". The SRF aims to capitalise on this by "promoting a mixed use approach to the site, including commercial and residential uses, [which] will unlock the site's ability to play its part in the future economic growth and prosperity of Manchester and the wider City Region."
- 3.1.2 By encouraging the redevelopment of the Former Boddingtons Brewery Site, the SRF hopes for this to have a halo effect attracting other major developments to the Strangeways area.
- 3.1.3 The proposed development satisfies the ambition of the SRF by providing sufficient commercial and residential space to "introduce a critical mass of people in the Strangeways area" to unlock transformative effects in levelling up the area and continue the site long history in Strangeways.

3.2 Overview of Proposals

- 3.2.1 The proposed development comprises the redevelopment of the former Boddingtons Brewery provide 461 apartments and circa 720sqm of ground floor commercial space.
- 3.2.2 The scheme will be traffic-free with only five car parking spaces being provided for the mobility impaired which will be shared between the residents and the College visitors. There will be a minimum of 461 cycle spaces with a further 14 spaces for visitors.
- 3.2.3 The loss of parking spaces will result in a net reduction in the number of vehicle movements accessing the site on a daily basis, therefore representing a net benefit in traffic terms.
- 3.2.4 The following **Figure 3.1** provides an overview of the proposals:



Figure 3.1 – Proposed Development Overview (Source: Assael Architecture Ltd, 2021)

3.3 Proposed Access

Vehicular Access

- 3.3.1 The proposed development will utilise the site access infrastructure being delivered as part of The Manchester College scheme.
- 3.3.2 The Manchester College development will deliver a 6m wide access road that will provide a service function for the College and access to the car parking area, drop-off lay-by and service yard.
- 3.3.3 The access junction will provide 6m kerb radii, with dropped kerbs and tactile paving to assist pedestrian movement. In addition, the junction has been designed to accommodate unobstructed visibility splays of at least 2.4m x 43m in both directions along Great Ducie Street.
- 3.3.4 As the Boddington Brewery site occupies a highly accessible location in the city centre, with good access opportunities by nearby public transport nodes, The Manchester College site provides car parking provision for up to six vehicles which will be dedicated for the mobility impaired. The traffic volumes associated with the on-site car parking provision will therefore be low and unlikely to result in any conflicts with vehicle movements associated with the proposed residential development.

- 3.3.5 The roads surrounding the site benefit from parking controls limiting parking duration to two hours between 7am and 6.30pm. The local parking controls will limit the practicability of parking a car on street and deter overspill parking.
- 3.3.6 As noted, it is proposed to provide car parking for up to five vehicles which will be designated for the mobility impaired. The car parking spaces will be located along the northern side of the access road. A turning facility will be provided at a mid-point along the access road which will allow vehicles to turn and exit the site onto Great Ducie Street in a forward gear.
- 3.3.7 The submitted access layout provided with the consented College application layout included a barrier on the parking area to the front of the site. given the location of the site and the requirement to manage access to the parking area, the location of the barrier is understandable and unlikely to result in any adverse operational concerns i.e. vehicles queuing back onto Great Ducie Street.
- 3.3.8 It is understood however, that MCC subsequently requested that a barrier is included on the access road, if practicable, following submission of the application. Based on information submitted post application, it is understood that MCC accepted during a meeting that it was not essential. It was explained during the meeting that a barrier on the access road may not be practicable due to future users of the route.
- 3.3.9 It was subsequently concluded that it was not possible to provide a barrier on the access road as the road is not entirely in the control of the College site and is to be shared with other operators on the Boddingtons site.
- 3.3.10 It has been agreed that any barrier controls along the access will be connected to both the College management office and the concierge service within the proposed residential development. Both the concierge and the College will be able to control the barrier and permit access when required.

Pedestrian and Cycle Access

- 3.3.11 Pedestrian access to the proposed building is provided at various locations throughout the site. The primary pedestrian access route will be via Great Ducie Street which will provide direct access to public realm areas along the perimeter of the site and lead to an internal courtyard area.
- 3.3.12 As part of the wider Boddingtons SRF proposals, a new traffic free boulevard will be created which will continue north/south through the area and provide a pedestrian link through the core of the comprehensive redevelopment site.
- 3.3.13 The proposed commercial units at the ground floor will have independent accesses around the perimeter of the site including Great Ducie Street, the new access road and the new traffic free boulevard as well as being provided with visitors' cycle parking.

3.3.14 Cycle access is provided from the same pedestrian entry off Great Ducie Street and leading towards dedicated secure and covered cycle storage facilities within the site.

3.3.15 Additional cycle parking facilities for up to 14 bicycles close to the main entrance off Great Ducie Street.

3.4 Proposed Parking

3.4.1 Appendix B of Manchester City Council (MCC)'s Core Strategy (2012 – 2027) sets out parking standards for the city and its fringe areas. There are no specific requirements for residential developments, however the standards for retail uses are as follows. The Use Classes were last updated in September 2020 (after the Core Strategy was published), as such the list below comprises the old and new use classes for ease of reference:

- **A1: Shops** (updated to Class E(a) and E(b))
 - Food Retail: maximum 1 car parking space per 16sqm, minimum 1 cycle parking space per 140sqm (minimum of 2 spaces);
 - Non-food Retail: maximum 1 car parking space per 22sqm, minimum 1 cycle parking space per 200sqm (minimum of 2 spaces);
- **A3: Restaurants and Cafés** (updated to Class E(b))
 - Restaurant: maximum 1 car parking space per 7sqm of public floor area, minimum 1 cycle parking space per 50sqm (minimum of 2 spaces); and
- **A5: Hot Food Takeaways** (updated to sui generis)
 - Fast Food and Drive through: maximum 1 car parking space per 8.5sqm of gross floor area, minimum 1 cycle parking space per 50sqm (minimum of 2 spaces).

3.4.2 For all the above land uses, the minimum number of disabled parking spaces required for car parks with up to 200 bays is 3 bays or 6% of the total capacity, whichever is greater.

3.4.3 Recommended residential parking standards are located within the Manchester Residential Quality Guidance (2017) document, shown as follows:

- City centre developments will be required to provide where possible, an appropriate level of car parking within the constraints of site-specific circumstances and other requirements; and
- Reduced on site provision may be justified on the basis of:
 - Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);
 - 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);
 - 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; and

- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

- 3.4.4 As noted, the application scheme is intended to be a traffic-free development in recognition of the highly sustainable edge of city centre location. The development will provide parking for five vehicles, dedicated for the mobility impaired and all delivered with appropriate infrastructure to permit EV parking.
- 3.4.5 Secure, covered cycle parking provision within the site will be provided for each residential unit representing a 100% cycle parking provision.
- 3.4.6 Given the location of the site, the proximity to major public transport hubs and the extensive cycle parking provision proposed, it is considered that the car-free development approach is acceptable in this instance.
- 3.4.7 Notwithstanding, Manchester City Council consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

Car Parking

- 3.4.8 The development will provide five parking spaces provided for the mobility impaired and each providing EV charging infrastructure.
- 3.4.9 The number of car parking spaces provided is cognisant of the parking requirements outlined in the Core Strategy on the basis that provision below the maximum standards can be supported by evidence detailing local circumstances that justify deviation from the standard / sustainable travel measures to support the reduction of car-based trips.
- 3.4.10 The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. On this basis, it is proposed that the development would not provide additional regular car parking spaces.
- 3.4.11 Half (50%) of the households in lower super output area Manchester 058C did not own any cars or vans in 2011 while 43% owned one car or van, with similar results for middle super output area Manchester 058.
- 3.4.12 It is considered that this is still a significant overestimation of the number of trips likely to take place by car. This is primarily on the basis that the figures were derived by using 2011 Census data, which should be referenced with discretion on the basis that travel patterns have shifted significantly in Manchester City Centre and across the whole of the UK since then. Public transport and cycle infrastructure in Greater Manchester have also improved significantly since 2011, with the expansion of the Metrolink

network and the Ordsall Chord bridge, all of which allow for more trams / trains to run across the whole of Greater Manchester and the North.

- 3.4.13 To further support this, reference is made to a TRICS note on travel behaviour patterns demonstrates that there has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018). These figures are national averages in a mixture of locations and do not reflect the highly accessibility of the proposed development on the fringe of the city centre, which is likely to demonstrate greater uptake of public transport and sustainable modes of travel.
- 3.4.14 Transport for Greater Manchester (TfGM) are also working to deliver their Greater Manchester Transport Strategy 2040 (detailed in **Section 6.5** below):
- 3.4.15 Considering the above, the highly accessible nature of the proposed development and the high level of cycle parking provision described below, the number of proposed car parking spaces is considered sufficient for the size and nature of the development as less people would be motivated to travel by car in the future.

Cycle Parking

- 3.4.16 Cycle parking would be catered for through the provision of 461 secure and sheltered cycle parking spaces.
- 3.4.17 The high levels of cycle parking are one of the many initiatives detailed in the accompanying ITP (document reference: **79445-CUR-00-XX-RP-TP-002**) to encourage residents, staff, employees, and visitors to travel by sustainable modes.
- 3.4.18 It is considered the proposals are in accordance with the transport policies set out in the MCC Core Strategy, whereby the cycle parking provision provided satisfies and exceeds the citywide recommended minimum number of spaces.

Nearby Parking Facilities

- 3.4.19 A review of nearby public car parks and associated provision has been undertaken to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 500m walking catchment, equating to a walking time of approximately 7 minutes when walking at an average speed of 1.2m/s. Nearby long stay car parking is summarised in **Table 3.2**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Frances Street, Total Car Parks	100m	80	0	0
2	Julia Street	200m	125	0	0

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
3	Breslyn Street, Litecraft	320m	14	0	0
4	Manchester AO Arena, CitiPark	350m	978	✓*	0
5	Shaw Street, SIP Car Parks	380m	96	0	0
6	Dutton Street, SIP Car Parks	400m	44	0	0
7	Shaw Street, NCP	400m	87	0	0
8	Dutton Street, Total Car Parks	420m	161	0	0
Total:			1585	✓*	0

Table 3.1 – Existing Off-site Car Parking Provision

*There is disabled parking, but the quantity of spaces is unknown.

3.4.20 The above table demonstrates 8 car parks were found, including the remaining area of the Frances Street car park, within a 7-minute walk of the site, providing car parking provision for approximately 1585 vehicles, some of which are for disabled badge holders. It is therefore considered there is adequate opportunity for off-site parking should future residents, staff and visitors choose to travel by car.

Electric Vehicle (EV) Charging Provision

3.4.21 There are many EV charging points in and near Strangeways, some of which are within an acceptable walking distance of the site. There is an EV charging point located at Deansgate North car park, within 500m of the site, which comprises four 22kW sockets and is subject to a maximum stay of 3 hours.

3.4.22 There are hundreds of charging points located on the Be.EV network, which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.

3.4.23 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".

