



Manchester Life, Poland Street Zone- Jersey Wharf Transport Statement

*For Manchester Life Development Company
3 Ltd.*

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CONTENTS

1.	INTRODUCTION.....	1
1.1	The Planning Application	1
1.2	Scoping	1
1.3	Site Location and Background.....	1
1.4	Structure of Report	3
2.	EXISTING CONDITIONS.....	4
2.1	Site Location and Description	4
2.2	Highway Network.....	5
2.3	Accident Analysis	7
3.	TRANSPORT POLICY CONTEXT	9
3.1	Preamble.....	9
3.2	National Planning Policy Framework	9
3.3	Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making ...	9
3.4	Manual for Streets [MfS]	10
3.5	Guidelines for Providing Journeys on Foot	10
3.6	Greater Manchester Local Transport Plan	11
3.7	Manchester Core Strategy	11
3.8	Ancoats and New Islington Neighbourhood Development Framework.....	14
3.9	Manchester Residential Quality Guidance	16
3.10	Manchester City Council Draft City Centre Transport Strategy (2020)	16
3.11	Manchester City Council Parking Standards	17
3.12	Summary.....	18
4.	SUSTAINABLE ACCESSIBILITY.....	19
4.1	Accessibility on Foot	19
4.2	Accessibility by Cycle.....	20
4.3	Accessibility by Bus	22
4.4	Accessibility by Metrolink	22
4.5	Accessibility by Rail	23
4.6	Journey Times by Public Transport	24
4.7	Conclusions.....	24
5.	DEVELOPMENT PROPOSALS.....	25
5.1	Overview	25

5.2	Site Access Arrangement	25
5.3	Parking	26
5.4	Servicing.....	27
5.5	The Ancoats Mobility Hub.....	28
6.	TRIP GENERATION.....	29
6.1	Trip Generation.....	29
7.	SUMMARY AND CONCLUSION	30
7.1	Summary.....	30
7.2	Conclusion	31

Tables

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)	10
Table 3.2: Acceptable Walking Distances.....	11

Figures

Figure 1.1: Site Location.....	2
Figure 2.1: Site Location Plan.....	5
Figure 2.2 Jersey Street.....	6
Figure 2.3: Poland Street	7
Figure 2.4: Study Area Collision Data Map.....	8
Figure 4.1: 2km Walking Catchment.....	20
Figure 4.2: 5km cycling Catchment.....	21
Figure 4.3: Metrolink Network Map	23
Figure 4.4: New Islington Tram Stop Map.....	23
Figure 4.5: 60-minute Public Transport Isochrone.....	24
Figure 5.1: Proposed Site Layout	25
Figure 5.2 Extent of the Proposed TROs.....	26

Appendices

Appendix A	Scoping Discussions with MCC
Appendix B	Road Safety Audit
Appendix C	Accessibility Figures
Appendix D	Proposed Site Layout
Appendix E	Traffic Regulation Orders
Appendix F	Visibility Splays
Appendix G	Swept Path Analysis Drawing - Large Car
Appendix H	Loading Bays

Appendix I Fire Tender

1. INTRODUCTION

1.1 The Planning Application

- 1.1.1 Hydrock has been instructed by Manchester Life Development Company 3 Ltd. to prepare a Transport Statement [TS] in support of a planning application for Full Planning Permission and Demolition within a Conservation Area.
- 1.1.2 The proposals comprise the development of land bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/ Works to the east to deliver a residential development, with ground floor commercial floorspace, and ancillary amenity space within an 8-storey building, cycle parking provision, hard and soft landscaping, access and servicing and other associated works.
- 1.1.3 The development will provide 190 apartments and 636m² of commercial space (Use Class E).
- 1.1.4 The site is currently occupied by a low-rise warehouse and associated hard standing providing parking and loading facilities for the unit.
- 1.1.5 Three disabled bays will be provided within the proposed development in addition to two drop-off loading bays. Additional car parking provision of 60 spaces will be facilitated within the recently consented Ancoats Mobility Hub (Planning Reference: 130627/FO/2021). The Hub will be located on Poland Street and is a short walk for the Jersey Wharf site.
- 1.1.6 The Ancoats Mobility Hub development was received planning consent in July 2021 and will include a mix of commercial space, 408 car parking spaces 25% of which being EV spaces rising to 100%, car club facilities, parking spaces and a deliveries hub. Residents of the proposed development will be encouraged to use the sustainable facilities implemented by The Hub development.
- 1.1.7 This report will consider the impact of the proposed Jersey Wharf development on the local highway network.

1.2 Scoping

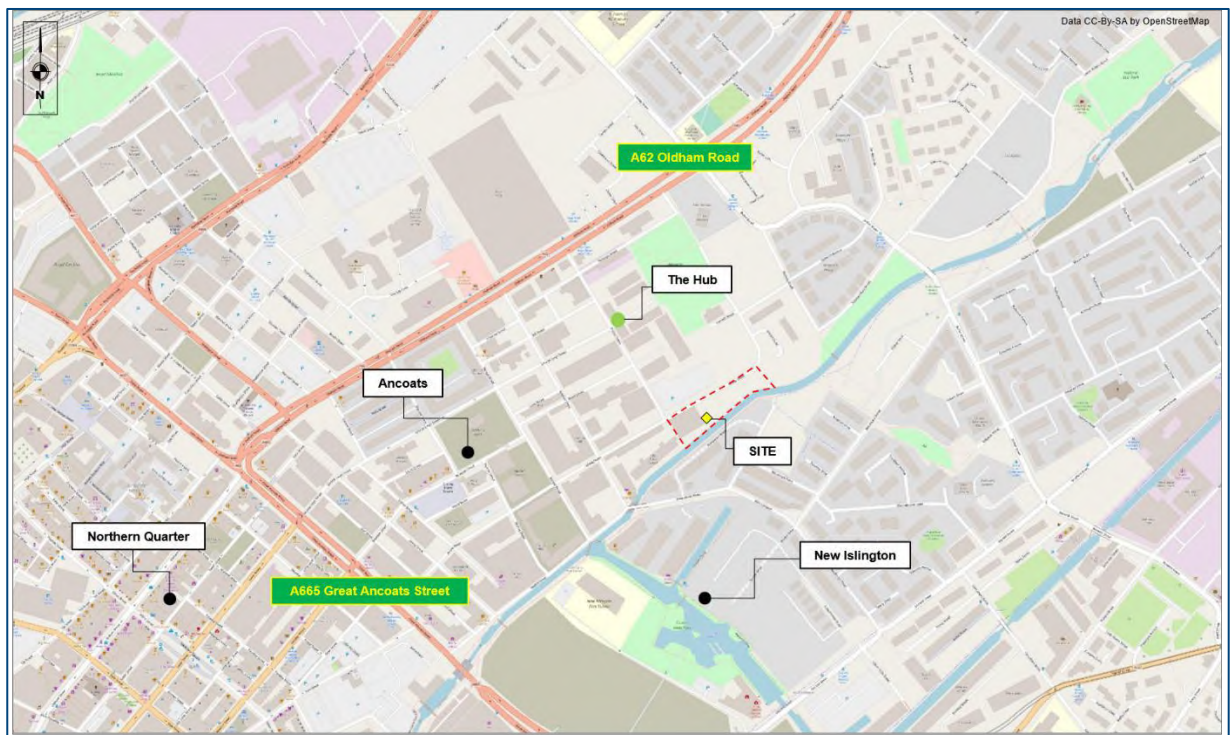
- 1.2.1 Hydrock have undertaken pre-application scoping discussions via email with Manchester City Council Highways Team in March 2021. A copy of the email correspondence with Manchester City Council highways team is presented in **Appendix A** of this report.
- 1.2.2 The Scoping discussions highlighted the requirement for a Road Safety Audit to assess the proposed access point to a loading area in relation to the existing access to Flint Glass Wharf. The Road Safety Audit is presented in **Appendix B**.

1.3 Site Location and Background

- 1.3.1 The site is bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east.
- 1.3.2 The eastern portion of the Site is grassland area, the middle of the site is currently vacant and comprises hardstanding, the western portion of the site comprises a low-rise warehouse and associated car park. The Site is currently fenced off which restricts access.
- 1.3.3 The eastern portion of the Site is currently vacant and comprises hardstanding. The western portion of the Site comprises a low-rise warehouse and associated car park.

- 1.3.4 A historic infilled canal arm, Prussia Arm, is present at the Site on a north south axis which crosses under the original stone bridge on Jersey Street. As such the level on Jersey Street rises by approximately two metres along its length in both directions. It is anticipated that this canal arm bridge will be removed by Manchester City Council's public realm project prior to the start on site regularising the levels along Jersey Street.
- 1.3.5 Adjacent to the west of the Site are Flint Glass Works and Flint Glass Wharf, warehouses converted to offices and residential respectively. Across Jersey Street to the north of the Site is recently approved Eliza Yard, a mid-rise residential development being brought forward by Manchester Life as part of the next phase of regeneration within Ancoats as well as a large surface car park. To the east of the Site is a grassland area.
- 1.3.6 The location of the site is illustrated in **Figure 1.1** below.

Figure 1.1: Site Location



Source: OpenStreetMap

- 1.3.7 This report has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document.
- 1.3.8 It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.
- 1.3.9 The report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.4 Structure of Report

1.4.1 This report comprises seven sections, including this introduction:

- **Section 2** offers a site description and review of the existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** summarises the traffic impact of the development; and,
- **Section 7** sets out the summary and conclusions.

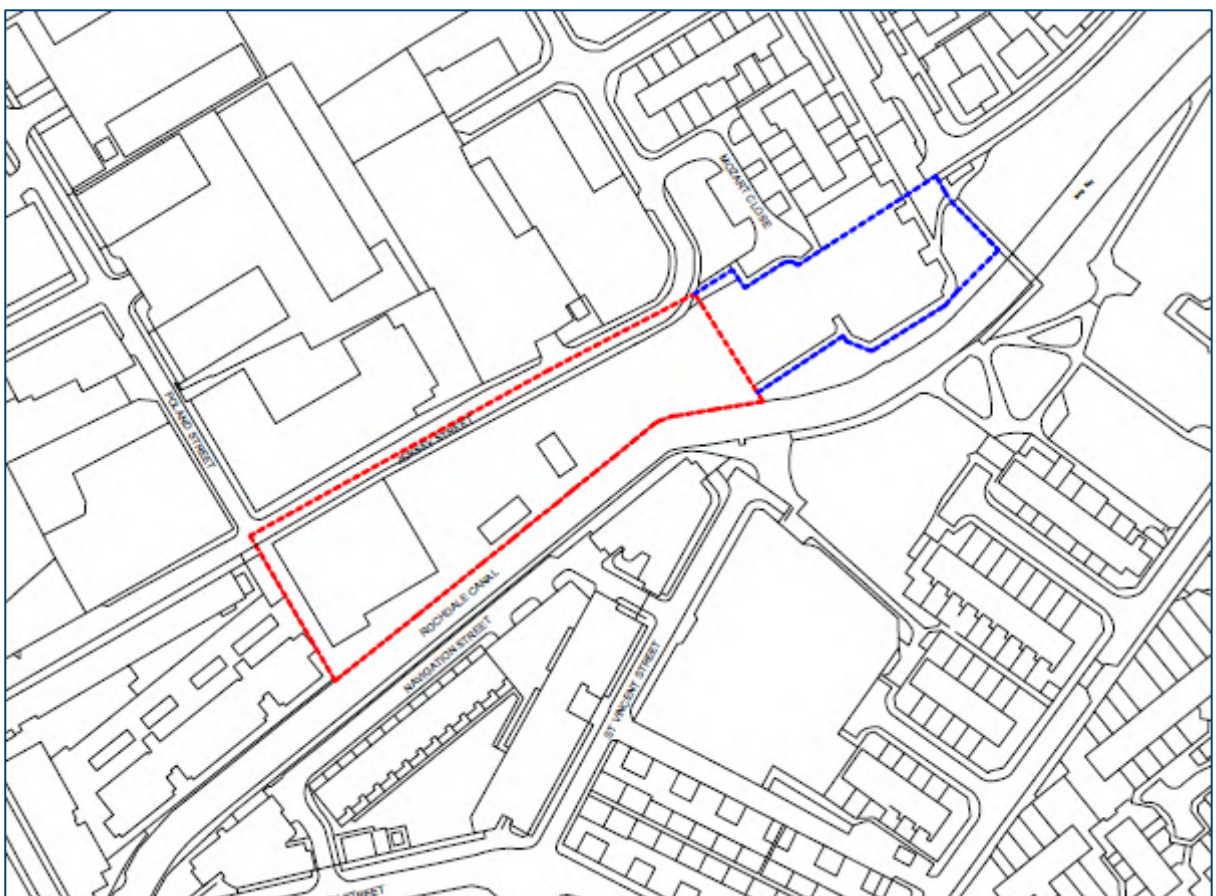
2. EXISTING CONDITIONS

2.1 Site Location and Description

- 2.1.1 The Site lies within the Ancoats and Beswick ward. During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years. The decline of Britain's textile industry saw Ancoats' population decline. By the '90s the area was suffering from high levels of crime and dereliction. From the early 1990s onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area. The 2008 financial crisis halted many previous regeneration and placemaking efforts. With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the Eastern edge of the city centre.
- 2.1.2 Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country. Developers, landlords, cultural venues, local businesses and community groups now contribute towards community cohesion, safety, and the continued improvement of public spaces. Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013. New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice. Manchester Life Development Company has delivered over 1,250 new homes for rent and sale across Ancoats and New Islington, including the refurbishment of the Grade II* Murrays' Mills. 213 more have been completed since Summer 2021. Space for 14 local businesses has been provided across Manchester Life's developments with more coming in summer 2021. Collectively they have won a number of awards within two years of opening. Tenants have been identified, and leases managed closely to control opening hours and help create an attractive community for both businesses and residents, and a vibrant daytime and evening economy. In July 2021 planning permission was granted for the next phase of development in Ancoats and New Islington. This included two Manchester Life Schemes - the Ancoats Mobility Hub and residential development known as Eliza Yard.
- 2.1.3 The Site is located within the Ancoats Conservation Area; however, the quality is severely degraded in this part of the conservation area. The nearest listed building to the development Site is the Grade II Listed Union Street Bridge, located approximately 87.3m to the west of the Site.
- 2.1.4 The Site is located within Flood Zone 1 which means that there is less than 0.1% chance of flooding per annum. It falls within a Critical Drainage Area as prescribed by the Manchester, Salford and Trafford Strategic Flood Risk Assessment.
- 2.1.5 The Site is located within the Ancoats and New Islington area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by Manchester City Council in October 2014.
- 2.1.6 In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The Neighbourhood Development Framework states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking.

