

Schroders

**39-41 PICCADILLY PLAZA,
MANCHESTER. M1 4AH**

Transport Statement

July 2020

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Introduction

1. Caneparo Associates is retained by Schrodgers (hereafter referred to as 'the Applicant') to provide highways and transportation planning advice in relation to the proposed flexible change of use, internal subdivision, new shopfronts and associated works in respect of 39-41 Piccadilly Plaza, Manchester, shown edged red on the site location plan included in **Appendix A**.
2. The existing / permitted use of the space is sui generis (casino). The Applicant is seeking permission to change the use to a flexible use comprising Use Class A1 (shops); Use Class A2 (financial and professional services); and Use Class A3 (restaurants and cafes). In addition, permission is sought for the internal subdivision, installation of new shopfronts and associated works.

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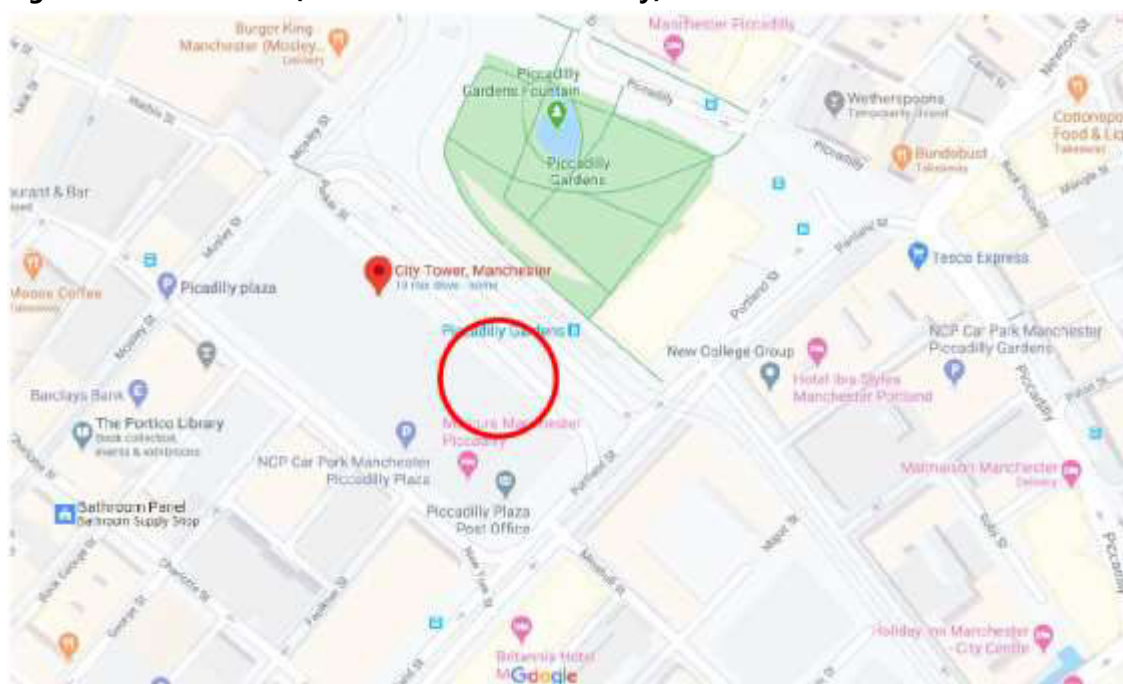
3. This Transport Statement (TS) considers the transport and highways implications relating to the proposed change of use from a casino to flexible retail space (A1/A2/A3) and demonstrates that the implications of the change of use and associated works are acceptable in the context of planning policy.
4. This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the National Planning Policy Framework (NPPF), local policy guidance and with previous experience of advising on a significant number of city centre commercial schemes.

The Site and Surrounding Area

The Site

5. The 'site' comprises 39-41 of Piccadilly Plaza, Manchester. The location of the site is shown indicatively in **Figure 1** below.

Figure 1: Site Location (Location Shown Indicatively)



6. The site is located on the ground floor within Piccadilly Plaza, which is a large multi-use building that includes the Mercure Hotel and City Tower among other uses.
7. The site is currently vacant. Unit 39 was formerly a take-away and Units 40-41 were formerly an amusement arcade.
8. The site is accessed from Parker Street to the front (north), similar to the neighbouring commercial units. The site frontage forms part of the Parker Street Bus Station.

Surrounding Area

9. The surrounding area is dominated by the bus station on Parker Street and Piccadilly Gardens to the north / north east. The surrounding area is also predominantly commercial in nature, typical of a city centre location, and includes a wide range of retail / restaurant uses, office space, and hotel and leisure uses.
10. In addition, the site is located within a short walk of tram stops on Parker Street / Piccadilly Gardens, and Piccadilly Station, which provides access to National Rail train services.