3.4.24 **Figure 3.2** below illustrates the location of the nearest EV charge points in the vicinity of the site:

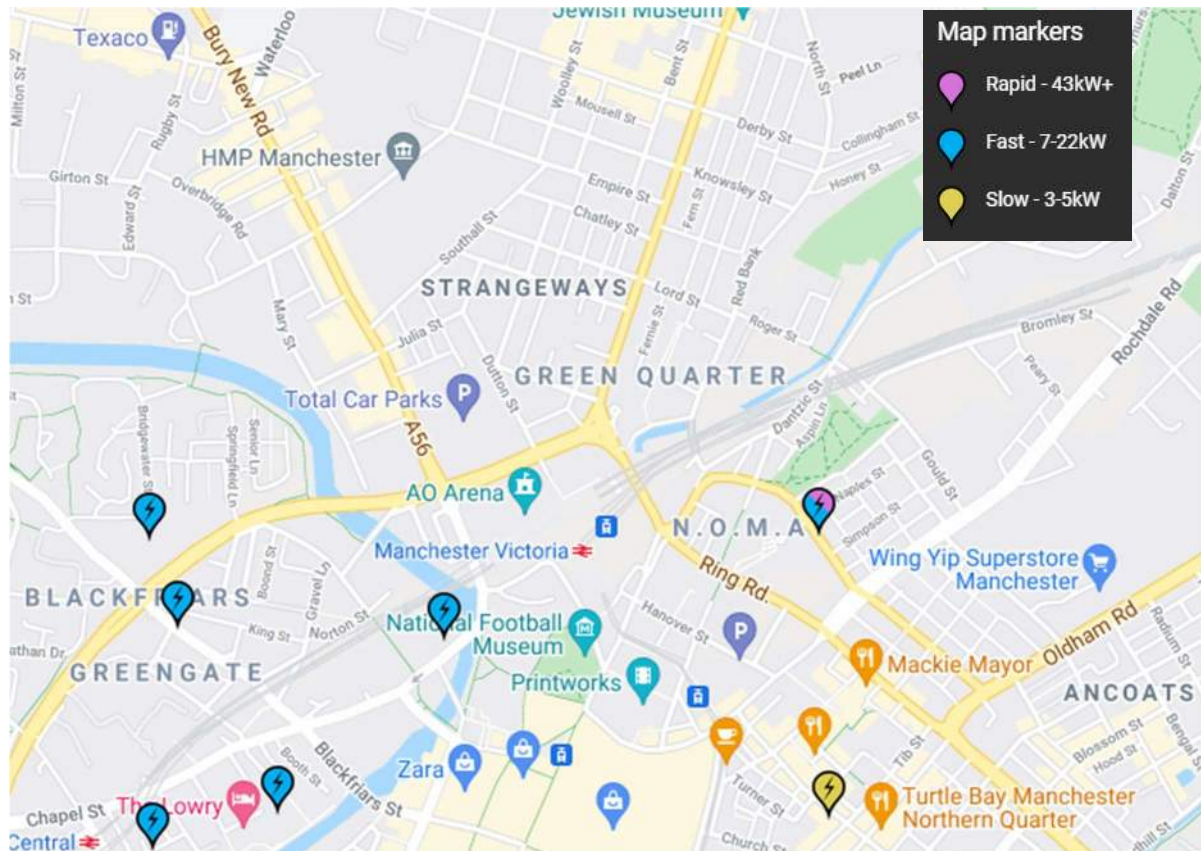


Figure 3.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap)

Car Club

- 3.4.25 It is acknowledged that many residents, staff and visitors that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 3.4.26 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.
- 3.4.27 At the time of writing, the nearest Car Club bay is located at Deansgate North car park, M3 7WG, within 500m of the site. **Figure 3.3** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

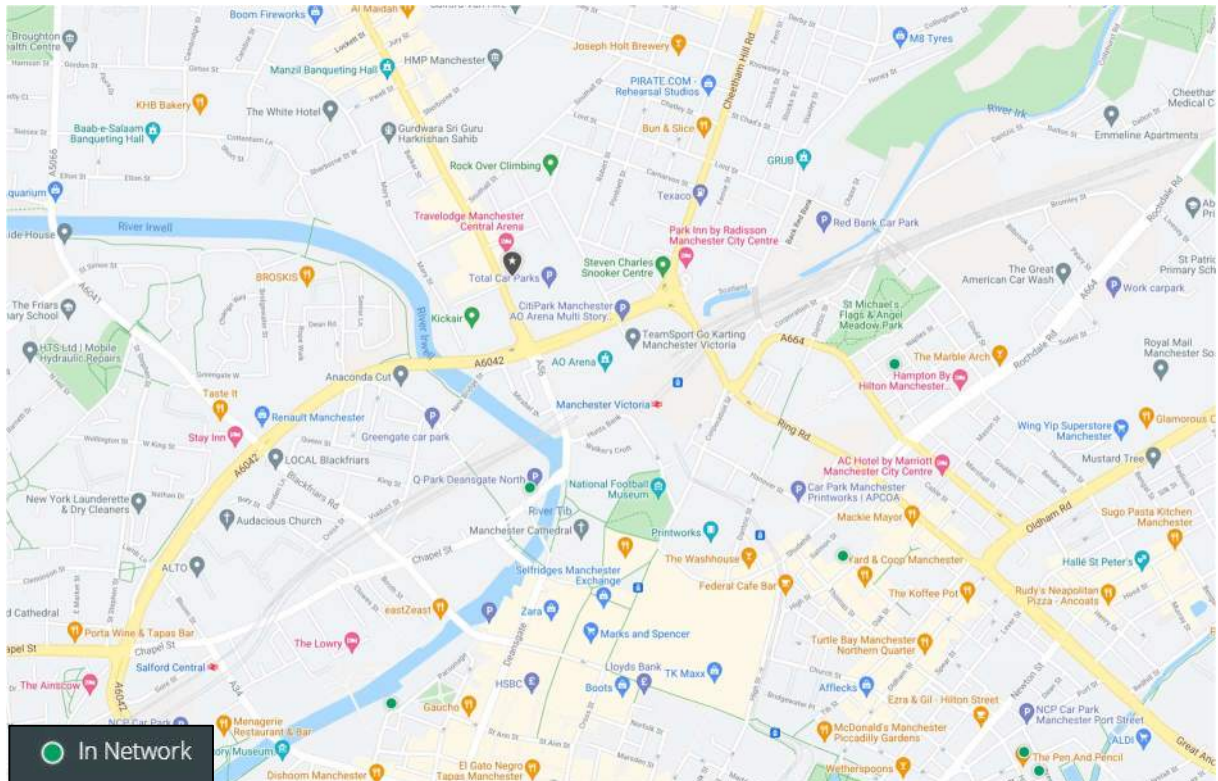


Figure 3.3 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club)

3.4.28 It is considered that the Car Club could therefore be a highly attractive facility for residents, employees, staff, and visitors who require occasional private car use, therefore minimising the highway impact.

3.5 Proposed Servicing Arrangements

3.5.1 The proposed servicing and delivery vehicle access strategy has been developed with due consideration to the operations of the adjacent College development.

3.5.2 A single loading bay will be provided on the northern side of the site access road beyond the disabled car parking provision. This loading bay/lay-by is intended for use primarily by smaller delivery vehicles including parcel delivery, online shopping delivery and taxi drop-off/pick-ups.

3.5.3 In addition, a dedicated loading/unloading area is provided centrally along the access road where access is provided to the internal courtyard area. This area is located in close proximity to the proposed development bin storage areas for ease of collection as well as being within appropriate distances of key access points for commercial units and emergency services.

3.5.4 Given the scale of the commercial units proposed within the scheme, it is not anticipated that any delivery vehicles greater than a 10m rigid vehicle or a standard 11.2m refuse vehicle will require access to the site.

- 3.5.5 All service and delivery vehicles, as well as emergency service vehicles can access and exit the development in forward gear, as **Drawing 79445-CUR-00-XX-DR-TP-05001, 05002 and 05004** demonstrates.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are accessible and 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.
- 4.1.2 The accessibility of the site is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 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. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centers (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 79445-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting / school trips; which are considered a good approximation for the majority of trips associated with the development.
- 4.2.3 Adjacent to the site is a Travelodge, the AO Arena, and – opening in Summer 2022 – The Manchester College's City Campus Manchester. Various city centre amenities such as clothes shops, hot food takeaways and places of worships are also within 500m of the site.
- 4.2.1 Additional facilities and amenities can be accessed within 1,000m of the site including Manchester Victoria, the Corn Exchange, Manchester Cathedral, Manchester Printworks, NOMA, restaurants, a library, pharmacies, banks, cash machines, post offices, and office blocks.

- 4.2.2 Located within 2000m of the site are the major public transport interchanges of Deansgate and Salford Central, along with the remaining parts of the Central Retail District, as well as the Northern Quarter, Spinningfields, Greengate, Ancoats, Cheetham Hill, and the Gay Village. The amenities within this larger catchment include Piccadilly Gardens, the Arndale and Manchester Fort shopping centres, Manchester Central Library, Manchester Art Gallery, Manchester Football Museum, and Science and Industry Museum, schools, and a university,
- 4.2.3 As mentioned in **Section 2** earlier, the surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. There are many controlled crossing points with pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a notable pedestrian footfall in the area, and so high-quality pedestrian facilities exist.
- 4.2.4 The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 79445-CUR-00-XX-DR-TP-06004-P01** presents an 8km cycle catchment for the site. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as southern parts of Middleton and Blackley to the north, Fairfield and Gorton to the east, Withington and Burnage to south, and Eccles to the west.
- 4.3.3 Within this catchment cyclists can access National Cycle Network Routes 6, 60, 66, and 55. Route 6 runs from Watford in London to Windermere in the Lake District; Route 60 connects North and East Manchester, partly following the Fallowfield Loophole; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.
- 4.3.4 Great Ducie Street provides direct access to existing cycle infrastructure, allowing cycle access towards northern Manchester. All major train and bus stations within Manchester City Centre are within 8km of the site. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety.
- 4.3.5 The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:



Figure 4.1 – Local Cycle Network (Source: TfGM)

4.3.6 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

4.3.7 The site is located directly east of a confirmed Bee Network improvement, as illustrated in **Figure 4.3**, allowing future residents and visitors that cycle to benefit from better safety and quality of commute.

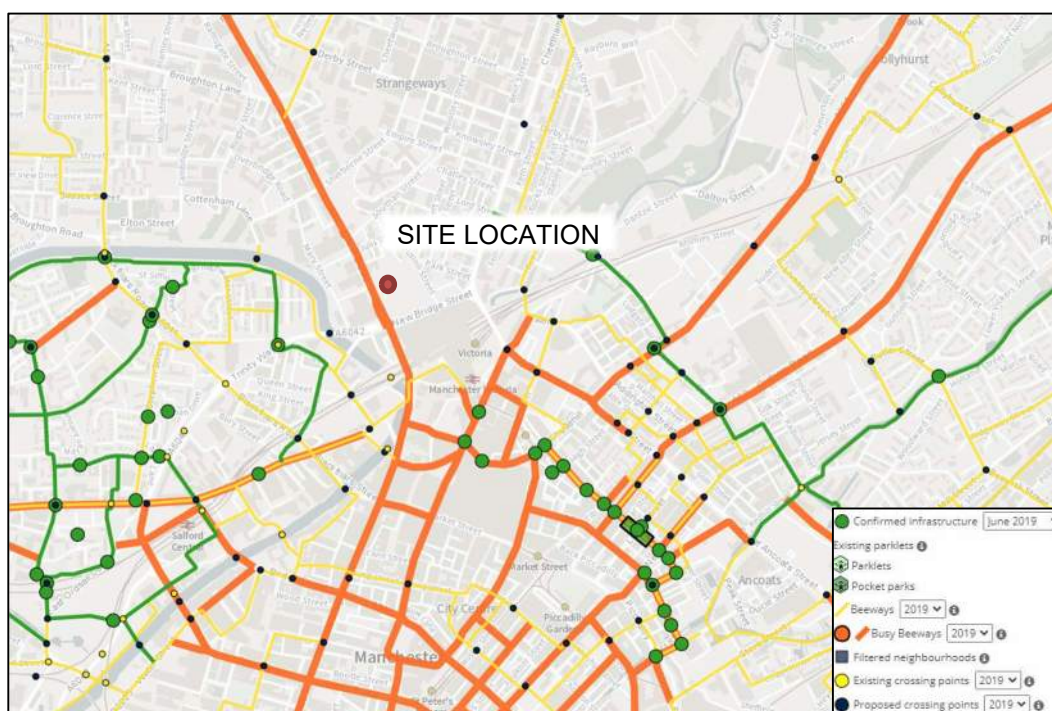


Figure 4.2 – Bee Network Map (Source: MappingGM)

- 4.3.8 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester city centre and beyond. Furthermore, the development will provide covered and safe cycle parking spaces to further encourage cycling.