- 2.1.7 The site benefits from its location on the north eastern edge of Manchester City Centre, the principal economic driver for the City Region and a focus for employment, leisure, retail and cultural facilities. In addition, it benefits from excellent connections to public transport. In this regard, the site is located within walking distance of Manchester Piccadilly Station and Victoria Station which provide national and regional rail links, as well as acting as transport interchanges for local rail services and Metrolink services across Greater Manchester. In addition, Shudehill Bus Station and Metrolink Station and Market Street Metrolink station are within walking distance of the site, providing connectivity to all lines on the Metrolink network and a number of regional bus services.
- 2.1.8 A detailed location plan of the site and the surrounding area is illustrated in **Figure 2.1**.

Figure 2.1: Site Location Plan



2.2 Highway Network

- 2.2.1 The following sub-sections offer a full description of the local highway network, including infrastructure characteristics and local highway traffic conditions.

Jersey Street

- 2.2.2 Jersey Street is a single carriageway road which bounds the site to the north, extending from Rodney Street to the east to meet with the A665 Great Ancoats Street to the west. Jersey Street in proximity to the proposed development Site is governed by limited no waiting at any time (single yellow lines) traffic regulation orders [TROs].

- 2.2.3 Due to being within the Ancoats Controlled traffic calming zone, Jersey Street is subject to a 20mph speed restriction. Pedestrian movements are aided through wide, lit footways, tactile paving and low kerbs. Jersey Street is illustrated in **Figure 2.2** below.

Figure 2.2 Jersey Street



Poland Street

- 2.2.4 Poland Street is single carriageway road, featuring a circa 4.5m wide carriageway with pedestrian footways on both sides of the carriageway. The road currently provides a link from the A62 Oldham Road in the north to meet with Jersey Street in the south.
- 2.2.5 The road extends for circa 250m in a north/south direction. Poland Street is governed by limited no waiting at any time (single yellow lines) TROs, as part of the Eliza Yard development, the TROs will change to no waiting at any time (double yellow lines) The road is subject to a 20mph speed restriction.
- 2.2.6 Poland Street is illustrated in **Figure 2.3**.

Figure 2.3: Poland Street



2.3 Accident Analysis

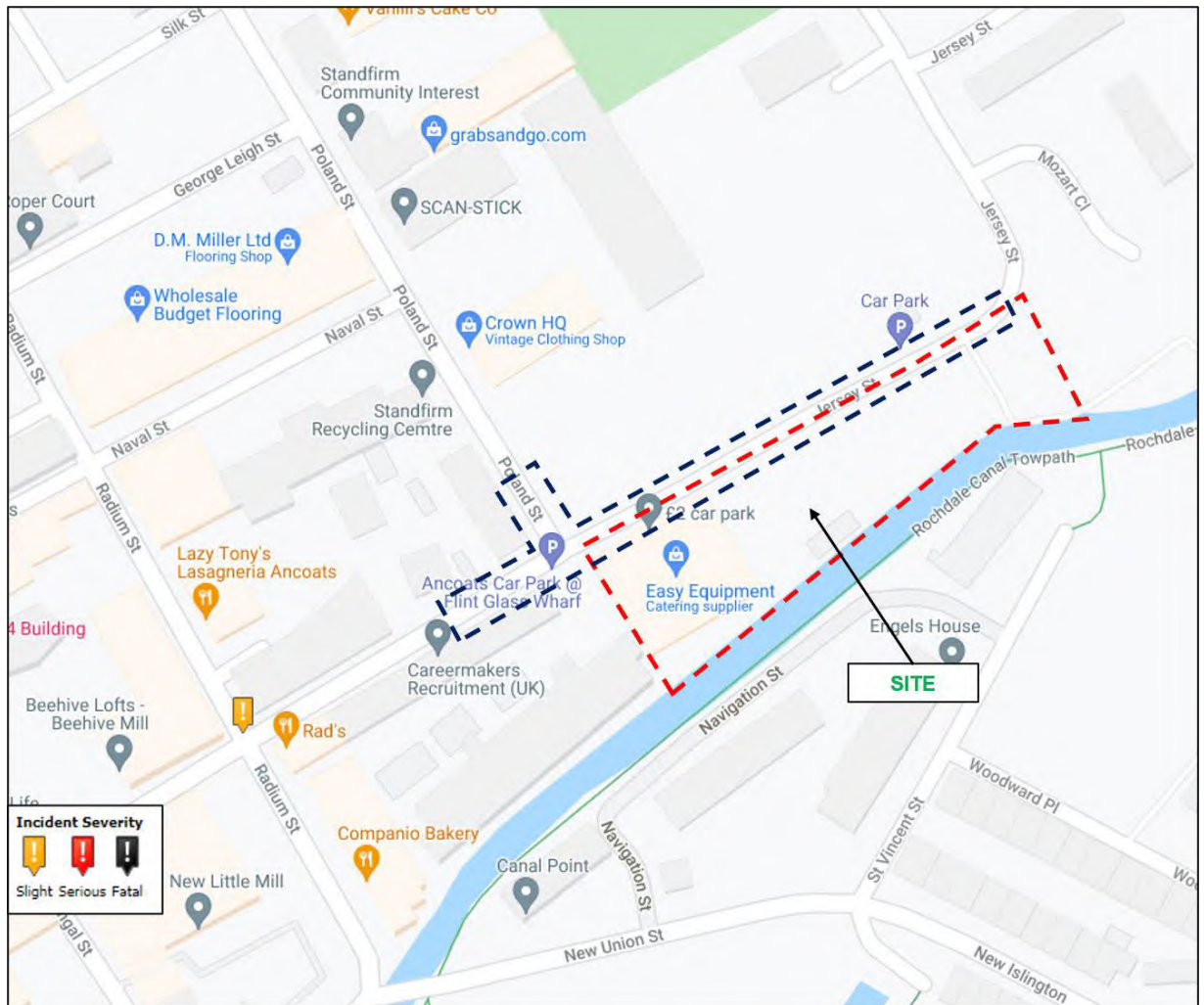
2.3.1 The DfT document “Guidance on Transport Assessment” states that:

“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.

2.3.2 This subsection considers the accident record within the local study network to establish if there are any specific highway safety issues that need to be considered.

2.3.3 A review of the Personal-Injury Accidents (PIAs) recorded within the study area has been undertaken using the most recently available five-year data (1st January 2016 - 31st December 2020) available from the DfT. Examination of the PIA data revealed that 12 accidents have occurred within the study area during the five-year period. **Figure 2.6** illustrates the accident plot for the study area for the most recent 5-year period, as obtained from Crashmap.

Figure 2.4: Study Area Collision Data Map



Source: Crashmap.co.uk

- 2.3.4 The figure illustrates that no accidents have occurred within the immediate vicinity of the development site within the latest five-year period.
- 2.3.5 From the above it is evident that the accident record within the immediate vicinity of the site is low, no accidents per year occurring within the study area in the last 5 years. There have been no fatal accidents within the study network during the analysed period.
- 2.3.6 Whilst all accidents are unfortunate it is Hydrock's view that the occurrence of accidents within the wider Ancoats area are random and can be attributed to random fluctuations, circumstantial factors and driver behaviour as the main causes and therefore do not give rise to a material concern.

3. TRANSPORT POLICY CONTEXT

3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).
- 3.2.5 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.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.
- 3.2.8 The accessibility of the development is discussed in **Section 4**.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.3.3 The proposed development's sustainable accessibility is presented in **Section 4** and **Section 5**.

3.4 Manual for Streets [MfS]

3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

3.4.6 Sustainable access for the development is discussed in **Section 4**.

3.5 Guidelines for Providing Journeys on Foot

3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation’s (CIHT’s) “Guidelines for Providing for Journeys on Foot”. **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.5.2 The accessibility of the development is discussed in **Section 4**.

3.6 Greater Manchester Local Transport Plan

3.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.6.2 One of the priority interventions for the Manchester Regional Centre includes improvements to the Manchester and Salford Inner Relief Route Improvements at Great Ancoats Street. The scheme aims to unlock the potential regeneration and growth to the north and east of Great Ancoats Street (A665) by reducing severance and improving the public realm.

3.6.3 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

3.7 Manchester Core Strategy

3.7.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Development Framework (LDF). It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

3.7.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.

3.7.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

Policy T1 - Sustainable Transport

3.7.4 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- *"Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 1. *Pedestrians and disabled people*
 2. *Cyclists, public transport*
 3. *Commercial access*
 4. *General off-peak traffic*
 5. *General peak time traffic"*

Policy T2 - Accessible Areas of Opportunity and Need

3.7.5 The Council will actively manage the pattern of development to ensure that new development:

- *"Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*

- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:*
 - » *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - » *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - » *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - » *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - » *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *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. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - » *District Centres*
 - » *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

Policy T3 - Strategic Integration

- 3.7.6 The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:
- *"Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.*
 - *The Council also supports future aspirations to extend the network to Trafford Park and Stockport.*
 - *A second Metrolink crossing in the City Centre.*
 - *A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.*
 - *The Cross-City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.*
- 3.7.7 *Any proposals which would prejudice the implementation of the strategic integration of projects will be refused."*

3.8 Ancoats and New Islington Neighbourhood Development Framework

- 3.8.1 The Neighbourhood Development Framework (NDF) was adopted in October 2014 and updated in 2016. The NDF has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live.
- 3.8.2 The NDF has guided development across the neighbourhoods and Ancoats has been transformed from a depopulated, declining industrial zone into one of the UK's most desirable emerging neighbourhoods.
- 3.8.3 The document details some of the principles that are required to facilitate and accommodate the predicted increase in the Ancoats and New Islington areas.
- 3.8.4 A summary of the key principles relating to pedestrian, cycling and sustainable modes of transport are provided below:

- "More generally, new development should contribute towards a walkable, pedestrian and cycle - friendly environment.
- New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.
- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport.
- A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design."

- 3.8.5 Additionally, the NDF document also states the following in relation to the growth of the Ancoats and New Islington District and the transportation services it offers:

"Exceptional transport connections: As long-distance commuting continues to become more costly and time consuming, central locations such as Ancoats and New Islington have become increasingly attractive destinations due to their ease of access to employment opportunities and also to public transport. Ancoats and New Islington are extensively served by good transport links and high-quality existing infrastructure. Significant investment in the city's public transport infrastructure will ensure it is better connected and has the capacity to grow. In particular, it is worth emphasising the area's proximity to Piccadilly and Victoria Stations both of which are the subject of major public investment in the form of HS2 and the Northern Hub. In relation to Metrolink, a new stop and gateway to the wider network has been created at New Islington which provides quick access back to Piccadilly. The area additionally has excellent access to walking and cycling routes and the city's Inner Ring Road and important arterial routes heading out to the M60 and the wider motorway network."

- 3.8.6 Furthermore, the NDF also acknowledges that there are existing road constraints within the Ancoats and New Islington District, which adds to the 'neighbourhood environment' and connectivity within the area, stating the following:

"The vehicle dominated environment of Oldham Road and Great Ancoats Street constrain a sense of connectivity with the wider area and contribute to Ancoats and New Islington's insular character."

The local streets which make up the Ancoats and New Islington area are typically narrow single carriageways and many of the junctions do not include priority control. Formal on-street parking is also prevalent. The local network has been designed this way in attempt to reduce vehicle speeds and improve safety for pedestrians and cyclists.

There is an issue associated with the current vehicular “rat runs” which exist throughout the Study Area. As this has been identified as a specific challenge for the Study Area, it is therefore considered within this update.”

- 3.8.7 The NDF also confirms that non-vehicle traffic movements are high within the Ancoats and New Islington District, and vehicle traffic is typically low and at low speeds.

“Other streets within the Ancoats grid, such as Jersey Street, Blossom Street and George Leigh Street are heavily used by pedestrians and cyclists, though vehicular traffic is limited and slow moving.”

- 3.8.8 MCC has recently refreshed the NDF with specific master planning focus on the area known as Poland Street Zone. The purpose of the refresh is to ensure that it incorporated current thinking in terms of the redevelopment of the area and is properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing.

- 3.8.9 The master plan described this area as having an interrupted street grid pattern that is dominated by two industrial estates on Poland Street; vacant and underutilised sites that detract from the visual amenity; being part of the Conservation Area but gaining little benefit from that; as having some open space at Kemp Street that attracted a high level of anti-social behaviour; with a lack of pedestrian footfall and visible daytime activity; and with low value buildings that do not front onto the Rochdale Canal and therefore do not exploit the advantage of a waterside location.

- 3.8.10 The specific objectives that are now being proposed for this area in the refresh of the NDF are:

- "the reinstatement of the grid pattern street layout to improve connectivity and movement through the area as well as creating legible routes that draw pedestrians into the area and through to the surrounding areas;
- the creation of a mixed living and working neighbourhood, delivering flexible commercial floorplates for office and modern light industrial uses that can co-exist with a residential development that offers a range of typologies and tenures including the provision of affordable housing; and
- the creation of high-quality amenity and green spaces integrated with surrounding uses and would draw people into and through the area."

- 3.8.11 Following public consultation, the Ancoats and New Islington Neighbourhood Development Framework [NDF] Character Area 3 - Poland Street Zone was approved by MCC’s Executive Committee in July 2020.

- 3.8.12 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council’s Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the ‘Poland Street Zone Public Realm Strategy’. One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe

connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats

3.8.13 Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.