Site Access Arrangements

11. The existing units are accessed by foot from Parker Street. In addition, the central unit (number 40) also benefits from two back of house entrances / exits for staff. Number 41 also has one back of house entrance / exit for staff to the rear.
12. The existing layout of the site is shown on the plan included in **Appendix B**.
13. Delivery and servicing activities are undertaken from Loading Bay 1 located to the rear of Piccadilly Plaza off New York Street. Deliveries are either made to the units via the internal corridors and accesses to the rear or carried around to the front of the units via Parker Street.
14. The roads surrounding the site are subject to single and double yellow parking, waiting and loading restrictions. In addition, access to Parker Street is restricted to buses and for loading only.

Parking Provisions

15. City Tower incorporates an NCP car park providing 712 car parking spaces, 8 disabled bays and electric vehicle charging points. It is open between 05:30 and 23:30 Mondays to Sundays.
16. A significant number of additional publicly available car parking spaces are located across the city centre within close proximity of the site.

Accessibility

17. As illustrated below, the site is accessible by a broad range of transport modes. The Greater Manchester Accessibility Level Modelling score for the site is 8 (out of 8) demonstrating a 'very high' level of accessibility by public transport.

Walking

18. It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. The 2-kilometre walk catchment includes a large area of central Manchester.
19. A wide range of amenities and local services can be accessed within 2 kilometres walking distance of the site, including shops, hotels, educational uses, restaurants, drinking establishments, banks, post offices, museums, libraries, exhibition centres, and cinemas. Also included within the walk catchment are a significant number of bus stops, tram stops and railway stations.

20. Safe and efficient pedestrian movement is well catered for within the vicinity of the site and the majority of nearby streets include street lighting and footways that connect the site with local amenities and services. Dropped kerbs and tactile paving are provided at formal (e.g. signalised) and informal pedestrian crossing points along the key pedestrian desire lines in the local area.
21. Given the above, there is significant scope for trips to and from the proposed uses to be made by foot either as a single purpose journey or as part of a multi-purpose journey e.g. a daily commute.

Cycling

22. Accessibility guidance indicates that cycling has the potential to substitute for short car trips, particularly those less than 5 kilometres and to form part of a longer journey by public transport.
23. According to Transport for Greater Manchester's cycle map for the city centre the site is located within a short distance of cycle routes and the city wide cycle network which provides access to a wide range of facilities, local amenities and public transport hubs.
24. City Tower incorporates a Cycle Hub (within the basement) which provides circa 200 cycle spaces, showers and cycling facilities that are available to any members of the public who are 'Cycle Hub' members. In addition, there are a number of on-street cycle parking facilities located within comfortable walking distance of the site.
25. The 5-kilometre catchment covers a large part of Manchester including a significant population. As such, it is considered the site is accessible by bicycle.

Public Transport

Bus Services

26. The site benefits from being located immediately adjacent to Parker Street Bus Station.
27. A significant number of bus routes serving a wide area comprising parts of Greater Manchester and beyond can be accessed from the bus stops at the station.
28. Local bus stops generally have sheltered seating and timetable information.

Tram and National Rail Services

29. The nearest tram station is at Piccadilly Gardens which is located immediately north of the Parker Street Bus Station.

30. Frequent tram services can be accessed from this stop including services to Eccles via Media City, Ashton-under-Lyne, Piccadilly, Altrincham and Bury.
31. Piccadilly station is located within circa 700 metres walking distance of the site (to the east). A significant number of train services can be accessed from this station including services operated by Northern Trains, Transport for Wales, Cross Country, East Midlands Railway, TransPennine Express, and Avanti West Coast serving national destinations such as London, Birmingham, Glasgow, Edinburgh, Cardiff, and Bristol.

Accessibility Summary

32. It is clear from the above review of existing bus, tram and rail services and cycle and pedestrian facilities that the site is very accessible by non-car and active modes of transport.

The Proposal

33. As highlighted elsewhere in this report, the proposal relates to numbers 39-41 on the ground floor of Piccadilly Plaza.
34. The application that this report supports, seeks consent for the subdivision of units 40-41 to create two smaller units, with the proposed change of use to apply across all three units (including unit 39).
35. The proposed subdivision would provide the following:
- 39 Piccadilly Plaza – 56sqm,
 - 40 Piccadilly Plaza – 300sqm; and,
 - 41 Piccadilly Plaza – 100sqm.
36. Following the creation of the three new units, three new shopfronts would be installed. The new shopfronts would comprise three double sliding / automatic door entrances (one for each of the new units).
37. The proposed layout of the site is shown on the plan included in **Appendix C**.
38. No changes are proposed to the pedestrian / staff entrances / access points to the rear of the site or to the delivery and servicing arrangements described earlier in this report.

Transport Implications of Proposed Change of Use

39. Overall, there would not be a noticeable impact on the local transport network as a result of the proposed change of use, particularly when considered in the context of the significant number of existing trips that are already taking place near to the site.