4.4 Public Transport Accessibility

- 4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and Greater Manchester.

- 4.4.2 **Plan 79445-CUR-00-XX-DR-TP-06005-P01** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These include:

- 20 minutes – Manchester Victoria, Salford Central, Salford Crescent, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Cheetham Hill, Moston;
- 40 minutes – Eccles, Levenshulme, Stretford, Withington, Rochdale, Todmorden Mills Hill, Stalybridge, East Didsbury, Newton-Le-Willows, Bolton; and
- 60 minutes – Entwistle, Mytholmroyd, Halifax, Huddersfield, Dewsbury, Romiley, Macclesfield, Wilmslow, Manchester Airport, Warrington Bank Quay, Widnes, Huyton, Wigan North Western, Buckshaw Parkway.

- 4.4.3 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

- 4.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is primarily located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

- 4.4.5 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.5** below:



Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM)

Bus Accessibility

- 4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Buses in Urban Developments*’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.7 There are bus stops with ‘less frequent routes’ along Great Ducie Street adjacent to and north of the site for both directions, each within a 300m walk. Along Cheetham Hill Road, there are more bus stops with ‘less frequent routes’ which are a c. 570m walk from the site – approximately a 7-minute walk.

Table 4.4 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Heaton Park – Middleton – Mills Hill - Oldham	15 mins	-	-
96	Manchester Shudehill – Cheetham Hill – Higher Broughton – Prestwich – Heaton Park – Kirhams - Simister	15 mins	30 mins	30 mins
X41	Manchester Chorlton – Cheetham Hill – Prestwich – Romsbottom – Edenfield – Helmshore – Haslingden – Rising Bridge - Accrington	30 mins	Hourly	Hourly
X43	Manchester Chorlton Street – Cheetham Hill – Higher Broughton – Simister – Unsworth – Fairfield – Romsbottom – Shuttleworth - Burnley	30 mins	Hourly	Hourly
41	Sale – Sale Moor – Northern Moor – West Didsbury – Fallowfield – Manchester Oxford Road – Cheetham Hill – Crumpsall – Blackley - Middleton	15 mins	30 mins	30 mins
135	Manchester Piccadilly – Cheetham Hill – Broughton – Heaton Park – Kirkham – Whitefield – Blackfold Bridge – Redvales - Bury	15 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.8 Future staff, visitors and residents can also board the City Centre Free Bus services calling at Manchester Victoria to access route 2 and 3 and can change at Piccadilly for route 1. These allow access to the following locations and frequencies detailed in **Table 4.5**.

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	Every 10 mins from 07:00 – 19:15	See below	Every 12 mins from 11:00 – 18:00
	Additional loop to Salford Central during weekday peak hours	Every 10 mins from 07:00 – 09:00 and 16:00 – 19:15	See below	N/A
	Additional loop to Science and Industry Museum on Liverpool Road	N/A	Every 10 minutes from 08:20 – 19:15	N/A
2	Piccadilly – Northern Quarter – Shudehill – Manchester Victoria – Albert Hall – Oxford Road circular	Every 10 mins from 06:30 – 19:10 Every 20 mins from 19:10 – 23:30	Every 10 mins from 08:30 – 19:30 Every 15 mins from 19:30 – 23:30	Every 12 mins from 10:00 – 19:00
3 (Evenings only)	Piccadilly – Central Coach Station - Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	Every 20 mins from 19:30 – 23:30	Every 15 mins from 19:30 – 23:30	N/A

Table 4.4 – City Centre Free Bus Services

4.4.9 These routes provide frequent access to the rest of Manchester City Centre, including major public transport interchanges at Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Central, as well as to parts of Greater Manchester.

4.4.10 Overall, the site is very well served by bus with frequent services linking the site with the City Centre along with north and south Manchester.

Rail Accessibility

4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.12 The closest rail station to the development is Manchester Victoria, located c. 580m to the southwest of the site – within the distance recommended by the CIHT. Manchester Victoria station is a major transport interchange, being one of main rail hub of the northwest of England. It is a combined mainline railway station and Metrolink tram stop.

4.4.13 The station provides frequent services to many regional and national destination, a summary of which is provided in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly	Hourly	Hourly
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, Pudsey, Bramley, Leeds.	Hourly	Hourly	-
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill,	Hourly	Hourly	-

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.			
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly	Hourly	Hourly
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly	Hourly	Hourly
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly	Hourly	-

Table 4.5 – Summary of Rail Services from Manchester Victoria

- 4.4.14 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.
- 4.4.15 The trains that service Manchester Victoria rail station run regularly 7 days a week to a number of different locations and residential areas within Greater Manchester and further afield destinations in England; this provides frequent access for staff, visitors and residents of the site and is a viable alternative to private car use.

4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail and Transpennine Express' websites: northernrailway.co.uk/travel/timetables; <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.17 Overall, the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.18 Future staff and visitors and residents can also board the Metrolink at Manchester Victoria, located c. 830m southeast of the site. The following services call at this station:

- **Pink** – East Didsbury to Rochdale Town Centre; Mon – Sat (all-day)
- **Navy** – Victoria to Manchester Airport; Mon – Sun (all-day)
- **Grey** – East Didsbury to Shaw and Crompton; Mon – Sat (daytime)
- **Yellow** – Bury to Piccadilly; Mon – Sun (daytime)
- **Green** – Altrincham to Bury; Mon – Sun (daytime)

4.4.19 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- Green Line (Altrincham to Bury): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines.
- Grey Line (East Didsbury to Shaw and Crompton): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink Line (East Didsbury to Rochdale Town Centre).

4.4.20 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.21 Users can change at St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional routes to Eccles, Ashton-under-Lyne, and the Trafford Centre, as shown in the Metrolink map in **Figure 3.5**.

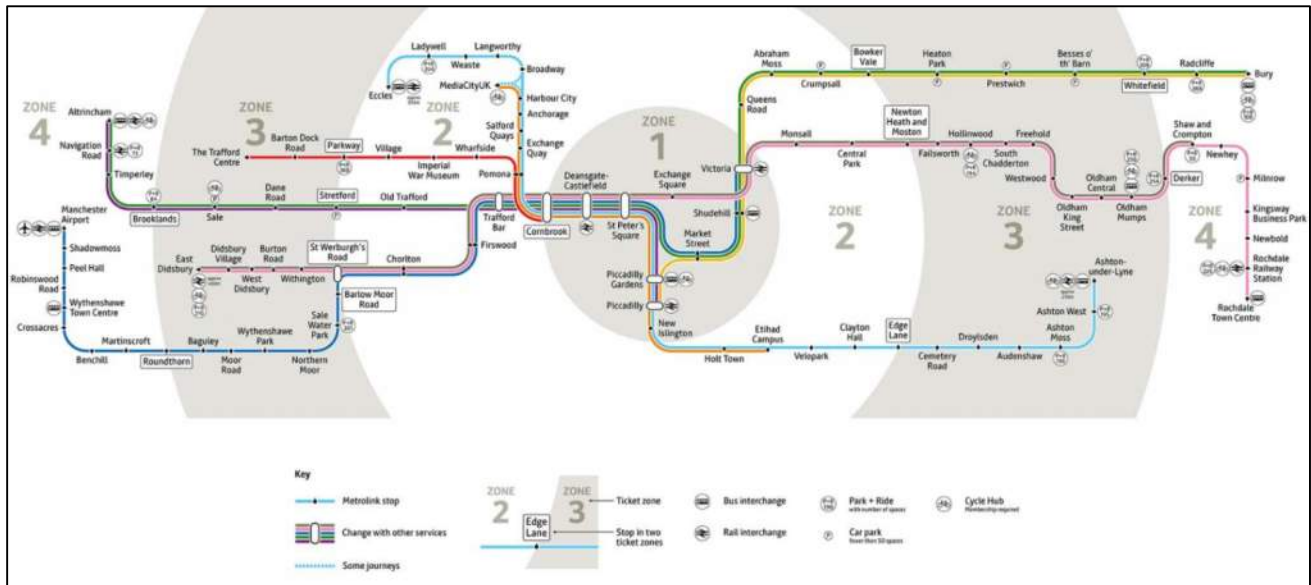


Figure 4.4 – TfGM Metrolink Network Map
(Source: TfGM, 2021)

4.4.22 Overall, the site is highly accessible via tram.

4.5 Summary

- 4.5.1 The site has an 'excellent' GMAL rating being within 20 minutes of all major public transport interchange in Manchester City Centre and 60 minutes of most major urban centres of Greater Manchester
- 4.5.2 This section has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the site.

5.0 Trip Generation

5.1 Introduction

- 5.1.1 It is envisaged that future residents of the site would mostly travel by foot, cycle, or public transport, given the multi-modal accessibility of the site and relatively low car parking provision. Therefore, there will be a very limited number of vehicle trips generated in the immediate vicinity of the site.
- 5.1.2 It is envisaged that the commercial uses of the site will be ancillary to the main residential uses, resulting in most trips made by foot, cycle, or public transport given the location of the development in a well populated residential area in close proximity to the city centre and with excellent transport links.
- 5.1.3 Notwithstanding, this section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, a first principles approach combined with Census data had been used for the forecast trip generation.
- 5.1.4 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it has been considered that Census data and a first principles approach provide a more accurate depiction of the anticipated number of trips based on the location in relation to the city centre and excellent public transport accessibility of the development.

5.2 Forecast Modal Split and Trip Demand

- 5.2.1 The 2011 Census dataset 'QS701EW - Method of travel to work (MSOA level)' has been consulted to derive the likely modal split. The middle super output area (MSOA) Manchester 013 (E02001057) where the site is located has been used.
- 5.2.2 The mode of travel to work data extracted from the output area is provided in **Appendix B** and summarised in **Table 5.1**:

Mode of Travel to Work	Percentage
Work mainly at or from home	3%
Public Transport	25%
Driving a car or van	36%
Passenger in a car or van	4%
Bicycle	2%
On foot	27%
Other	3%
Total	100%

Table 5.1 – 2011 Census Method of Travel to Work

- 5.2.3 **Table 5.1** confirms that the mode share for car drivers is c. 36%, with most residents (54%) travelling by sustainable modes of transportation such as public transport (25%), on foot (27%) or by bicycle (2%).
- 5.2.4 As discussed in **Section 3.3**, a study by TRICS found a significant increase in trips by sustainable modes of transport pre-pandemic since the 2011 census, a trend that is likely to be even more so the case for highly accessible areas of cities.
- 5.2.5 Supporting this, **Section 4** above has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 5.2.6 Secure and sheltered cycle parking for 461 bicycles will also be provided as part of the development, which is one of the many initiatives to encourage more residents, employees and visitors to travel by sustainable modes.
- 5.2.7 Nonetheless, residents, staff and visitors will continuously be encouraged by the accompanying ITP initiatives to travel by sustainable modes of transport, making use of the various modes of public transport, as well as walking and cycling opportunities that are available.
- 5.2.8 Given that the development proposals provide five car parking spaces with most residents unlikely to own a vehicle, it is considered that there will be a negligible number of private vehicular trips associated with the development.
- 5.2.9 It is acknowledged that some residents may utilise taxis or car-share, and therefore generate some drop-off and pick up trips during the day. It is envisaged that this would be undertaken via the dedicated lay-by facilities available on the site access road with minimal impact on existing highway users and future users of the adjacent College scheme.
- 5.2.10 Given the presence of complimentary uses well within walking and cycling distance, as well as an abundance of public transport opportunities, it is considered that the clear majority of users of the proposed development will choose to travel to the site by sustainable modes.
- 5.2.11 It is therefore considered the proposed development will result in an imperceptible impact on the surrounding highway network.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2021)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.2.9 It is envisaged that residents and staff of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. TRICS and first principles assessments for residents and staff has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 As the proposed development will replace an existing public car park, it is evident that there is a decrease in trip generation for the proposed uses of the site compared to the consented development. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.11 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.12 The proposed development is situated in a very accessible location. There is excellent walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.13 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within

this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA and the accompanying ITP (document reference: **79445-CUR-00-XX-RP-TP-002**).