3.8.14 The proposed development accords with the Ancoats NDF, the development proposals and links to the wider Ancoats area are presented in **Section 5**.

3.9 Manchester Residential Quality Guidance

3.9.1 Manchester's Residential Quality Guidance outlines the considerations, qualities and opportunities that will help deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

3.9.2 The document highlights nine 'key ingredients' for developments in Manchester. The ingredients incorporate a number of key actions relating to walking, cycling and sustainable modes which have particular relevance to the application site. A list of these key actions is presented below:

- *"Facilitate and encourage walking and cycling;*
- *Create clear, safe and obvious connections to the public transport network; and*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building."*

3.9.3 The proposed development will encourage walking and cycling throughout Ancoats and will provide secure cycle parking, this is presented in **Section 4** and **Section 5**.

3.10 Manchester City Council Draft City Centre Transport Strategy (2020)

3.10.1 The Draft City Centre Transport Strategy 2020 framework developed with TFGM, Salford City Council and GMCA outlines plans for future City Centre Transport. The strategy envisions a well-connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling. The strategy is for travel in and around the centre from 2020-2040.

3.10.2 One of the main ambitions contained in the Draft City Centre Transport Strategy is **"Walking is the main way of getting around the city centre"** - The city centre is safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, green and accessible; catering for everyone, no matter what their age or mobility needs.

3.10.3 A further ambition is **"Parking in the city centre is smarter and integrated with other modes"** - Parking is reduced and appropriately located in the city centre but available to those with specific mobility needs. Outside of the city centre, parking is smarter and better integrated with other modes of travel.

3.10.4 Finally, another key ambition is **"The city centre benefits from better public transport connections"** - There are better rail connections to other cities and towns (to support commuting, business and leisure trips), more capacity on peak hour Metrolink, bus and rail services, and better integration between modes. Operating hours support travel at evenings and weekends, particularly for leisure and

commuting trips. Cross-city services are convenient, reliable, safe and secure, clean, quiet and accessible to all.

- 3.10.5 Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) have several committed transport interventions for the city centre, which will be delivered in the next five years and contribute to achieving the vision.
- 3.10.6 One of the key improvements across the City Centre with regards to Ancoats is the 'Ancoats Travel Hub' which states the following:
- » Proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives;
 - » Designed to provide access to sustainable modes including cycling and walking, public transport and car clubs;
 - » Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
 - » Inclusion of secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
 - » Promotion of EVs where private car use is required, with EV charging infrastructure provided;
 - » Utilising the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities;
 - » Use of the hub for a local car club which encourages flexible car sharing/ rental over car ownership, offering a range of vehicles to suit as many users as possible. Visible to users via digital means such as an app; and
 - » A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo bikes.
- 3.10.7 The proposed development corresponds with the Manchester City Centre Transport Strategy, this is discussed within **Section 4** and **Section 5**.

3.11 Manchester City Council Parking Standards

- 3.11.1 Appropriate parking standards are also recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.
- 3.11.2 The council recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.
- 3.11.3 Although maximum car parking standards and minimum cycle parking standards are given for different land uses, these do not apply to the city centre where each development will be considered on a case-by-case basis.
- 3.11.4 Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

3.11.5 The proposed development provides three accessible bays for residents, additional parking for the site will be facilitated by the provision of spaces located within the proposed Ancoats Mobility Hub. The parking provision is discussed in **Section 5**.

3.12 Summary

3.12.1 The above policy review summaries the transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

3.12.2 Throughout this TS it will be demonstrated that the proposed development scheme will be designed to satisfy the key objectives within NPPF, GMLTP4, Manchester's Core Strategy, NDF and Manchester's Residential Quality Guidance documents by being able to promote more sustainable transport choices and reduce reliance on travel by private car.

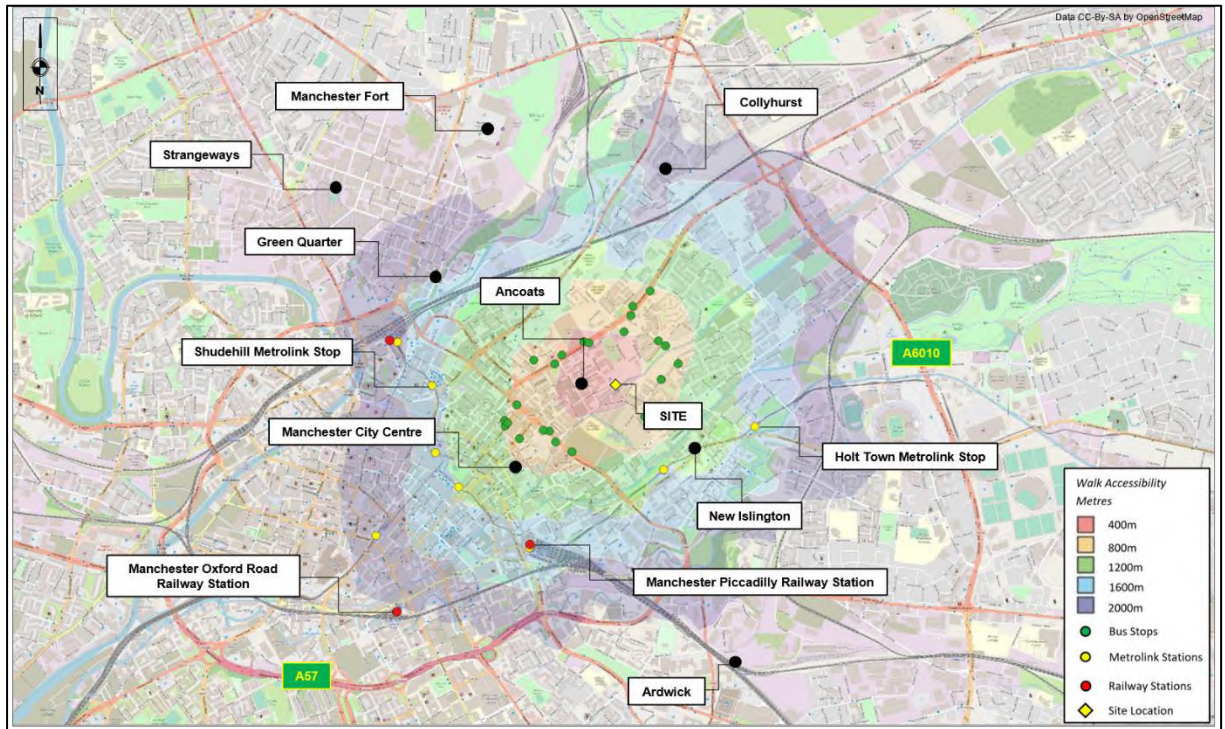
3.12.3 Access on foot, cycle and public transport is discussed in the following section of this report.

4. SUSTAINABLE ACCESSIBILITY

4.1 Accessibility on Foot

- 4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 4.1.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.5 The Site is well located to take advantage of the city centre's public transport network.
- 4.1.6 Ancoats by nature of its design is intended to be a low traffic neighbourhood wherein walking and cycling are the primary modes of travel. Jersey Street provides wide continuous footways, dropped kerbs, and tactile paving. The adjacent streets will be subject to a series of public realm improvements by Manchester City Council that will provide high quality footways.
- 4.1.7 The Great Ancoats Street Improvement Scheme has recently completed, providing improved pedestrian crossing points and high-quality footways to aid pedestrian movements from Ancoats into the City Centre.
- 4.1.8 The Site is also a short walking distance from the recently consented Ancoats Mobility Hub which will provide access to 60 car parking spaces, car sharing and cycle hire facilities.
- 4.1.9 Canal tow paths are present to the south of the Site, linking into a wider network of tow paths that provide walking and cycling routes into Miles Platting, New Islington and beyond.
- 4.1.10 **Figure 4.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in Figure 1 of **Appendix C**.

Figure 4.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

- 4.1.11 As demonstrated in **Figure 4.1** the site benefits from a high number of bus stops located within 800m, with the closest pair located on the A62 Oldham Street, approximately 250m north of the site, accessed via Poland Street. The proximity of the site to the local bus network provides opportunities to travel further afield using linked trips. Providing opportunities to access a variety of local destinations.
- 4.1.12 The site is located within short walking distance of Manchester City Centre; public transport facilities and numerous local amenities, including a supermarket, doctors' surgery, public houses, primary schools, cafes, restaurants, shops, leisure centres and places of recreational activity such as Ancoats Green and New Islington Marina.
- 4.1.13 In summary, the site is highly accessible on foot, which will reduce the requirement for residents to make short car journeys.

4.2 Accessibility by Cycle

- 4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:
- "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 4.2.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.'
- 4.2.3 There are a number of national, regional and local cycling routes in close proximity to the site. The main national cycle routes are briefly described below:

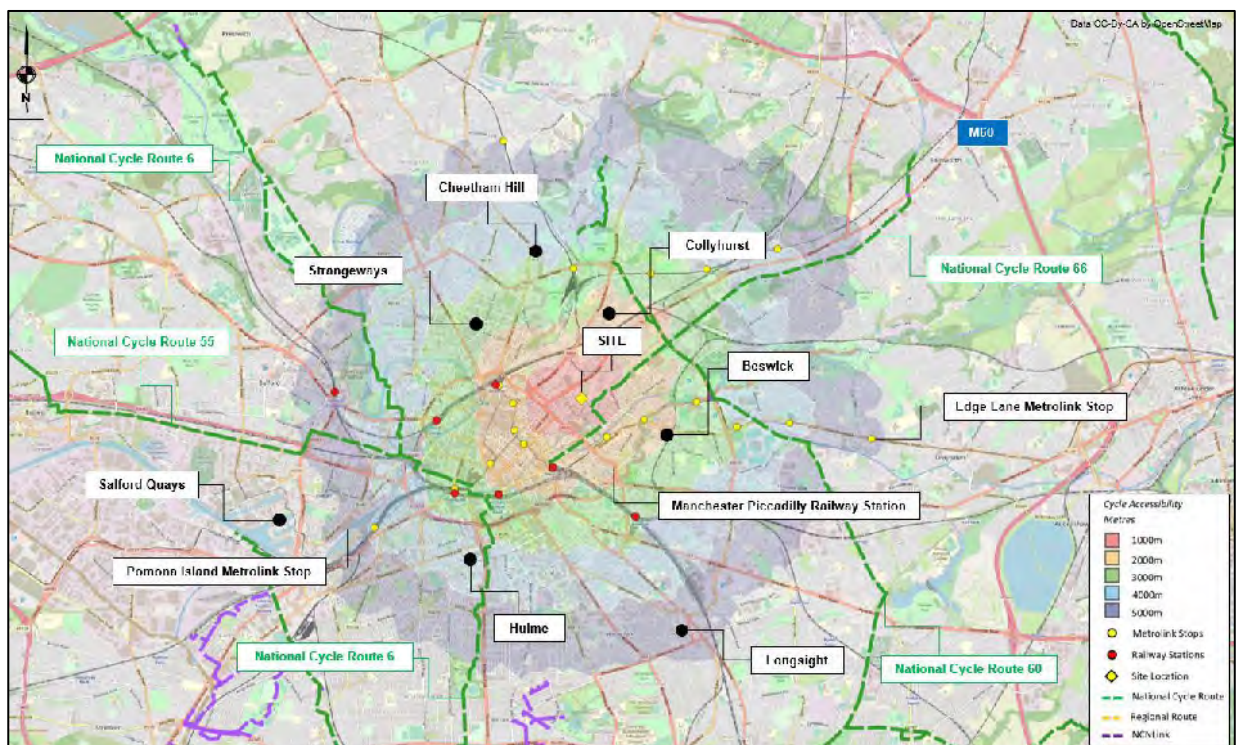
- National Cycle Route 6 is a long-distance route extending from London to the Lake District, alongside historic canals and through some of the UK's most interesting towns and cities.
- National Cycle Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south stretch forming part of the Fallowfield Loophole.
- National Cycle Network Route 66 is a National Route that runs from Kingston upon Hull to Manchester via Beverley, York and Leeds.

4.2.4 In addition, Greater Manchester will benefit from the Bee Network which is a proposed cycling network currently being delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles. New cycling infrastructure has already started to be implemented through a new CYCLOPS junction in Hulme.

4.2.5 There is also an anticipated expansion of the existing Bee Network as proposed in the City Centre Transport Strategy. The availability of the Bee Network extending through Ancoats in the future will provide further connectivity from the site across the Greater Manchester area.

4.2.6 **Figure 4.2** below presents an extract of the 5km cycling catchment for the site. A copy is provided in Figure 2 of **Appendix C**.

Figure 4.2: 5km cycling Catchment



Source: CC-BY-SA by OpenStreetMap

4.2.7 The figure demonstrates that a number of local areas including the whole of Manchester City Centre, Hulme, Rusholme, Cheetham Hill and Longsight are accessible within a 5km cycle.

4.2.8 Additionally, the availability of a national cycling route and the proposed Bee Network expansion, extending to neighbouring boroughs and outside the city's boundaries provides opportunities for travel further afield using linked trips.

4.2.9 Cycling would therefore be a viable mode of transport for residents at the site commuting to work from these locations.

4.3 Accessibility by Bus

4.3.1 The site benefits from excellent access to the local bus network, with a high number of bus stops located within 800m walking distance.

4.3.2 The closest pair of bus stops is located on the A62 Oldham Street, approximately 250m north of the site, accessed via Poland Street. The bus stops both comprise purpose-built shelters and timetabling information set back from the carriageway behind the footway as well as a bus layby.

4.3.3 Further bus stops are available along the A662 Great Ancoats Street to the west, accessed via Jersey Street.

4.3.4 The local buses run at a high frequency (approximately every 5 minutes) to a variety of destinations, including all across Manchester City Centre and Piccadilly Gardens along with areas across Greater Manchester such as Oldham, Uppermill, Failsworth and Shaw. The early start times and the availability of services in the peak hour are conducive to commuters travelling to and from the site.

4.3.5 It is therefore concluded that the site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

4.4 Accessibility by Metrolink

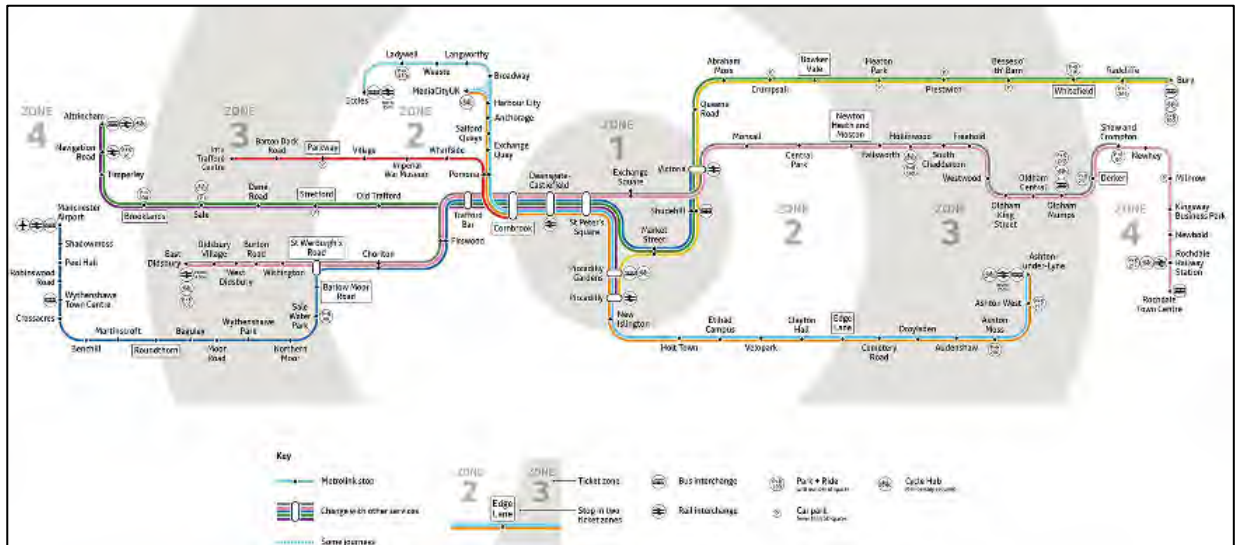
4.4.1 Ancoats benefits from convenient access to the ever-expanding Metrolink network. The nearest tram stop to the site is New Islington, approximately 900m away. This equates to a 12-minute walk along an attractive and safe canal side route and is therefore considered an acceptable walking distance for both commuting and leisure purposes. Piccadilly Gardens Metrolink stop is located 1.2km from the site and provides access to additional services.

4.4.2 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site should further encourage its use and make it a viable alternative.

4.4.3 The New Islington Stop was opened in 2013 as part of the network's extension to Ashton-under-Lyne. The stop is located within Zone 1 and is on the Ashton-under-Lyne line (Blue Line), offering frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles in the east and westbound directions respectively. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

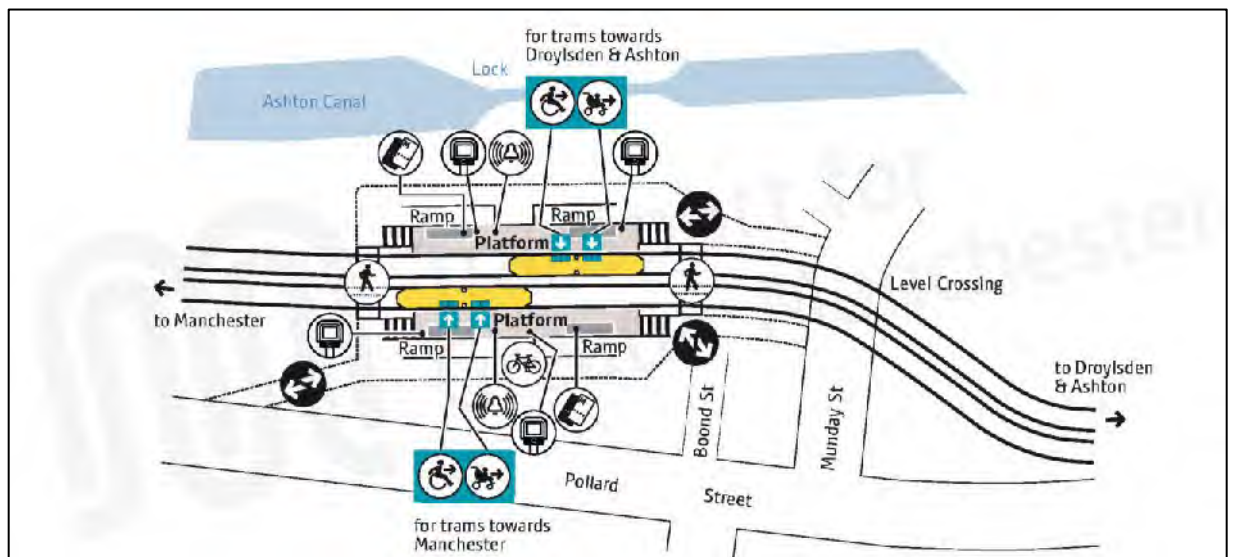
4.4.4 **Figure 4.3** illustrates the Metrolink network map including zoning system, while **Figure 4.4** shows the map of the New Islington tram stop and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, and ramps which facilitate access and boarding for mobility impaired users.

Figure 4.3: Metrolink Network Map



Source: TFGM

Figure 4.4: New Islington Tram Stop Map



Source: TFGM

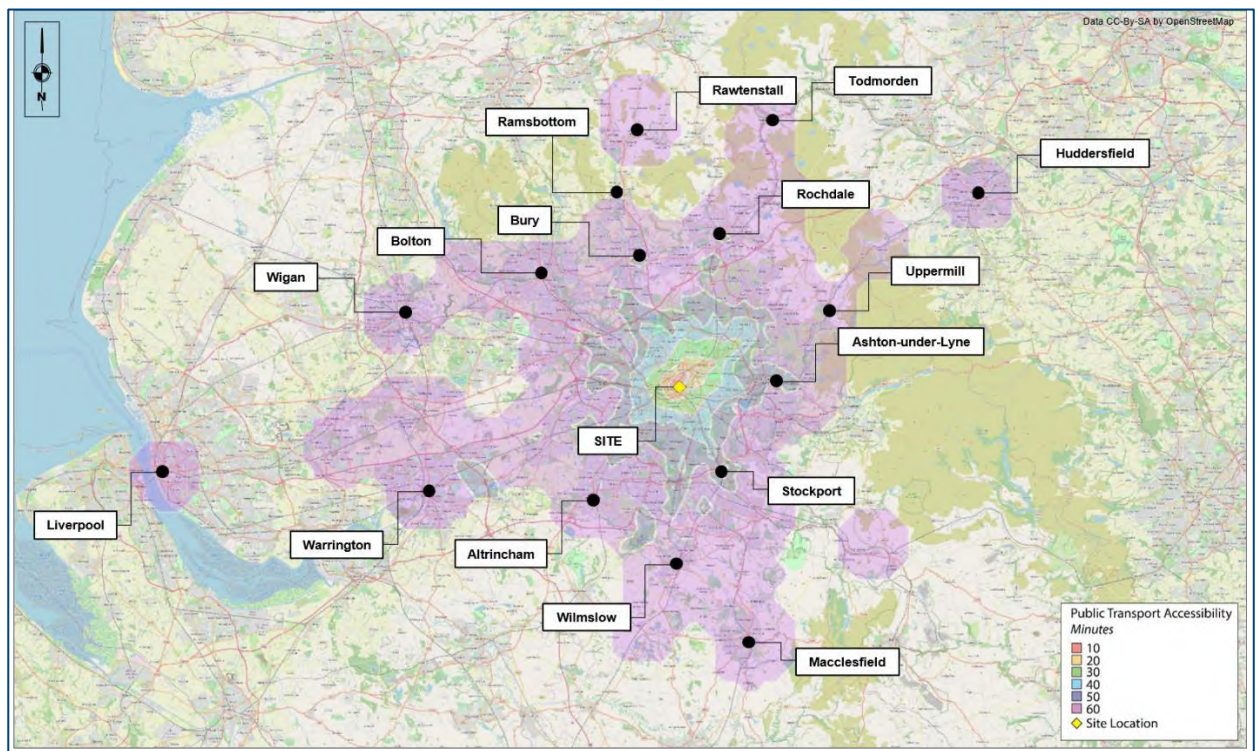
4.5 Accessibility by Rail

- 4.5.1 The site is located approximately 1.2km from Manchester Piccadilly Station which provides regular services to major destinations including; Manchester Airport, London, Birmingham, Liverpool, Glasgow, Leeds, Newcastle, and Cardiff.
- 4.5.2 The station is also the main terminus for a host of regional commuter services across Greater Manchester and the North West and is an important interchange on the Metrolink network.
- 4.5.3 Further afield the development site is within 2km walking distance of Manchester Victoria Railway station, offering greater flexibility and interchange opportunities for short and long-distance travel by train. The stations are easily accessible through pedestrian friendly walking and cycling routes in the city centre and free Metroshuttle buses connecting all parts of the city centre.

4.6 Journey Times by Public Transport

- 4.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus/tram stops and railway stations and demonstrates that key areas such as Liverpool, Bolton, Wigan, Huddersfield, and Macclesfield amongst others, are all within a 60-minute public transport journey.
- 4.6.2 **Figure 4.5** below provides an extract of the 60-minute public transport catchment area. A copy of the full plan is provided within Figure 3 of **Appendix C**.

Figure 4.5: 60-minute Public Transport Isochrone



Source: CC-BY-SA by OpenStreetMap

4.7 Conclusions

- 4.7.1 In summary, the proposed development site is located in a highly accessible location in Ancoats and is well located to make use of the existing and proposed public transport links and pedestrian / cycle routes.
- 4.7.2 The site is also within close proximity to the recently consented Ancoats Mobility Hub which will provide 60 car parking spaces for the proposed Jersey Wharf scheme, in addition to other mobility options such as car and cycle hire facilities.

5. DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The development proposals comprise the development of land bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west to deliver a residential development, with ground floor commercial floorspace, and ancillary amenity space within an 8-storey building, cycle parking provision, hard and soft landscaping, access and servicing and associated other works.
- 1.1.8 As previously stated, three disabled bays will be provided within the proposed development. Additional car parking will be facilitated within the Ancoats Mobility Hub. Based on the location and lack of on-site car parking, the site is not anticipated to generate any vehicle trips, with the exception of the occasional vehicles utilising the provided disabled bays.
- 1.1.9 The Ground Floor Plan for the Jersey Wharf development is presented in **Figure 5.1**, with a copy provided in **Appendix D**.

Figure 5.1: Proposed Site Layout



5.2 Site Access Arrangement

Vehicular Access

- 5.2.1 Access to the accessible parking bays and loading drop-off bays associated with the development will be taken from Jersey Street. As is consistent with previously consented and delivered schemes within the Ancoats area, a continuous footway will be provided across the vehicle access points and dropped kerbs provided. As there are small numbers of vehicle movements associated with the site it would not be appropriate to create dedicated access points to the detriment of pedestrians and other users.
- 5.2.2 The redundant vehicle access points associated with the extant uses of the site will be reinstated as footway.
- 5.2.3 A TRO review is currently being undertaken by Manchester City Council in conjunction with a wider public realm strategy for the Poland Street Zone. The Jersey Wharf development will provide double yellow lines to prohibit parking at all times on the southern side of Jersey Street. The extent of the proposed TROs is presented in **Figure 5.2** below and in **Appendix E**.

Figure 5.2 Extent of the Proposed TROs



Pedestrian and Cycle Access

- 5.2.4 Pedestrian and cycle access to the building are to be taken directly off Jersey Street. Secondary access into the development will be provided from the canal tow path.
- 5.2.5 The Jersey Street bridge forms a gradient that results in a levels difference between the footway and the development plot. In April 2022 a planning application was submitted for the removal of the Jersey Street bridge [Planning Reference: 133406/VO/2022]:

"City Council Development for demolition of a redundant bridge and associated works required to facilitate the creation of a new at-grade pedestrian and cycle route with enhanced public realm."

- 5.2.6 The aforementioned planning application would seek to demolish the redundant Jersey Street bridge in order to allow for this section of Jersey Street to be re-graded. The demolition of the redundant Jersey Street Bridge, and subsequent public realm interventions shall lower the gradient and aid access for pedestrians and ambulant users.
- 5.2.7 A footpath currently crosses the site linking the Rochdale Canal Tow Path to Jersey Street, this footpath shall be diverted through the appropriate legal mechanism.

5.3 Parking

Vehicle

- 5.3.1 The proposed site access arrangement is illustrated within **Appendix F**. The drawing also illustrates that the access can accommodate 25m visibility splay to the north with a setback 'x' distance of 2.4m and a 2.4m x 25.0m visibility splay. This is considered compliant with MfS standards for a design speed of 20mph, which is the speed limit along Poland Street and across the Ancoats area.
- 5.3.2 Three accessible parking bays which include electric vehicle charging points with a 7kW charge will be provided for the development.

- 5.3.3 In accordance with Manchester City Council's Design for Access 2 Guidance Document (2003), the parking bays will be formally demarcated and the dimensions of the bays will be 2.4m x 4.8m with a 1.2m safety zone to allow for wheelchair access.
- 5.3.4 Swept path analysis has been undertaken with a large car to demonstrate that all parking manoeuvres can be performed safely and efficiently. The drawings are presented in **Appendix G**. The drawings demonstrate that the proposed layout is suitable and all parking manoeuvres can be safely and efficiently performed.
- 5.3.5 Parking for Jersey Wharf will be provided within the Mobility Hub. As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.
- 5.3.6 As stated previously The Ancoats Mobility Hub development will include a mix of commercial space, 408 car parking spaces, car club facilities, cycle parking spaces and a deliveries hub. The Hub was approved in July 2021.
- 5.3.7 It is proposed 60 car parking spaces will be allocated to Jersey Wharf within the Ancoats Mobility Hub; this represents a parking ratio of approximately 31.5%. Based on other MLDC occupier profiles and anticipated demand for car parking spaces, the proposed allocation of 33% provision is deemed appropriate.
- 5.3.8 There is a clear linkage between the proposed development and The Ancoats Mobility Hub development and residents of the proposed development will be encouraged to use the facilities implemented by The Hub. The sustainable travel opportunities that The Hub presents will be promoted to residents of the development from the outset and will be marketed to direct and encourage residents to use The Hub's facilities.