6.3.3 As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. The core strategy also contains three specific ‘Transport’ policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage staff and visitors of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

- 6.4.4 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.
- 6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

- 6.5.1 In January 2021, TfGM adopted 2040 Vision for Transport Strategy to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:
- *“Reducing the carbon and environmental cost of journeys;*
 - *New ways of working which make the best use of the transport network;*
 - *Maximising the benefit of new, integrated transport infrastructure and services;*
 - *Delivering public health benefits through enabling more active travel;*
 - *Supporting town and city centre economic vitality and sustainability;*
 - *Improving access to key services and jobs;*
 - *Maximising sustainable travel in new developments; and*
 - *Becoming more resilient to disruption.”*
- 6.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Framework Travel Plan (**Document Reference 79445-CUR-00-XX-RP-TP-002**).
- 6.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:
- *“Reducing the need to travel;*
 - *Reducing the need to travel by car, and the distance travelled;*
 - *Maximising accessibility by sustainable modes;*
 - *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*

- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Manchester Residential Quality Guidance

6.6.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

6.6.2 The guidance does not require a specific level of car parking as "there is no 'one size fits all' approach to car parking and it should be considered on a case-by-case basis".

6.6.3 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated"*

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Latimer Developments Ltd. to provide transport planning advice in relation to a planning application for a new residential and commercial development on land off Great Ducie Street to the north of Manchester City Centre.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 7.1.4 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.5 The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 7.1.6 Additionally, it has been demonstrated that residents, staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the site.
- 7.1.7 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 The proposed development would make a positive contribution to this area to the northeast of Manchester City Centre and from a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

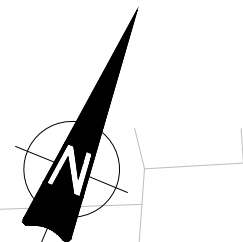
79445-CUR-00-XX-DR-TP-75001-P01 – Access Arrangement

79445-CUR-00-XX-DR-TP-05001-P06 – Swept Path Analysis – Large Refuse Vehicle

79445-CUR-00-XX-DR-TP-05002-P05 – Swept Path Analysis – Fire Tender – Internal Access

79445-CUR-00-XX-DR-TP-05004-P03 – Swept Path Analysis – 10m Rigid

79445-CUR-00-XX-DR-TP-05005-P03 – Swept Path Analysis – Large Car



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DRAWING REFERENCE: A3564-ASA-XX-XX-DR-A-0200-P06

KEY: ——— INDICATIVE SITE BOUNDARY



Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

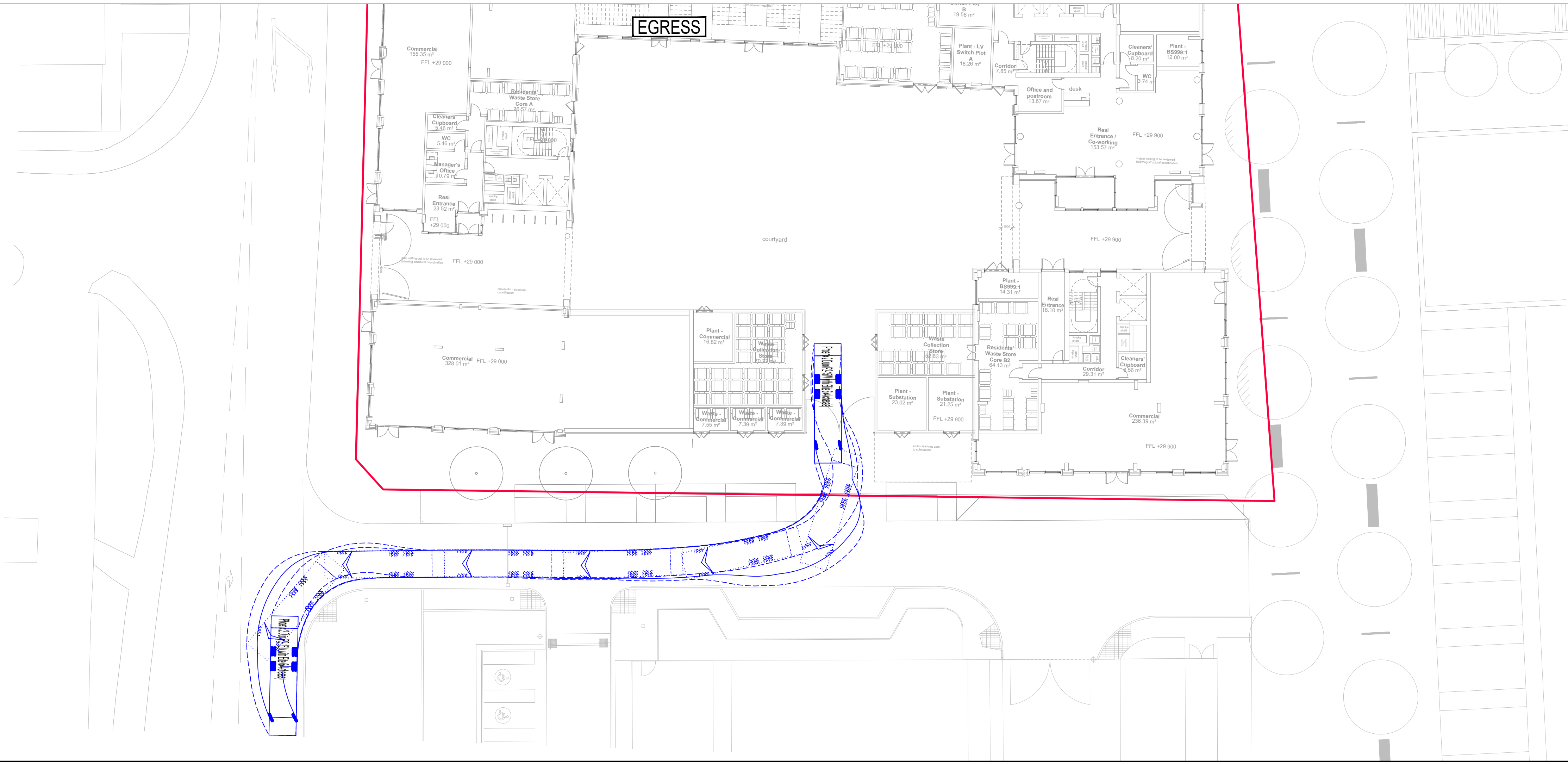
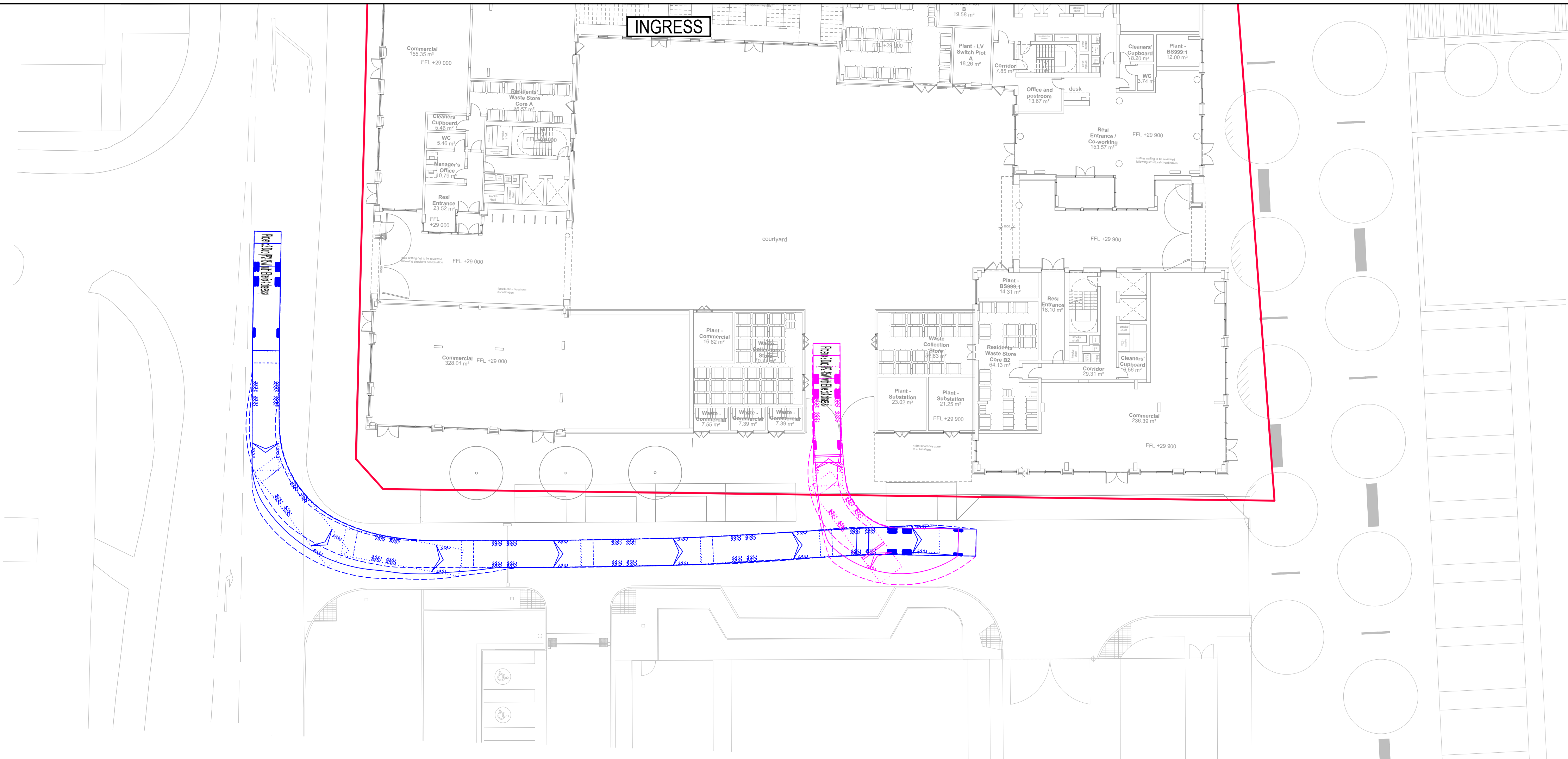
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MANCHESTER**

Org Title: _____

ACCESS ARRANGEMENT

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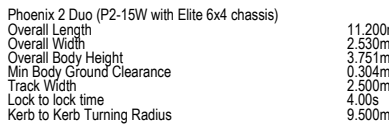
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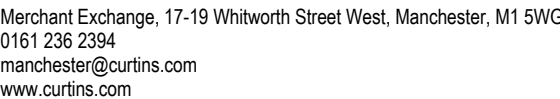
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DRAWING REFERENCE: A3564-ASA-XX-XX-DR-A-0200-P06

KEY: ——— INDICATIVE SITE BOUNDARY

VEHICLE PROFILE



P06	Layout updated	19/11/21	DD	AT
P05	Layout and route updated	28/09/21	JM	AT
P04	Alternative path tracked	24/09/21	DD	AT
P03	Layout and route updated	23/09/21	DD	AT
P02	Layout and refuse collection route updated	09/09/21	JM	AT
Rev:	Description:	Date:	By:	Chkd:



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Status

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Project

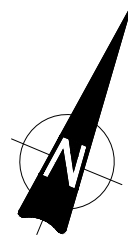
FORMER BODDINGTON BREWERY
MANCHESTER

Drug Title

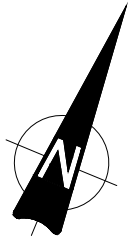
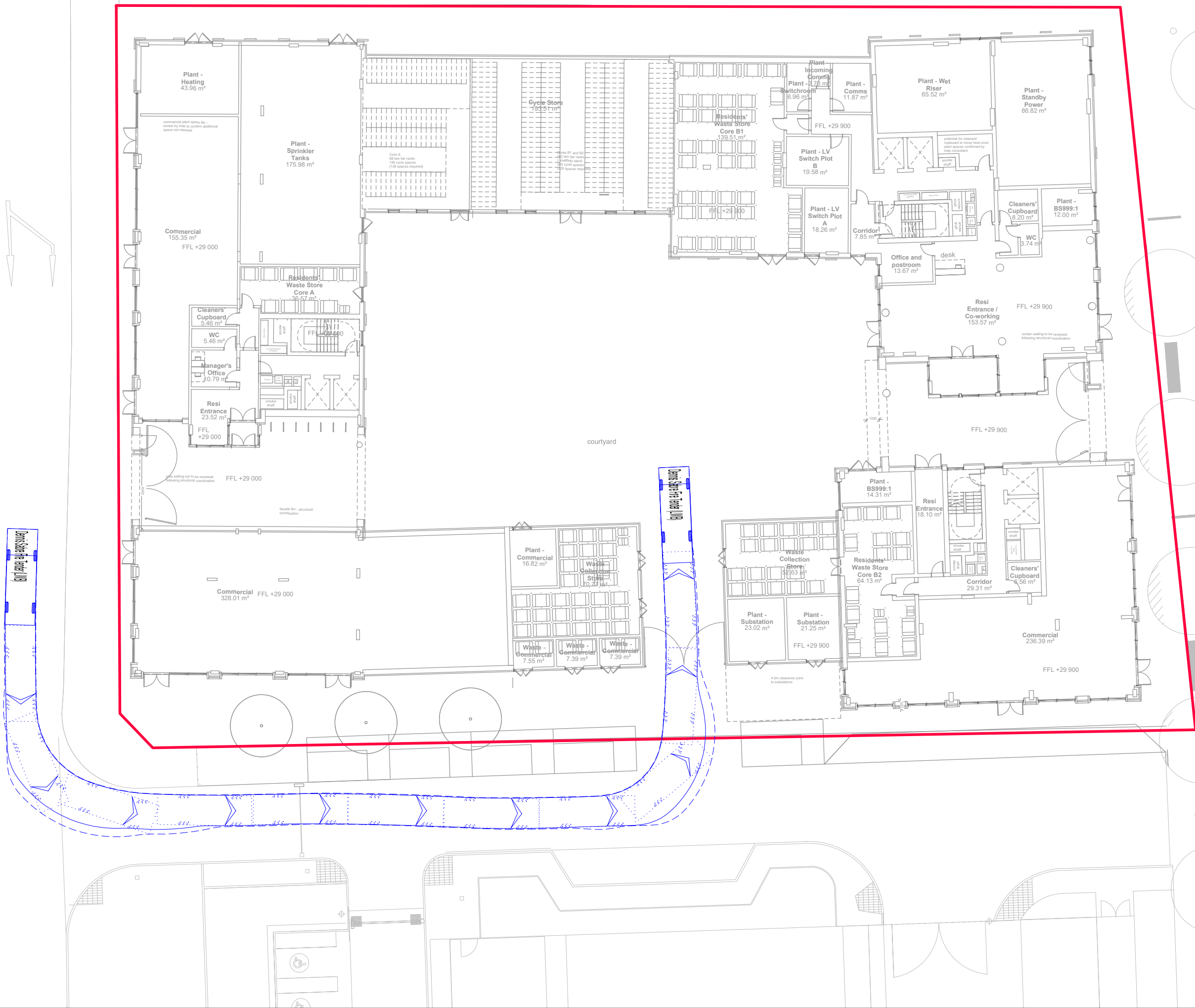
SWEPT PATH ANALYSIS

11.2m REFUSE VEHICLE

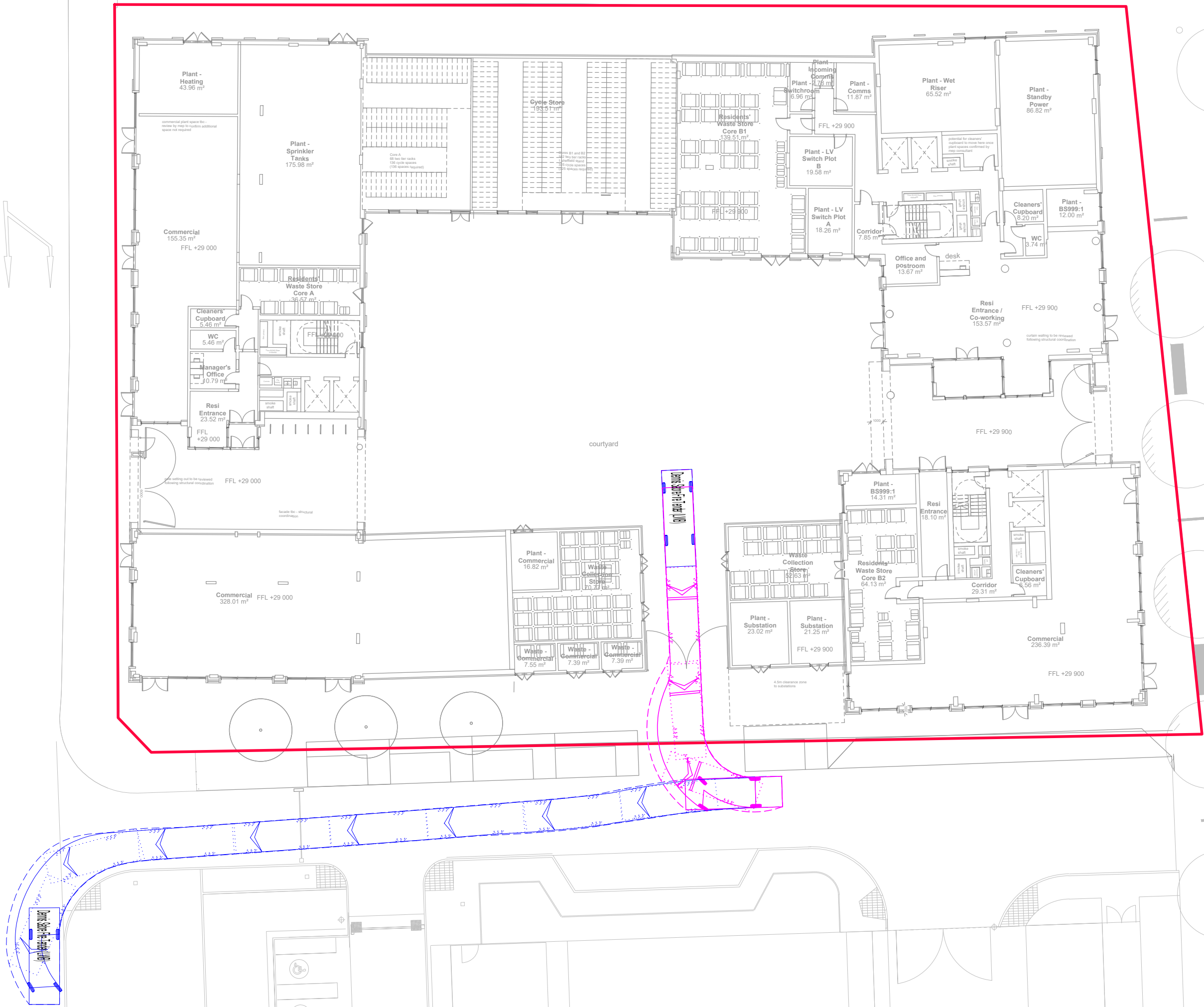
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SWEPT PATH ANALYSIS - 7.7m FIRE TENDER: INGRESS



SWEPT PATH ANALYSIS - 7.7m FIRE TENDER: EGRESS

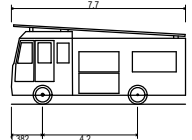


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DRAWING REFERENCE: A3564-ASA-XX-XX-DR-A-0200-P06

KEY: — INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.320m
Min Body Ground Clearance 2.500m
Track Width 2.500m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

P05	Layout updated	19/11/21	JM	AT
P04	Layout updated	08/11/21	DD	AT
P03	Layout updated	28/09/21	JM	AT
P02	Layout and routes updated	23/09/21	DD	AT
Rev:	Description:	Date:	By:	Chkd:



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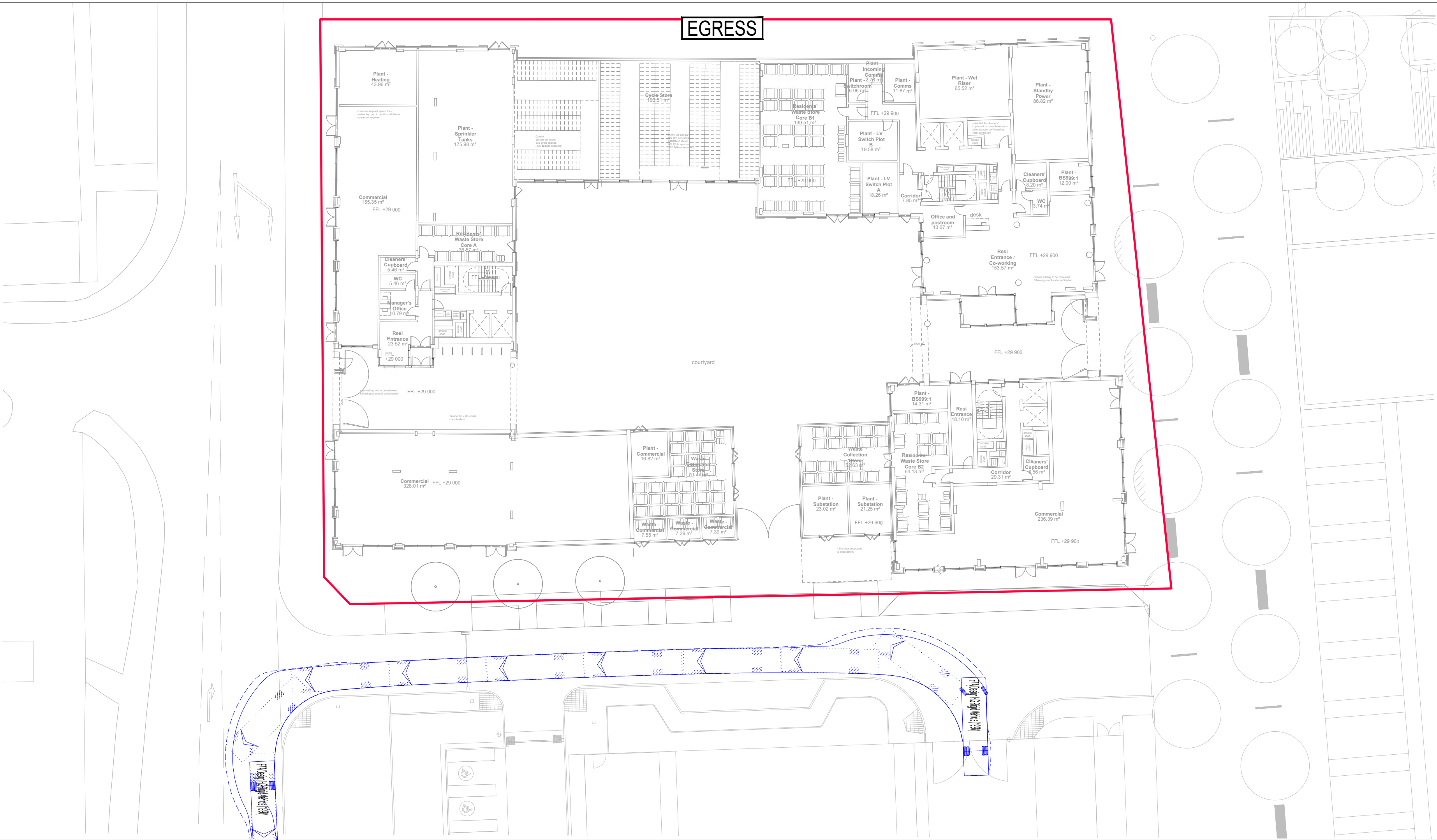
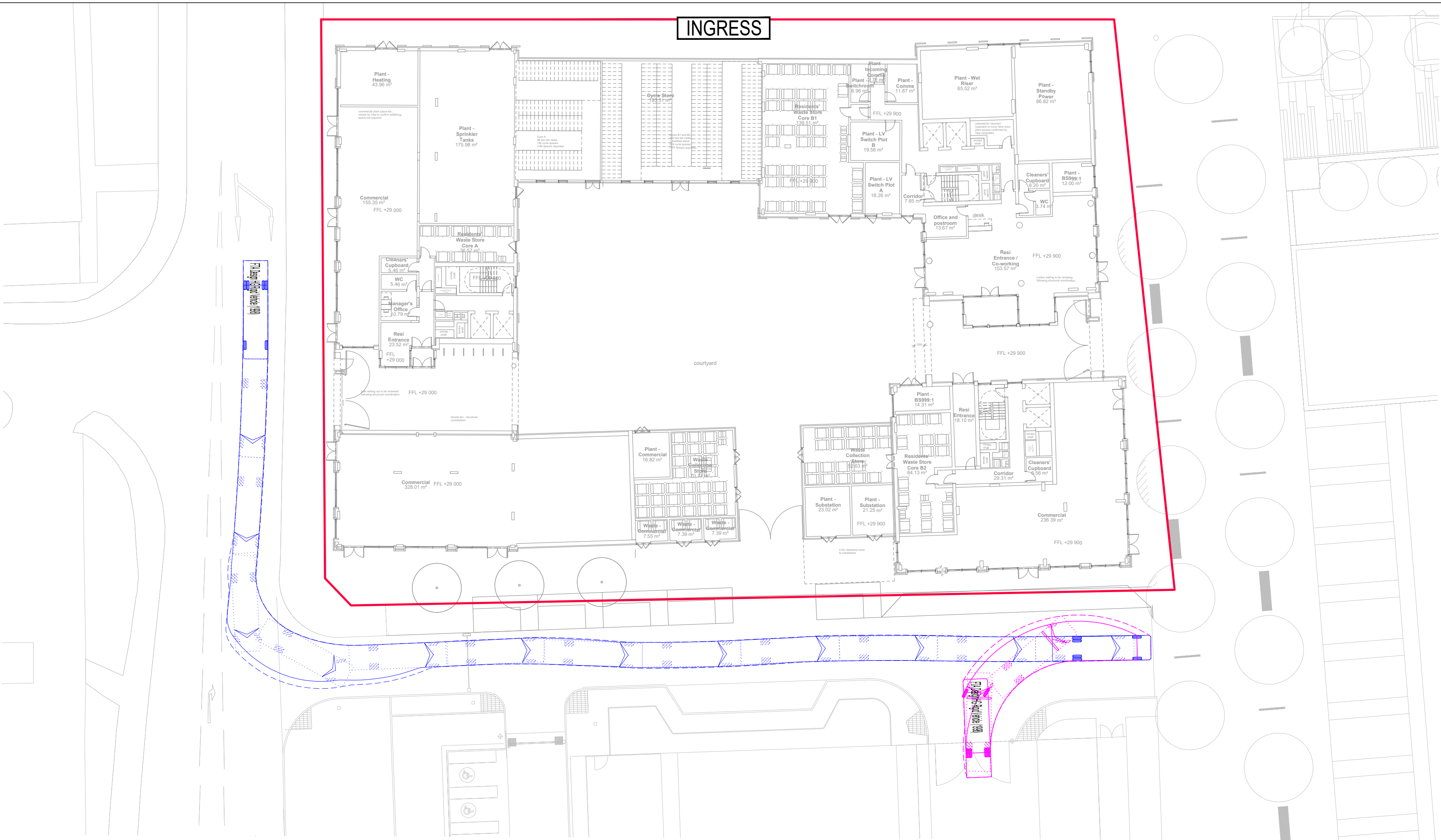
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MANCHESTER**

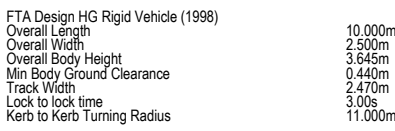
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7.7m FIRE TENDER
INTERNAL ACCESS**

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VEHICLE PROFILE:



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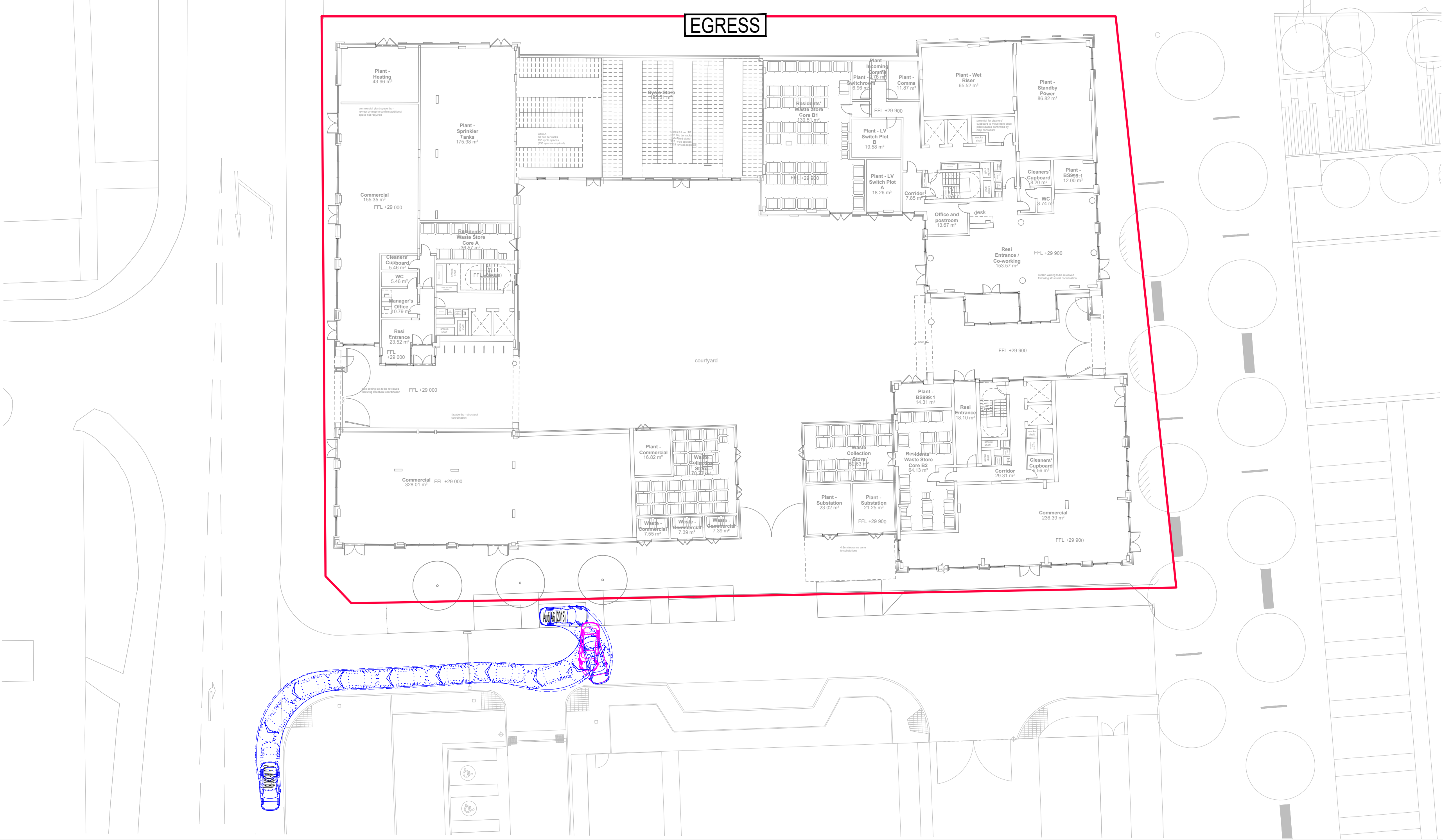
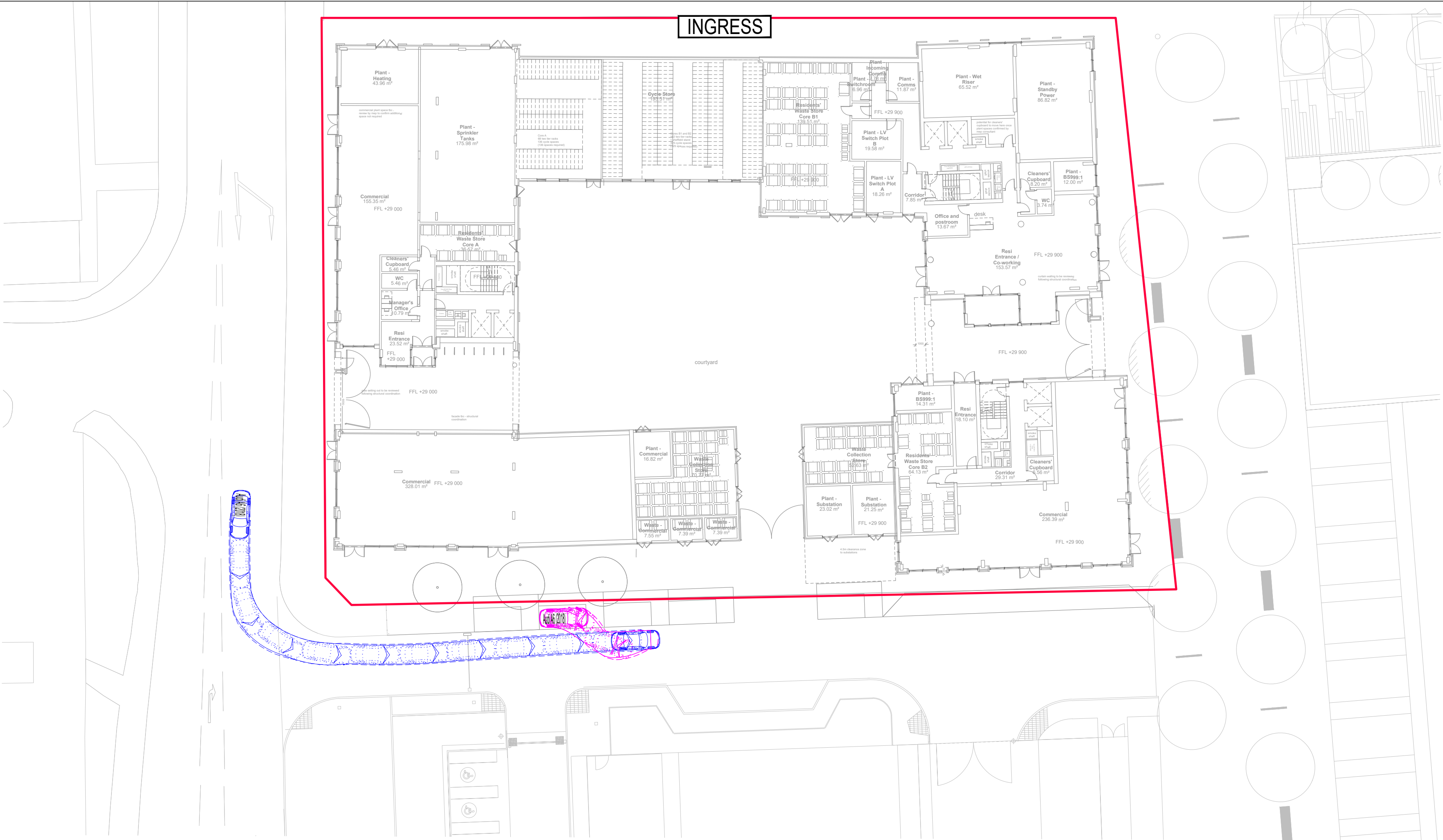
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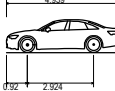