Cycle

- 5.3.9 Consistent with recommendations from MCC, 190 cycle parking spaces are proposed at the site representing a 1:1 cycle space to apartment ratio. Secure cycle storage for each block is provided on the ground floor of the development and will be controlled by fob or swipe card access.
- 5.3.10 Again, it is Hydrock's view that this level of cycle parking is sufficient for this scale of development, and will encourage sustainable travel to and from the site.

5.4 Servicing

- 5.4.1 During scoping discussions with Manchester City Council, it was recommended by the Highways Officer that a Stage 1 Road Safety Audit (RSA) was undertaken to assess the location of a proposed loading bay in proximity to the existing access to the underground car park at Flint Glass Wharf/Works. The RSA confirmed that the location of the loading bay is appropriate and recommended a permeable boundary treatment to ensure intervisibility between the two access. Given the proposed loading bay will be infrequently used, it is unlikely that any issues will arise. The RSA is presented in **Appendix B**.
- 5.4.2 The Site benefits from two loading bays, one for each block. The loading bay for the western block is to the west of the building and accessed via a gated access. The loading bay for the eastern block is an internal loading bay. Swept path analysis for both loading bays are presented in **Appendix H**.

- 5.4.3 The western loading bay will also allow for fire tender access for the western block, vehicle tracking for a fire tender is presented in **Appendix I**. Fire tender access for the eastern block can be achieved on-street.
- 5.4.4 The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles.
- 5.4.5 The exact details of the servicing arrangements are included within the Waste Management Strategy [WMS] which has been prepared in support of this planning application and will be submitted as part of the application. The WMS should be read in conjunction with this TS.

5.5 The Ancoats Mobility Hub

- 5.5.1 As previously stated, there is a clear link between the proposed development and The Ancoats Mobility Hub development and residents of the proposed development will be encouraged to use the facilities implemented by The Hub.
- 5.5.2 Residents of this proposed development will be encouraged to use the facilities implemented by The Hub development, including the use of the following:
 - Dedicated Car Club Facility;
 - 60 car parking spaces will be allocated on a first come first serve basis;
 - 25% of spaces within the Ancoats Mobility Hub will provide an EV charger, this will rise to 100% providing infrastructure for residents to choose electric vehicles which has not been present before;
 - Cycle Parking Facilities;
 - Bike Hire (including E-Cargo Bike Hire);
 - Deliveries Hub.
- 5.5.3 The sustainable travel opportunities that The Hub presents will be promoted to residents of the development from the outset and will be marketed to direct and encourage residents to use The Hub's facilities.

6. TRIP GENERATION

6.1 Trip Generation

- 6.1.1 This section of the report considers the trip generation levels associated with the proposed development and the impact it will have on the local highway network. Under the proposed application, the site comprises a C3 residential development with ancillary commercial and amenity space with access taken off Jersey Street. This is along with public realm, three disabled car parking spaces and associated refuse facilities and bicycle storage.
- 6.1.2 The current use of the site receives daily deliveries from large articulated vehicles to service the existing low-rise unit, the existing hard standing provides car parking for staff at the existing unit.
- 6.1.3 Due to the restriction of parking on site, the anticipated trip generation of the proposed development is considered to be negligible. The Ancoats Mobility Hub will also provide a delivery consolidation function for the residential units within Ancoats, further reducing vehicle trips associated with the site.
- 6.1.4 Due to the site's edge of city centre location and the corresponding limited proposed on-site car parking provision, the proposals are considered unlikely to generate substantive levels of traffic demand and the forecasted levels of trip generation do not warrant junction assessments. Therefore, the planning application would not need to be supported by detailed highway network capacity analysis.
- 6.1.5 Further to the trip generation profile of the residential element of the development proposals, there will also be ancillary commercial units.
- 6.1.6 Given the scale, location, type of use and lack of designated parking proposed, these units will be very much ancillary and would not represent a 'new destination' for people to travel to by single occupancy car use. The size of the units are not likely to generate a substantial number of vehicle trips, any trips associated with the ancillary units would not impact on the local highway network.
- 6.1.7 In addition to the above, there is also options for available parking in the wider Ancoats Area and it is anticipated that any 'new' trips generated by the development will utilise the existing car parks, designated parking bays and The Hub development within close proximity to the site.
- 6.1.8 There are a number of existing car-parks surrounding the site such as an NCP Car Park within 800m of the site on Port Street. This is along with designated parking bays located on the surrounding local highway network such as Jersey Street which operate on pay and display ticket systems.
- 6.1.9 Therefore, with regards to the above, a trip generation exercise is not deemed appropriate in this instance. The site is well located to make use of the existing public transport links and on this on this basis the proposed development is better placed to discourage car travel.

7. SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 Hydrock has been instructed by Manchester Life Development Company 3 Ltd. to prepare this report relating to a proposed 190 dwelling residential development in Ancoats, Manchester City Centre, referred to as Jersey Wharf.
- 7.1.2 The proposals are an addition to the Ancoats residential neighbourhood and are within walking distance to Manchester City Centre. The proposals present an opportunity for the promotion of sustainable urban living, in line with Manchester City Council's aspirations for the continuing regeneration in the area
- 7.1.3 The total provision for parking on the site is 3 disabled parking bays which include 3 electric car charging points at 7kW charge which enable all bays to be used by electric vehicles as a mechanism for futureproofing the development. This is in addition to a further 60 vehicular car parking spaces to be provided within the Ancoats Mobility Hub which is to be located off Poland Street and is a short walk from the Jersey Wharf site. The Ancoats Mobility Hub was recently approved in July 2021.
- 7.1.4 The current use of the site receives daily deliveries from large articulated vehicles, whilst the existing hard standing provides car parking for staff.
- 7.1.5 Based on the location and lack of on-site car parking, the site is not anticipated to generate any significant vehicle trips, with the exception of the occasional vehicles utilising the provided disabled bays and refuse collections. The Ancoats Mobility Hub will provide a delivery consolidation service for the surrounding residential developments including Jersey Wharf, reducing the number of deliveries to the site.
- 7.1.6 In addition, with regards to the ancillary commercial units, given the scale, location, type of use and lack of designated parking proposed, these units will be very much ancillary and not represent a 'new destination' for people to travel to by single occupancy car use. Therefore, undertaking a trip generation analysis is not considered necessary and this has been agreed during scoping discussions with Manchester City Council [MCC]. Any trips associated with the ancillary units are not envisaged to impact upon the local highway network.
- 7.1.7 The swept path analysis undertaken has demonstrated that the proposed arrangement is suitable and all turning, access, egress and parking manoeuvres can be performed safely.
- 7.1.8 The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles.
- 7.1.9 The sustainability assessment shows that the site is highly accessible by non-car modes and benefits from excellent accessibility to many sustainable modes. The ability to readily access wider destinations by walking, cycling, bus or rail provides a key advantage in offering a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.
- 7.1.10 The development is considered compliant with Policy T1 of the Core Strategy, being excellently located to benefit from the public transport links within the City Centre and promoting regeneration and economic vitality through the provision of improved access to jobs and services.

7.1.11 NPPF (July 2021 - paragraph 109) 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."

7.1.12 The traffic impact assessment shows that the proposed development would not have a "severe" impact on the local highway network.

7.2 Conclusion

7.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this report that the proposed development accords with highway access design recommendations and sustainable values.

7.2.2 The Jersey Wharf development is complimented by the recently consented Ancoats Mobility Hub which will provide 60 car parking spaces for Jersey Wharf, in addition to car and cycle hire facilities.

Appendix A Scoping Discussions with MCC

Chris Peachey

From: Sam Denby
Sent: 24 February 2021 14:40
To: Chris Peachey
Subject: FW: Plot C Ancoats - Pre-plan comments

Kind regards

Sam Denby BA (Hons) MSc CMILT
Technical Director | Transportation

Hydrock
Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN
Tel: (0161) 804 5550 Internal Ext: 5014
Mobile: 07584 081 586
Email: SamDenby@hydrock.com

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 24 February 2021 11:08
To: Sam Denby <SamDenby@hydrock.com>
Subject: Plot C Ancoats - Pre-plan comments

CAUTION: This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Sam, hope all is well? Here are some pre-plan comments for the above site.

It is difficult to identify each element on the screenshot provided and therefore I'll keep my comments general.

The site access is close to the Poland Street junction and an RSA would help to show whether there are any safety concerns. This may be relative to the amount of traffic using the access.

As is the case with the Elize Yard development, it is possible that servicing/waste collection could take place from the highway. If this is on Jersey Street then we would require that the existing parking restrictions (single yellow lines restricting parking from Mon-Sat 8am-6pm) are replaced with double yellow lines as part of the development proposals and, depending on the extent of servicing it may be prudent to introduce an on-street dedicated loading bay. Such restrictions would also have the advantage of keeping the development clear of unwanted on-street evening and all-day Sunday parking.

Whilst it is acknowledged that very limited on-site parking will be provided, we don't know the extent of the trips generated for commercial uses therefore it is recommended that a trip generation exercise is undertaken which could help to verify that the number of two-way trips will be less than 30 and therefore demonstrate that no modelling is required.

20% of on-site bays should be EV (so 1 disabled bay) with the remaining spaces having the EV infrastructure provided to allow future conversion.

FTP methodology is acceptable.

Please factor in 100% secure cycle storage.

Regards,

Andy Connell (Working Times until the end of

March 2021:- Tuesday to Thursday 0700 - 1600)

CURRENTLY WORKING FROM HOME

Traffic Engineer

Highways Service, Neighbourhoods Directorate

5th Floor Bridgewater House

Whitworth Street

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M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510

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E-mail: andy.connell@manchester.gov.uk

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This footnote also confirms that this email message has been swept for the presence of computer viruses.

Chris Peachey

From: Sam Denby
Sent: 10 February 2021 18:15
To: Neil Bayliss-Rowe
Subject: Plot C
Attachments: BA9225 Options DTM 210201.pdf

Evening Neil,

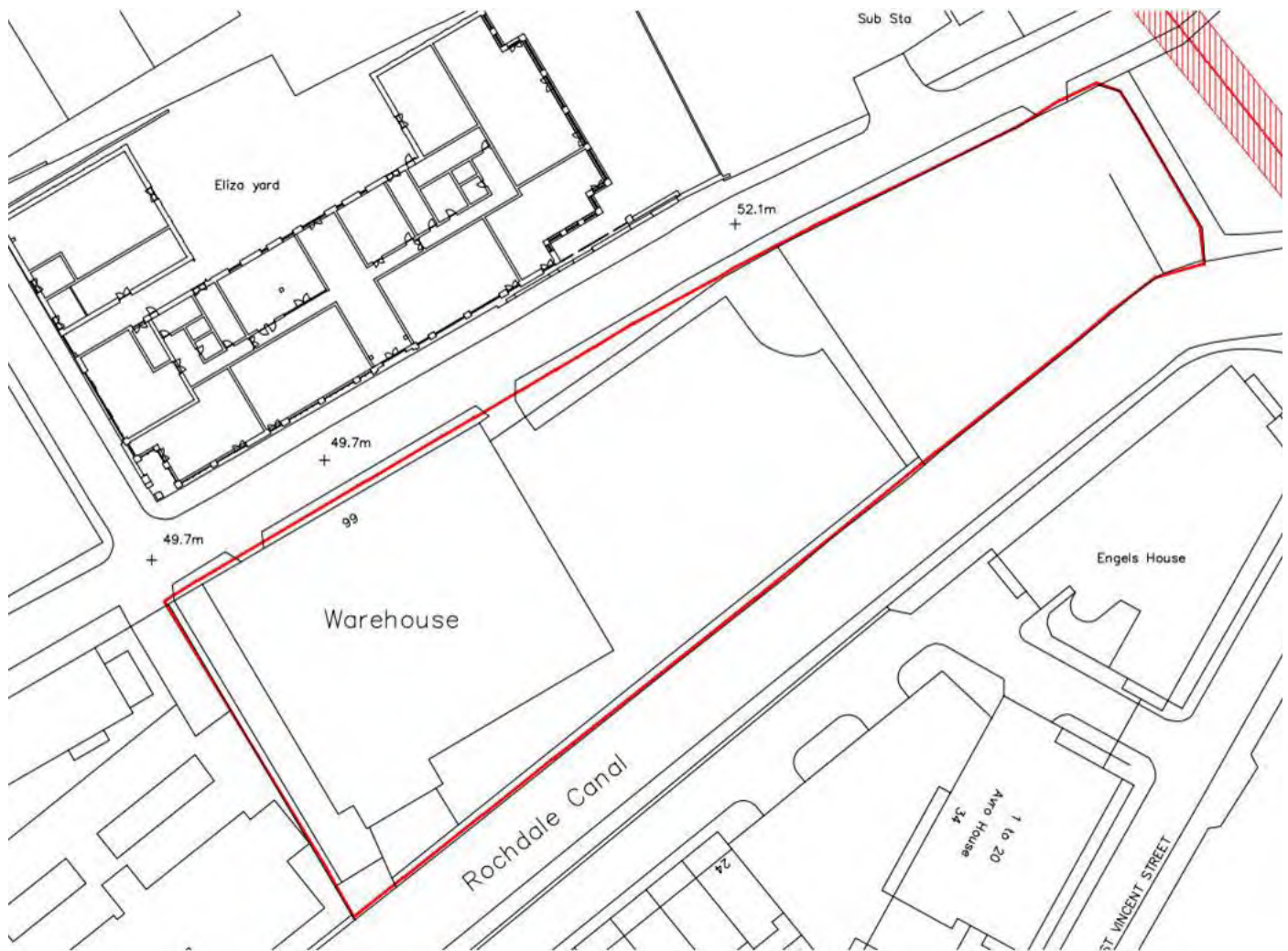
I hope you are well.