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DRAWING REFERENCE: A3564-ASA-XX-XX-DR-A-0200-P06

KEY: — INDICATIVE SITE BOUNDARY

VEHICLE PROFILE:



Audi A6 (2018)	4.80m
Overall Length	2.14m
Overall Body Height	1.42m
Min Body Ground Clearance	0.14m
Min Total Width	1.87m
Lock to lock time	4.00s
Arch to Arch Turning Radius	5.50m

P03	Layout updated	19/11/21	JM	AT
P02	Layout updated	28/09/21	JM	AT
Rev:	Description:	Date:	By:	Chkd:



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Project: **FORMER BODDINGTON BREWERY
MANCHESTER**

Dwg Title: **SWEPT PATH ANALYSIS
LARGE CAR**

Size:	Date:	Drawn By:	Designed By:	Checked By:
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Scale:	1:300			
Project No:	Originator:	Volume:	Level:	Type:
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Plans

Plan 79445-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 79445-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 79445-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 79445-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 79445-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



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Project:
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Drg Title:

SITE LOCATION REGIONAL VIEW

Status:
PRELIMINARY

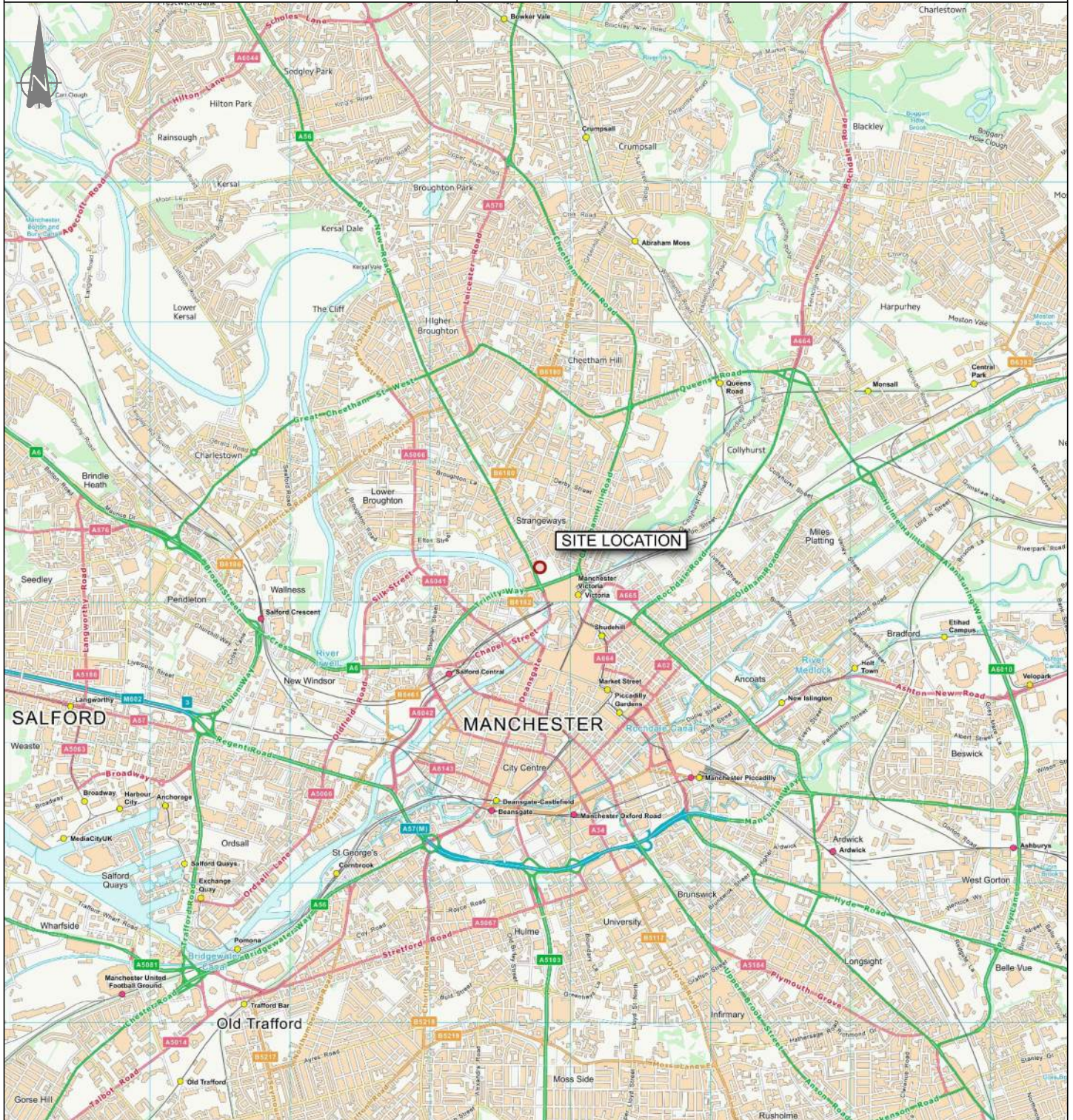
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Designed By: JM Date: 10/09/21

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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: ○ Site



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Project:
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Drg Title:

SITE LOCATION LOCAL VIEW

Status:
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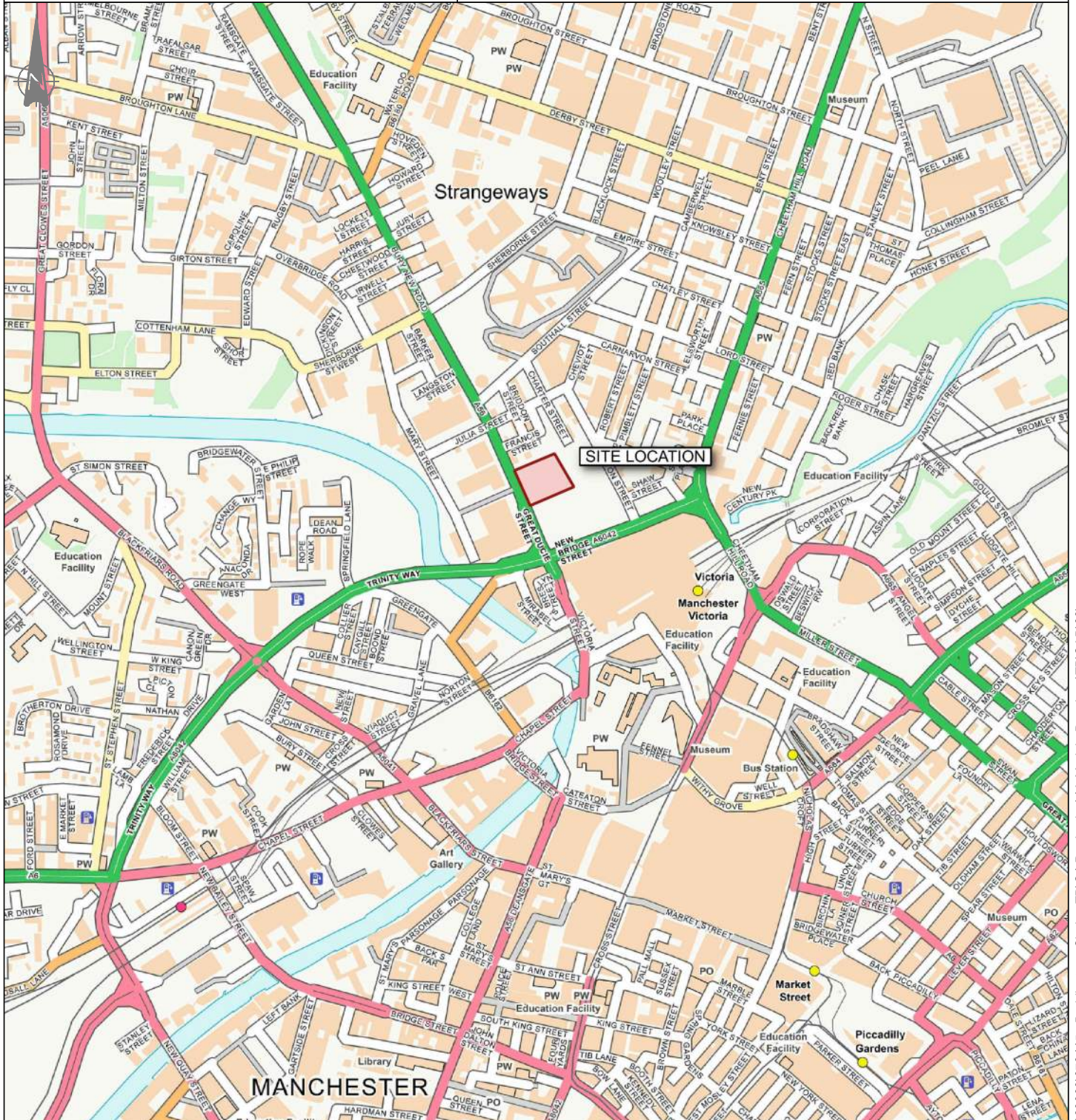
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Project:
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Drg Title:
**ACCESSIBILITY
INDICATIVE WALKING CATCHMENT**

Status:
PRELIMINARY

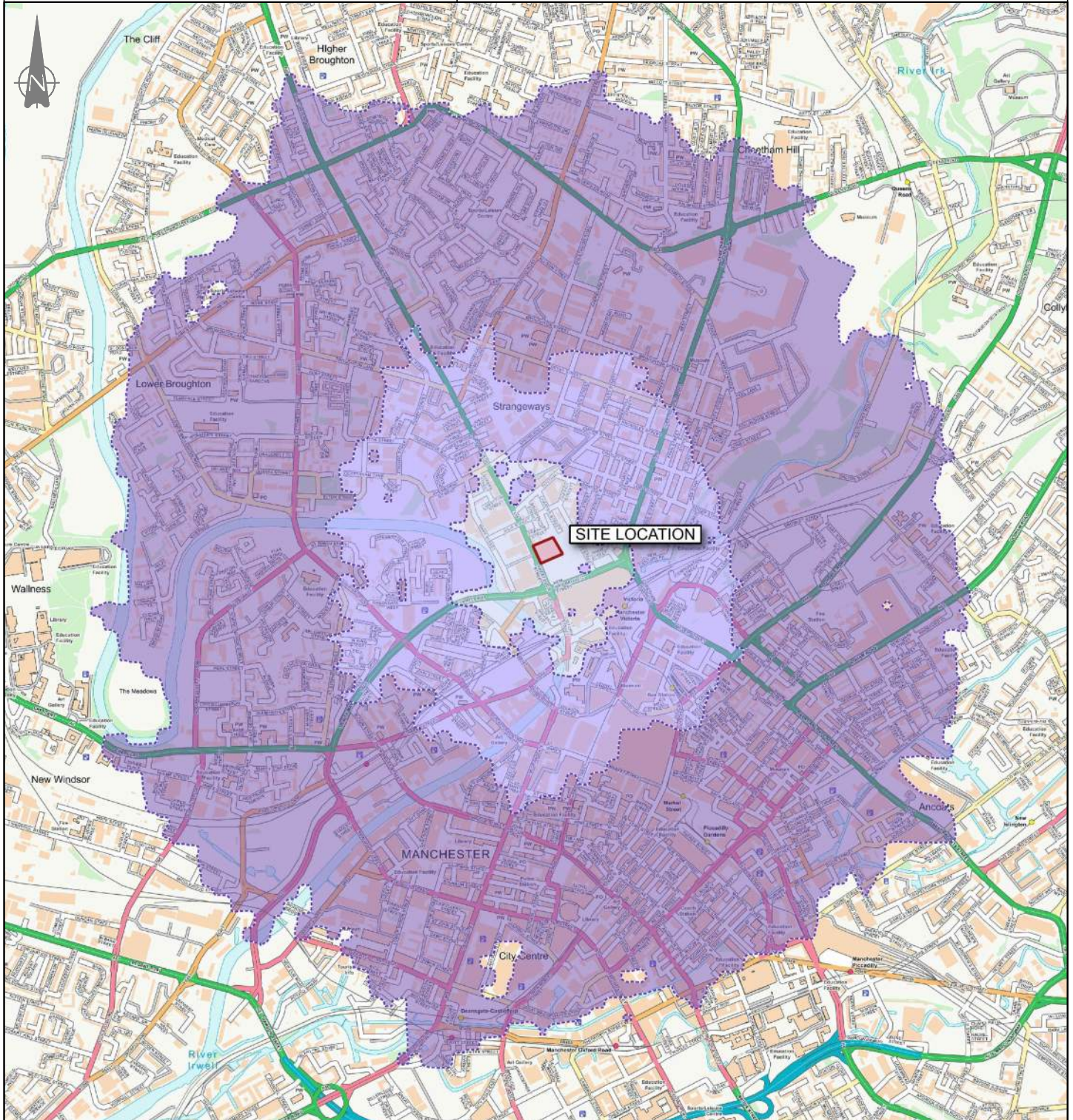
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Designed By: JM Date: 10/09/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY:  Site

Walking Catchment:

-  500m
-  1000m
-  2000m

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Project:
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Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

Status:
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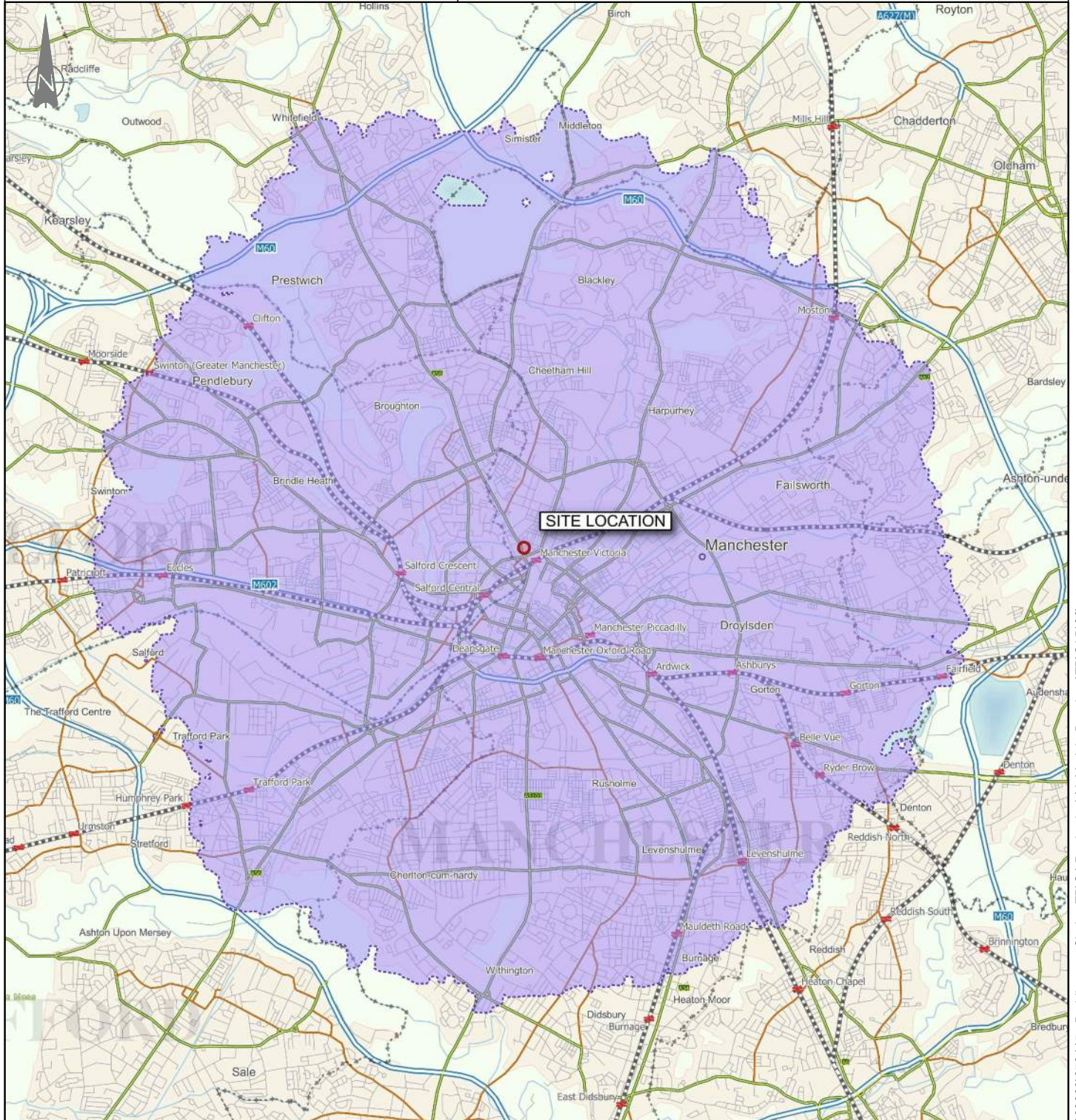
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Site Cycle Catchment:
8000m

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Project:
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Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

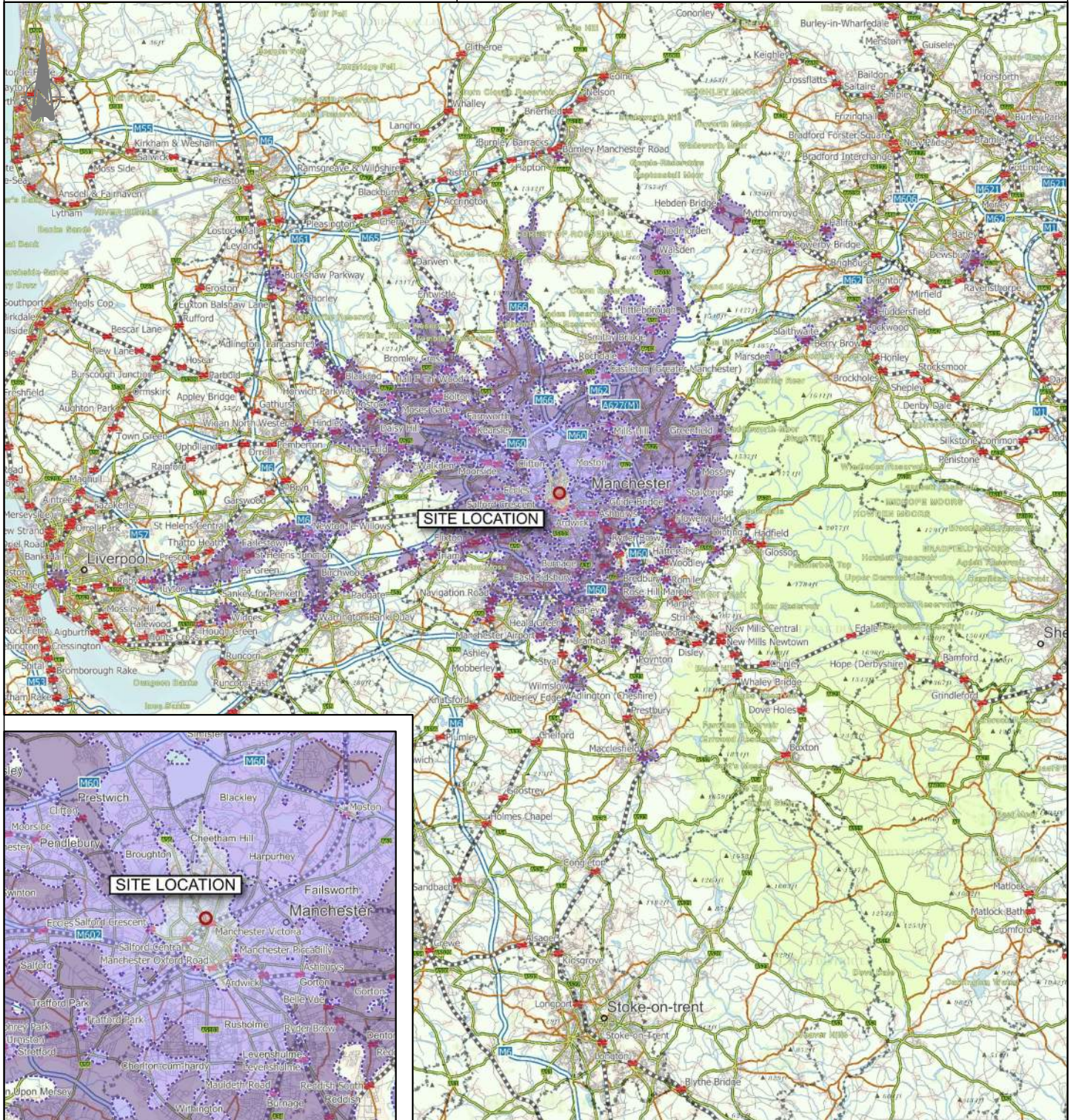
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Designed By: JM Date: 10/09/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: ● Site
Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Appendix A – Proposed Site Layout



General Notes

This drawing must not be scaled. This drawing must not be used for land transfer purposes. This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

Drawing revision prefix (not applied to sketches) :
P = Pre-Contract
C = Contract

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Rev	Revision note	Date	Drawn	Check
P01	For information	17/08/21	COB	TB
P02	For information	19/08/21	COB	TB
P03	For information	03/09/21	GN	TB
P04	For information	27/09/21	COB	TB
P05	For information	01/10/21	COB	TB
P06	For information	03/11/21	COB	TB

DRAFT
17.11.21

Client

Clarion Housing Group

Project title

A3564 Former Boddingtons
Brewery Site

Drawing title

00 Ground Floor

Scale @ A1

1 : 200

20/10/21

Drawing number

A3564-ASA-XX-XX-DR-A-0200

Proposed status

For Information P06

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Appendix B – 2011 Census Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006915 : Manchester 058
rural urban	Total

Method of Travel to Work	2011	
Work mainly at or from home	105	3.2%
Underground, metro, light rail, tram	61	1.9%
Train	95	2.9%
Bus, minibuss or coach	678	20.6%
Taxi	45	1.4%
Motorcycle, scooter or moped	7	0.2%
Driving a car or van	1,174	35.7%
Passenger in a car or van	135	4.1%
Bicycle	76	2.3%
On foot	874	26.6%
Other method of travel to work	34	1.0%
TOTAL	3,284	100.0%

Method of Travel to Work	2011	
Work mainly at or from home	105	3.2%
Public Transport	834	25.4%
Driving a car or van	1,174	35.7%
Passenger in a car or van	135	4.1%
Bicycle	76	2.3%
On foot	874	26.6%
Other	86	2.6%
TOTAL	3,284	100.0%

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