I am writing to you regarding a proposed Manchester Life residential development in Ancoats, Manchester currently known as Plot C.

This email is looking to scope out a Transport Statement [TS] and Framework Travel Plan [FTP] in support of the proposals. The options are still in flux but will be up to circa 170 dwellings along with ancillary commercial and amenity space, with access taken off Jersey Street.

The scheme is known as Plot C and is to be the latest addition to the Ancoats residential neighbourhood within walking distance of Manchester city centre. As part of the proposals, 4 disabled car parking spaces are to be provided at ground level.

Please find the location of the site shown below along with the latest provisional ground floor plan options attached. Please note these are open to change.



The following sets out our envisaged scope of assessment.

Transport Statement [TS]

- Comment on the background / history of the site;
- Provide a full description of the local highway network and existing conditions including analysis of the most recent five-year accident record as obtained from Crashmap.
- Consider the national and local transport-related policy documentation;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site;
- Provide details of the development proposals;
- Based on the location and the lack of on-site car parking, the site is not anticipated to generate any vehicle trips, with the exception of the occasional vehicles utilising the provided disabled bays. Therefore, undertaking a trip generation analysis is not considered necessary;
Can you please confirm if this is acceptable in principle?
- Illustrate vehicular movements at the site through the use of swept path analysis and provide details of the waste servicing arrangements;
- Develop any site access drawings to illustrate the general arrangement design of the access junction(s), including visibility splays; and
- Produce a comprehensive Transport Statement report detailing the findings of the above and Masterplanning inputs.

Please note currently it is envisaged that servicing will take place in a similar fashion to Eliza Yard by being on street and therefore being off Jersey Street.

Removal deliveries however could be undertaken from south west of the site. See a very early sketch below that is currently without our highways design input.



At this point we would welcome your view on whether the LHA are comfortable with the access being in this location given the proximity of Poland Street and the adjacent site access. We know from traffic surveys undertaken last year that traffic flows in the location are modest, which we would of course need to present in any future TS.

Framework Travel Plan [FTP]

- Consider the national and local transport-related policy documentation;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of bus, cycling and pedestrian facilities surrounding the site;
- Provide details of the development proposals;
- Identify a range of initiatives for inclusion within the travel plan, to encourage travel by more sustainable modes including car sharing, by public transport, bicycle and on foot, and to reduce the need to travel;
- Provide details of how the travel plan will be managed, outlining the role of the Travel Plan Coordinator and stakeholders;
- Outline the aim, objectives and targets for the travel plan;
- Provide an action plan and marketing strategy to support the implementation of the travel plan at the site; and
- Summarise all of the above within a framework travel plan report.

I would be most grateful if you can confirm if the above scope is appropriate for the scale of development and if there are any additional elements you would require us to consider at this stage.

Many thanks for your assistance and please feel free to get in touch if you have any queries.

Kind regards

Sam Denby BA (Hons) MSc CMILT

Technical Director | Transportation

Hydrock

Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN

Tel: (0161) 804 5550 Internal Ext: 5014

Mobile: 07584 081 586

Email: SamDenby@hydrock.com

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

hydrock.com



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Appendix B Road Safety Audit



Matt Chamberlain Associates Ltd
t: +44 7452 705047
e: matt.chamberlain.uk@gmail.com

STAGE 1 ROAD SAFETY AUDIT

Access Arrangements

Plot C Jersey St, Ancoats

Manchester

Hydrock

FINAL

March 2021

Project Title: STAGE 1 ROAD SAFETY AUDIT PLOT C JERSEY STREET ANCOATS MANCHESTER

Client: HYDROCK

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Final	M Chamberlain	Ed Parry	M Chamberlain	25/03/2021

CONTENTS

1	INTRODUCTION	1
1.1	Scheme Description	1
1.2	Scheme Location	2
2	PROBLEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT	3
4	AUDIT TEAM STATEMENT	4
	APPENDIX A AUDIT KEY PLAN	1

1 INTRODUCTION

1.1 Scheme Description

This report results from a Stage 1 Road Safety Audit carried out on the proposed access arrangements associated with a proposed development on Plot C, Jersey Street, Ancoats, Manchester.

The proposed works involve the access arrangements for deliveries as well as four disabled car parking spaces.

This Audit has been carried out on the instruction of Hydrock.

The Audit Team membership was as follows: -

- ❑ Audit Team Leader: Matt Chamberlain BSc (Hons) FIHE MCIHT MSoRSA HE RSA CERT COMP
- ❑ Audit Team Member: Ed Parry BSc (Hons), MCIHT

This report is presented based upon the checklist contained in **Appendix B** of DMRB GG119. The team has examined and reported only on the road safety implications of the Preliminary design and has not examined or verified the compliance of the layout to any other criteria, in accordance with GG119.

The Audit was conducted at the home office of the Audit Team and a visit to the site was made on Friday 19th March 2021 between 11.00 and 11.30 hours when the weather was overcast, and the road surface was dry.

Traffic conditions were light at the time of the site visit, and the adjacent car park lightly used. This may not reflect true traffic volumes due to the impact of COVID travel restrictions and changes in work patterns.

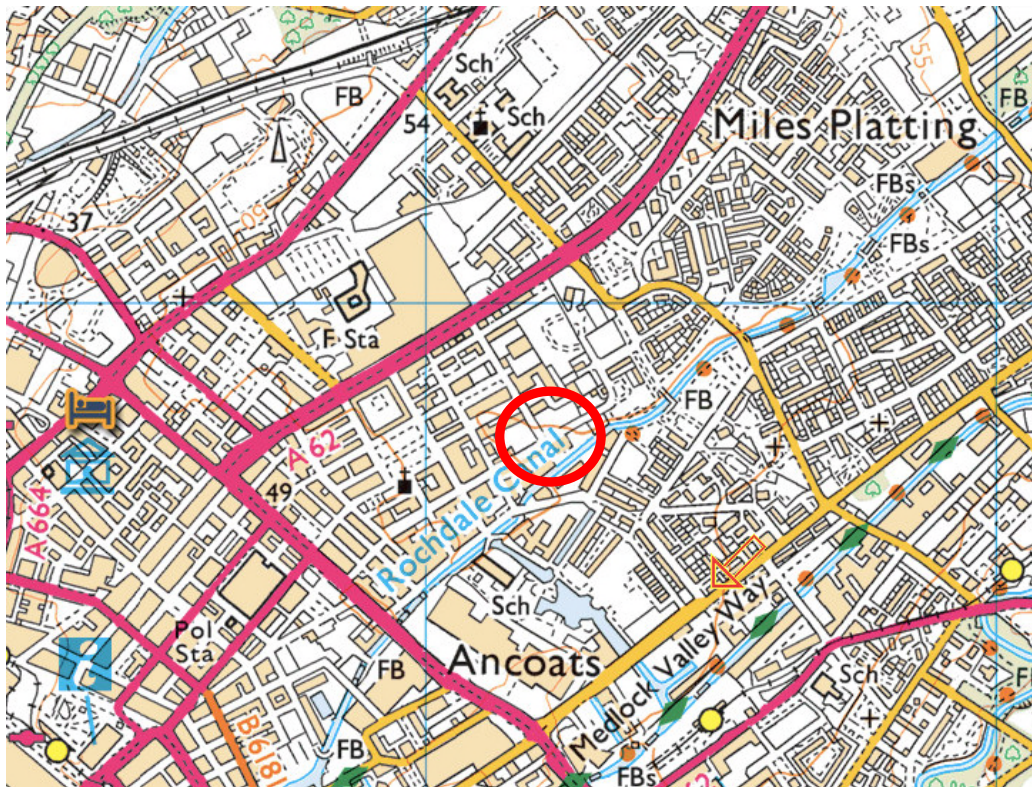
No Crash Data, Traffic Flow Data or Departures from Standard have been submitted to the Audit Team.

1.2 Approach

The following drawings and documents were submitted to the Audit Team for review:

- Stage 1 Report – Plot C Ancoats PRP March 2021
- 18276-HYD-XX-XX-DR-TP-0002-P01 SWEPT PATH ANALYSIS - LARGE CAR AND 7.5T PANEL VAN
- 18276-HYD-XX-XX-DR-TP-0003-P01.02 VISIBILITY SPLAYS

1.3 Scheme Location



2 PROBLEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 PROBLEM

Location: Proposed Delivery Access/Existing Car Park Access

Summary: Poor intervisibility between delivery access and car park access could lead to potential conflicts

The proposed delivery access will be directly adjacent to the exiting car park access and it is not clear how the site boundary will be formed from the drawings provided. If poor intervisibility is provided between the two sites, there is a risk that delivery drivers turning left out of the site could conflict with drivers turning right exiting the car park.

Recommendation:

Provide a suitable boundary between the two sites so that appropriate intervisibility is available for drivers exiting the delivery access and the car park.

2.2 PROBLEM

Location: Proposed Disabled Parking

Summary: Vehicles could emerge onto the footway and conflict with pedestrians

The two sets of proposed disabled bays will be integral within the new building and it is understood an automatic shutter type system could be used to open and close the parking area.

Drivers exiting the parking areas may not be obvious to approaching road users using the footway and visibility for exiting drivers may also be restricted. This could increase the risk of conflicts between passing pedestrians and exiting vehicles.

Recommendation:

It is recommended that a visual and audible warning is used when the shutter is in operation and open to make pedestrians aware that the disabled car parking areas are in operation.

4 AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with DMRD GG119.

Audit Team Leader

Name: Matt Chamberlain

Signed:



Dated: 25/03/2021

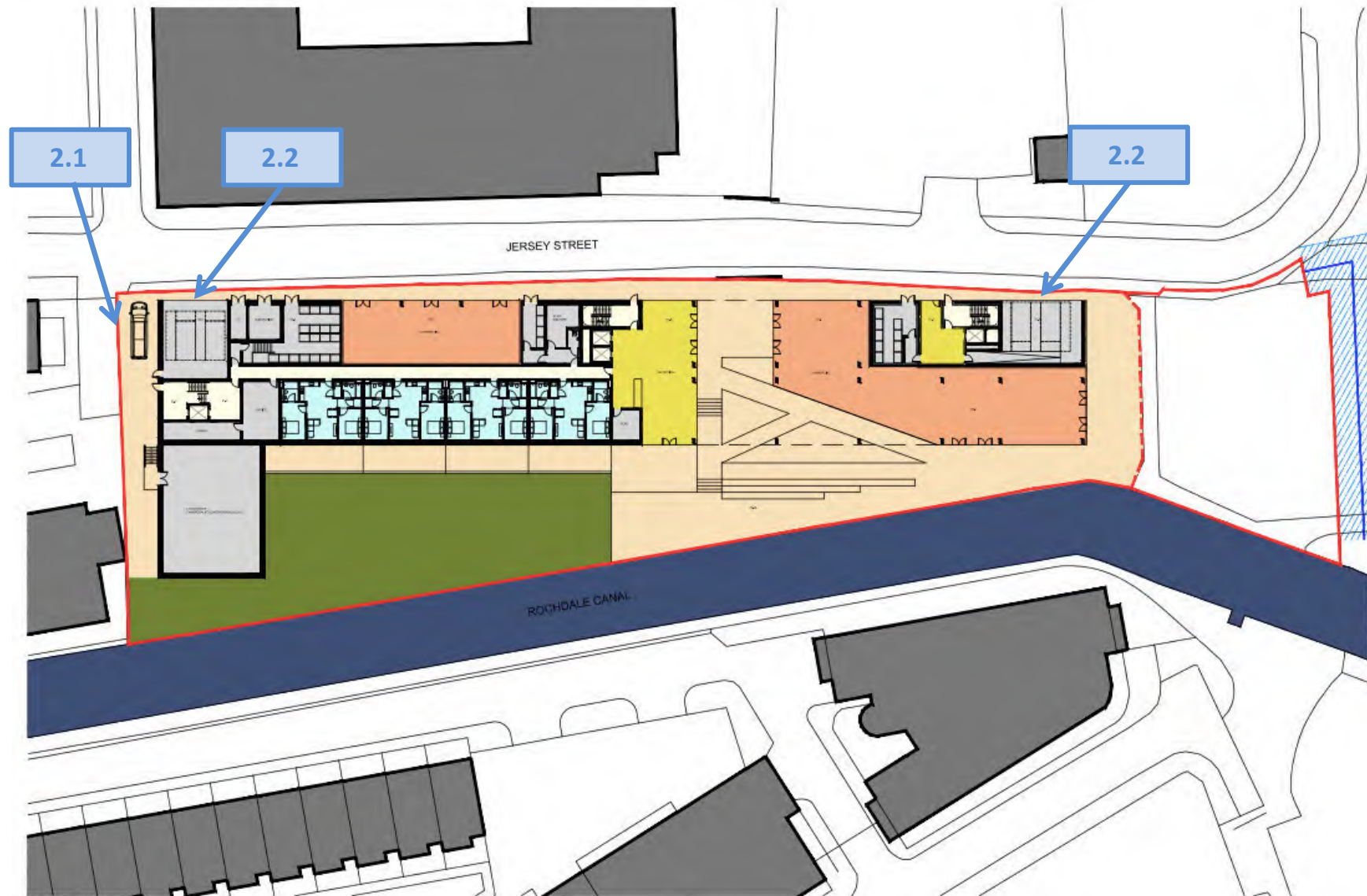
Audit Team Member

Name: Ed Parry

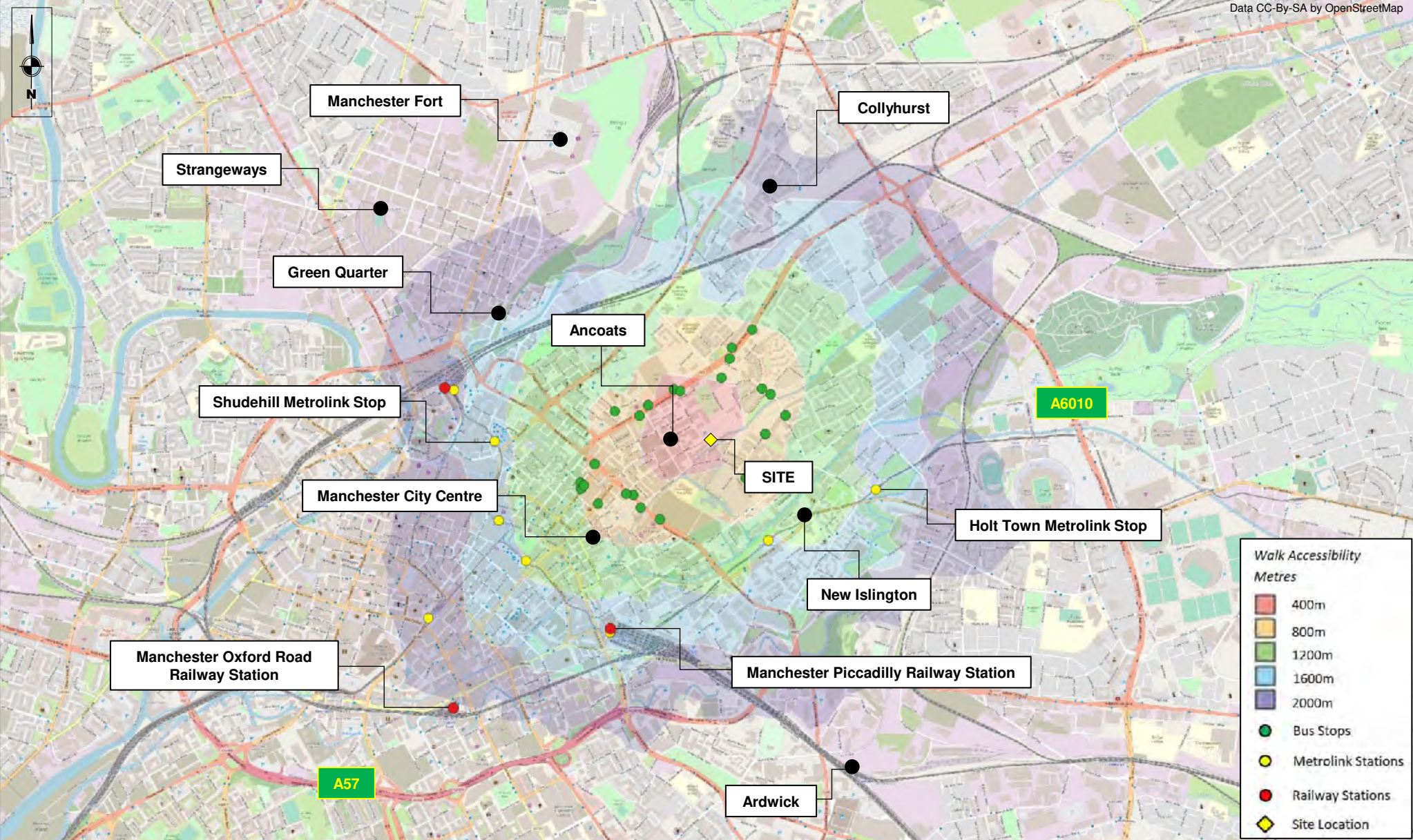
Signed:

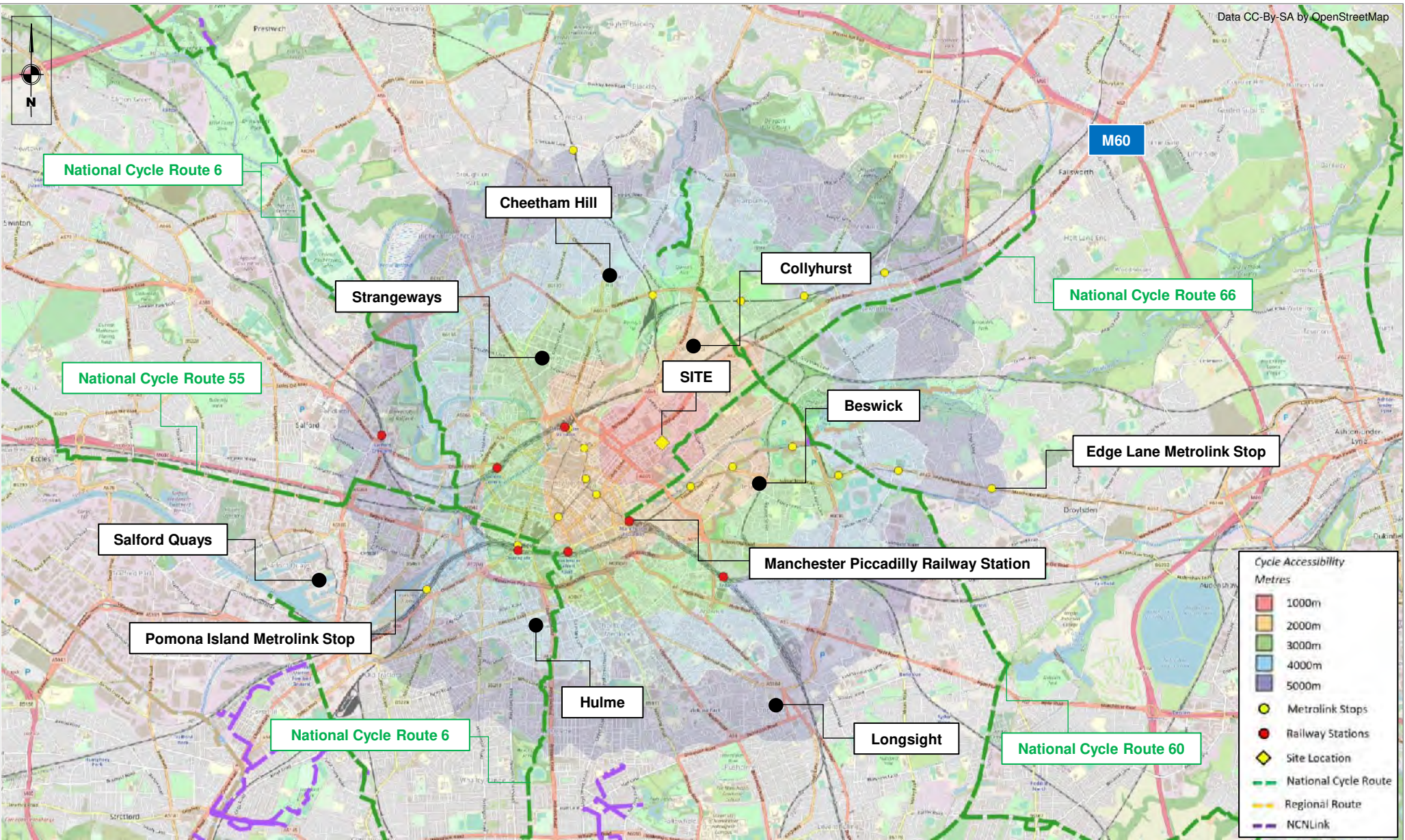


APPENDIX A AUDIT KEY PLAN

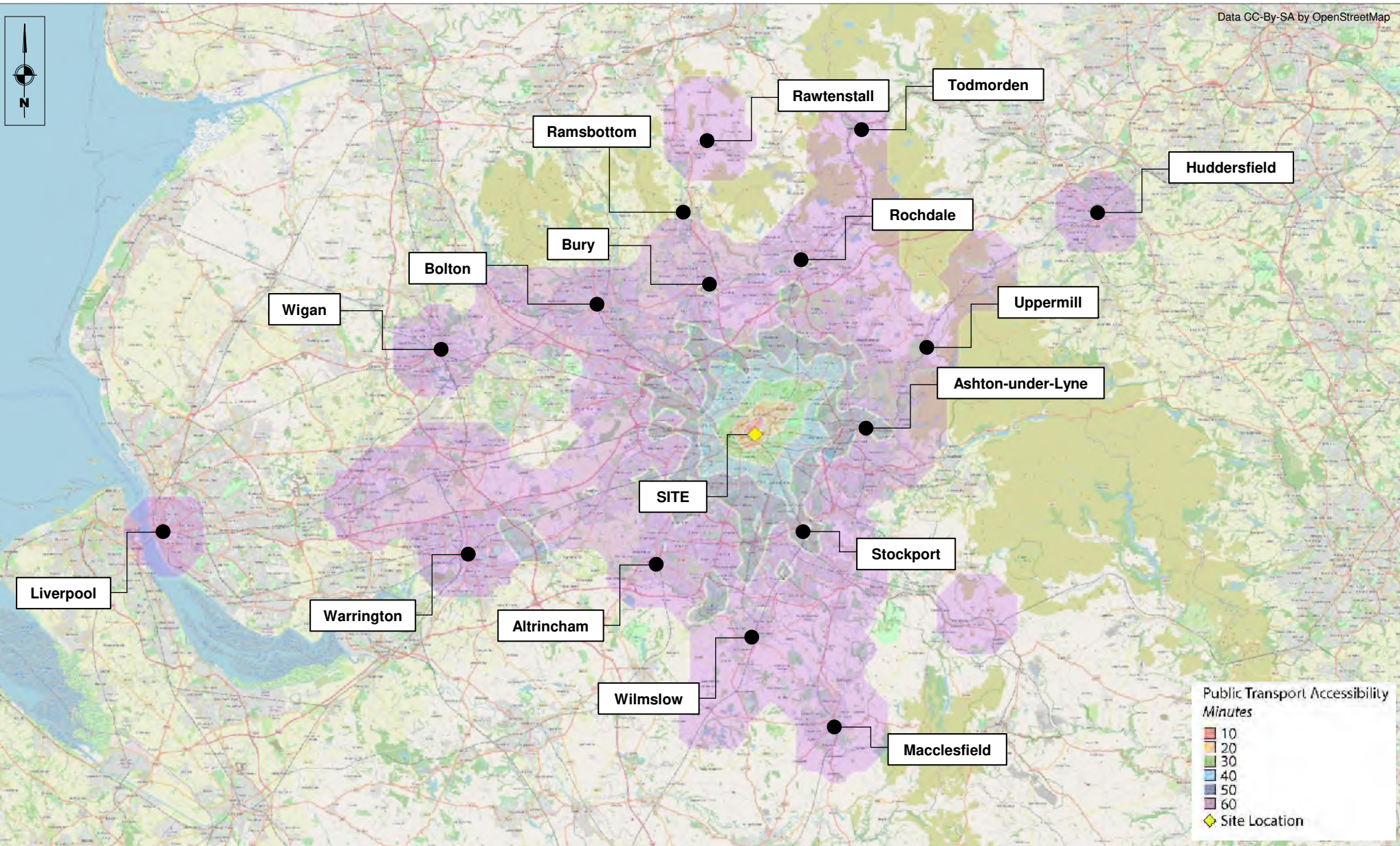


Appendix C Accessibility Figures





	Project Title		Drawing Title		Job Number	By	Rev	Description	Date	By	Drawing No.
	Manchester Life, Plot B		Accessibility: 5km Cycling Catchment		C16481	SG	-	-	-	-	APPENDIX B
					Date	Checked	-	-	-	-	
					30.09.2020	SG	-	-	-	-	
				Scale	Status	-	-	-	-	-	Figure
				NTS	-	-	-	-	-	-	2



Public Transport Accessibility
Minutes



◆ Site Location



Project Title

Manchester Life, Plot B

Drawing Title

Accessibility: 60minute Public
Transport Catchment

Job Number

C16481

By

SG

Rev

Description

Date

By

Drawing No.

APPENDIX B

Date

30.09.2020

Checked

SD

Scale

NTS

Status

-

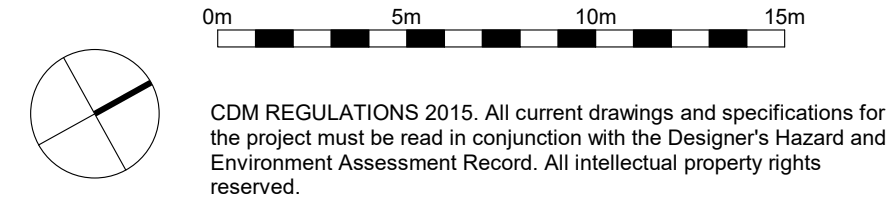
Figure

3

Appendix D Proposed Site Layout



- SITE BOUNDARY
- ELECTRIC CABLE
- SEWER LINE



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Rev	Date	Description
A	29.04.2022	Issued for planning

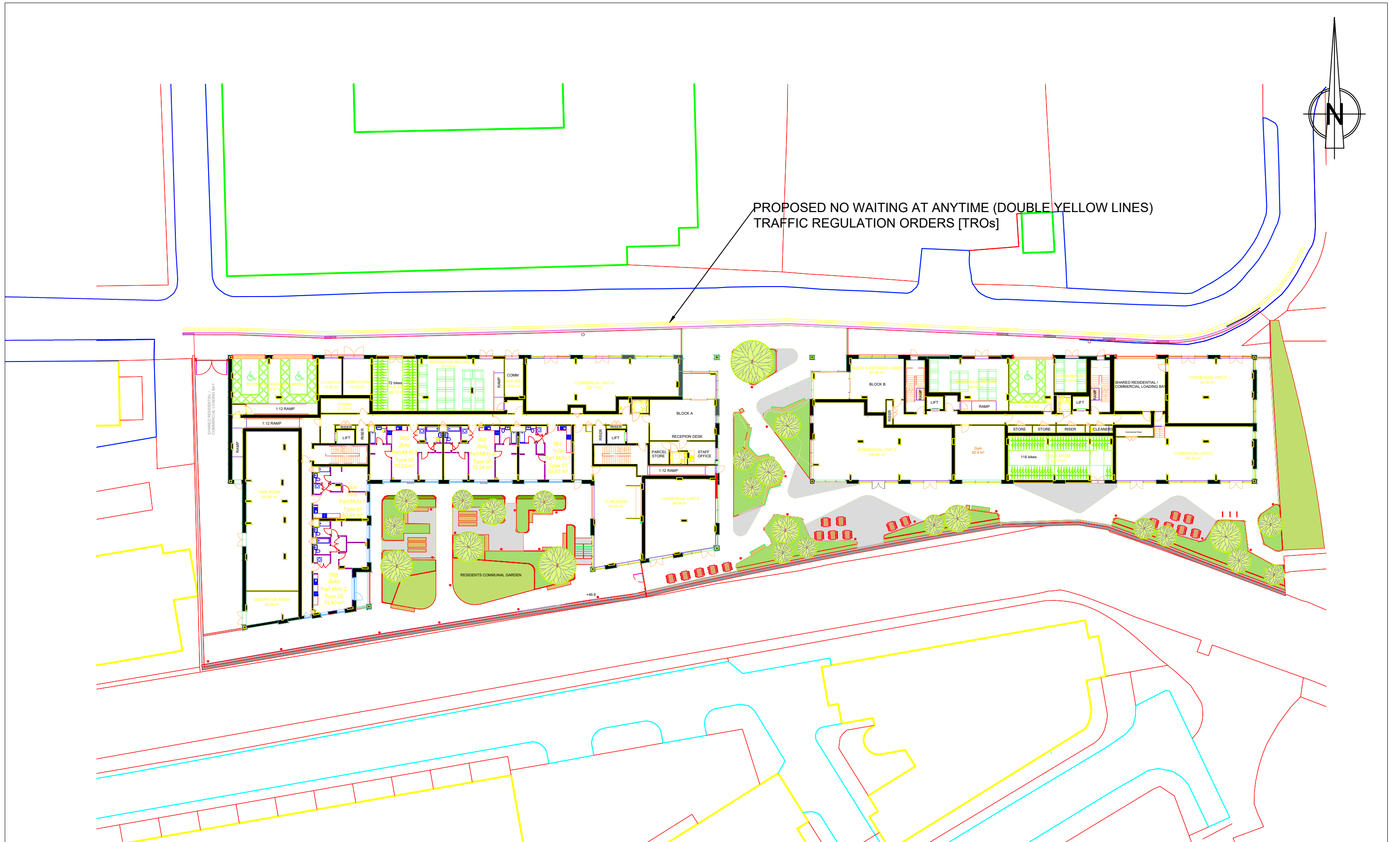
Dwn	Ckd	Drawn	SK
SK	AH	Checked	AH
		Date	11/15/21
		Scale @ A1	1 : 200

**Jersey Wharf - Ancoats
(BA9225)**
Proposed Ground Floor Plan

Project	Origin	Volume	Level	Type	Role	Number
JWA - PRP - A1 -	GR - DR - A -	002100				
Revision	Status					
A -	PLANNING ISSUE -					

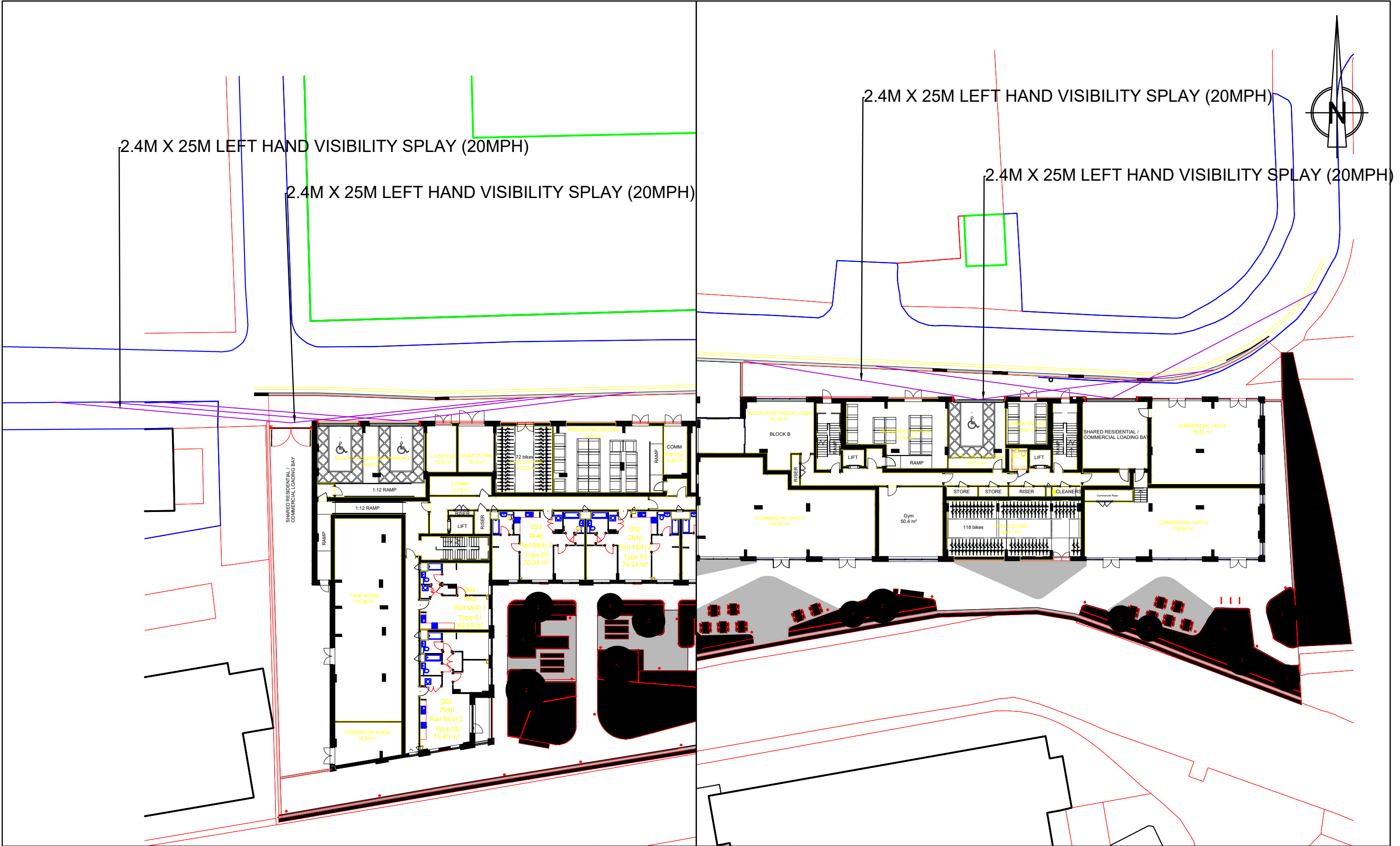


Appendix E Traffic Regulation Orders



KEY PLAN	NOTES			REVISIONS	Hydrock					TITLE PROPOSED TRAFFIC REGULATION ORDERS				
					CLIENT MANCHESTER LIFE DEVELOPMENT COMPANY					HYDROCK PROJECT NO. 18276			SCALE @ A3 NTS	
					PROJECT JERSEY WHARF					STATUS DESCRIPTION PLANNING SUBMISSION			STATUS SO	
					DRAWING NO. 18276-HYD-XX-XX-DR-TP-1001					REVISION P01.01				
					P01.01					FIRST ISSUE				
					CP	03/05/2022	SD	03/05/2022	SD	03/05/2022				
					REVNOTES									
					DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A				

Appendix F Visibility Splays



KEY PLAN VISIBILITY SPLAYS	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock CLIENT MANCHESTER LIFE DEVELOPMENT COMPANY	TITLE		VISIBILITY SPLAYS				
						HYDROCK PROJECT NO.		SCALE @ A3				
						18276		NTS				
						STATUS DESCRIPTION		STATUS				
						PLANNING SUBMISSION		S0				
P01.01	FIRST ISSUE		PROJECT		JERSEY WHARF		DRAWING NO.		REVISION			
	CP	03/05/2022	SD	03/05/2022			SD	03/05/2022	18276-HYD-XX-XX-DR-TP-1002		P01.01	
	REVNOTES											
REV	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A						

Appendix G Swept Path Analysis Drawing - Large Car



KEY PLAN

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

5.079

0.810

3.100

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

REVISIONS

P01.01	FIRST ISSUE	CP	03/05/2022	SD	03/05/2022	SD	03/05/2022
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

Hydrock

CLIENT

MANCHESTER LIFE DEVELOPMENT COMPANY

PROJECT

JERSEY WHARF

TITLE

SWEPT PATH ANALYSIS - LARGE CAR

HYDROCK PROJECT NO.

18276

SCALE @ A3

NTS

STATUS DESCRIPTION

PLANNING SUBMISSION

DRAWING NO.

18276-HYD-XX-XX-DR-TP-1003

STATUS

S0

REVISION

P01.01

Appendix H Loading Bays



KEY PLAN

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

REVISIONS

P01.01	CP	03/05/2022	SD	03/05/2022	SD	03/05/2022
REV	REVNOTES	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

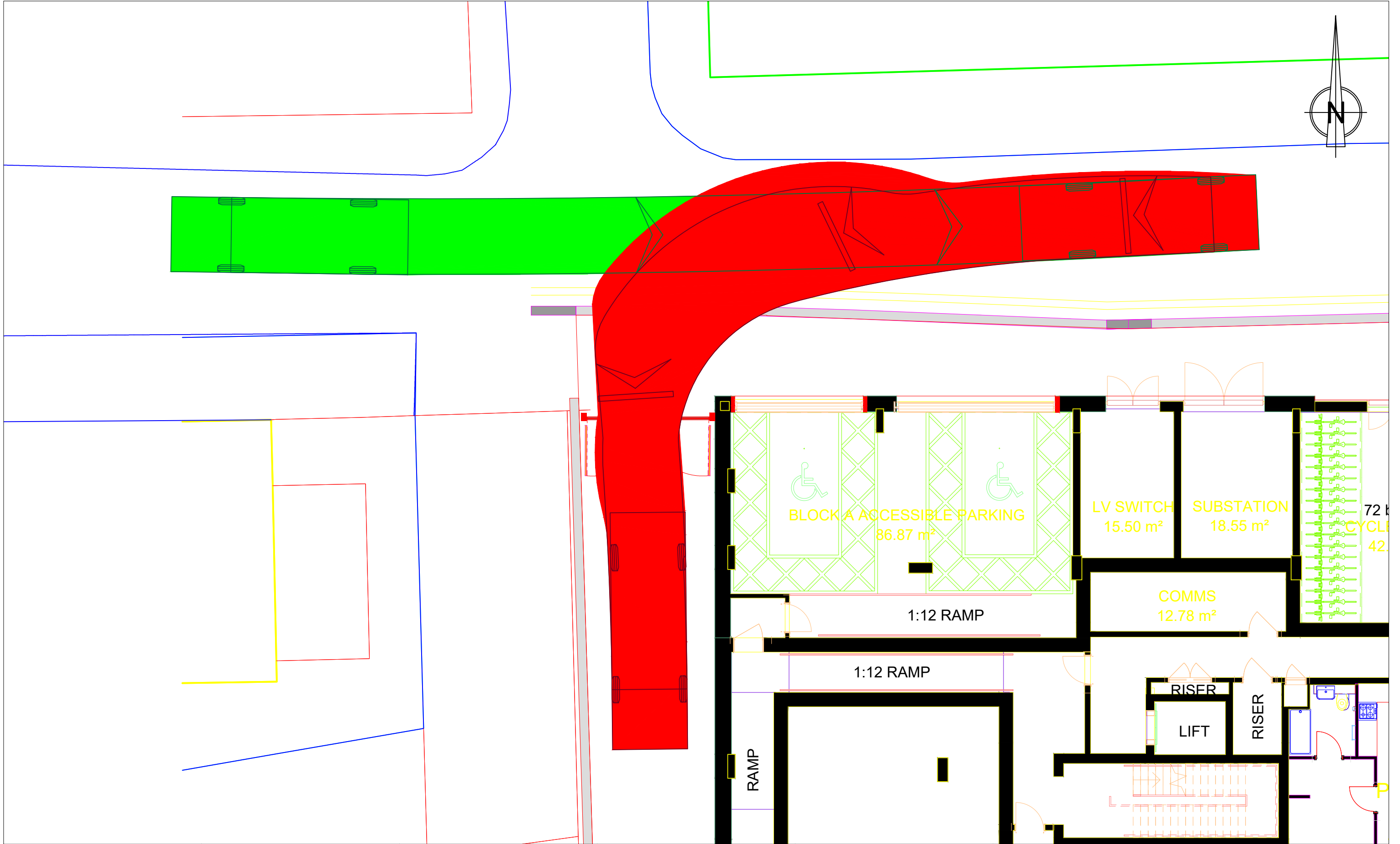
MANCHESTER LIFE DEVELOPMENT COMPANY

JERSEY WHARF

TITLE
SWEEP PATH ANALYSIS - LOADING BAYS

HYDROCK PROJECT NO. 18276	SCALE @ A3 NTS
STATUS DESCRIPTION PLANNING SUBMISSION	STATUS S0
DRAWING NO. 18276-HYD-XX-XX-DR-TP-1004	REVISION P01.01

Appendix I Fire Tender



KEY PLAN

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

7.9

1.5

4.4

Pumping Appliance

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.900m

2.500m

3.300m

0.140m

2.500m

4.00s

7.750m

REVISIONS

P01.01	FIRST ISSUE	CP	03/05/2022	SD	03/05/2022	SD	03/05/2022
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

Hydrock

CLIENT

MANCHESTER LIFE DEVELOPMENT COMPANY

PROJECT

JERSEY WHARF

TITLE

SWEPT PATH ANALYSIS - FIRE TENDER

HYDROCK PROJECT NO.

18276

SCALE @ A3

NTS

STATUS

S0

STATUS DESCRIPTION

PLANNING SUBMISSION

DRAWING NO.

18276-HYD-XX-XX-DR-TP-1005

REVISION

P01.01