Trip Generation

40. It is considered likely that the vast majority of trips to the existing / permitted and proposed flexible uses would be by foot, cycle and / or public transport and would already be on the wider transport network, i.e. as part of a multi-purpose journey to or from other nearby uses including nearby office / business space, shops, and / or leisure uses, or diverted from other retail uses. A significant majority of trips would also be passing by the site and / or linked to the nearby bus and tram stops.
41. As such, it is assumed the proposed flexible uses would generate a negligible number of 'new' trips to the area, especially during the traditional weekday morning and evening commuter peak periods.
42. Given the above, it is not considered necessary to undertake detailed junction capacity assessments of nearby junctions. Nor is it considered necessary to assess the impacts of the proposals on local publicly available car parking provisions, passenger loading for local public transport services or the capacity of local bus stops on the basis that there are a significant number of bus and tram services and stops located within close proximity of the site.

Car Parking

43. There are no proposals to provide any additional on-site car parking spaces as part of the change of use. This is considered appropriate given the central location of the site and that any additional car parking demand associated with the proposed flexible uses would be negligible and could be accommodated within the on-site City Tower car park or in other publicly available city centre car parks.

Cycle Parking

44. It is considered that the potential additional demand for cycle parking resulting from the proposals would be negligible.

45. As highlighted earlier in this report, there are a wide range of existing cycle parking facilities within the vicinity of the site including within the basement of City Tower and it is considered that these existing facilities would meet any potential additional demand for cycle parking associated with the proposed flexible uses.

Access

46. It is not proposed to change the existing site access arrangements for pedestrians, as highlighted earlier in this report. The site will therefore continue to be served by the public and staff accesses off Parker Street and the staff accesses off New York Street.

Deliveries and Refuse Collection

Servicing and Delivery Arrangements

47. The servicing, refuse and recycling collection regime for the proposed flexible uses will be undertaken from New York Street (i.e. to the rear) in accordance with the existing situation.

Servicing and Delivery Trips

48. As illustrated below, the proposed flexible uses would not generate a significant number of servicing and delivery trips to the site.
49. The servicing and delivery vehicle demand for the proposed uses has been based on data contained within the TRICS Research and Development Technical Note entitled 'Servicing Vehicle Requirements' dated August 2006.
50. This Technical Note provides estimated service vehicle trip rates for A1, A3, D1 and D2 land uses, i.e. a wide range of uses. The estimated service vehicle trip generation for the proposed A1 to A3 uses based on the above TRICS note is set out in **Table 1** below.

Table 1: Servicing and Delivery Vehicle Trip Rates and Trip Generation Estimates		
Vehicle Type	Daily Trip Rates (per 100sqm GFA)	Daily Trip Generation (c.456sqm GIA)
Light Goods Vehicle (LGV)	0.49	2
Heavy Goods Vehicle (HGV)	0.13	1
TOTAL		3

51. Based on the above, the proposed uses are anticipated to generate a very low number of delivery / servicing vehicle trips per day (around 3 activities per day, on average).
52. Given the relatively small scale of the units, it is expected that the majority of deliveries to the potential flexible uses would be undertaken by small to medium sized vehicles e.g. transit vans, with the occasional requirements to accommodate larger vehicles such as an 8 metre long box van.
53. Overall, it is considered that the servicing requirements for the proposed uses would not be significant, especially in the context of the number of servicing and delivery trips that are already taking place in the local area, and therefore there will be no adverse impacts arising.
54. Notwithstanding, if considered necessary and appropriate, the Applicant is willing to implement a Delivery and Servicing Management Plan (DSMP) at the new units to assist with the management of delivery and servicing activities associated with the new units. The DSMP could be submitted to the local planning authority for approval prior to first occupation of the new units via a suitably worded planning condition.

Summary and Conclusion

Summary

55. This Transport Statement supports the proposed change of use at 39-41 Piccadilly Plaza, City Tower, Manchester from sui generis (casino) to a flexible use comprising Use Class A1 (shops); Use Class A2 (financial and professional services); and, Use Class A3 (restaurants and cafes). In addition, it supports the proposed internal subdivision, installation of new shopfronts and associated works.
56. The proposals have been considered in this report and the findings can be summarised as follows:
- The site is very accessible by foot, cycle and public transport.
 - The car and cycle parking demand associated with the proposed uses would be negligible.
 - The existing access arrangements will be retained with no changes proposed.
 - The proposed uses would not result in a material change in vehicle trips to the site.
 - The proposed uses would not significantly increase the number of walking, cycling or public transport-based trips to the site.



Conclusion

57. In conclusion, the proposals are reasonable and appropriate for the location, and can be considered sustainable in accordance with the aims and objectives of National Planning Policy Guidance. In addition, the proposals are considered acceptable in transport terms as the residual cumulative transport impacts on highway safety would be negligible. Therefore, there are no traffic or transport reasons why the proposals should not be approved.

Appendix A

Site Location Plan

16/03/2020 15:09:32



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AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pro-acting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.
Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPMS1, IPMS2, IPMS 3, Gross External Area (GEA), Gross Internal Area (GIA) or Net Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.

REV.	DATE	AMENDMENT
-	16/04/2020	PLANNING

KEYPLAN

CLIENT
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PROJECT
City Tower Refurbishment

SCALE@A3 DATE 16/03/2020 ORIGINATOR JE CHECKED JE AUTHORISED JJ

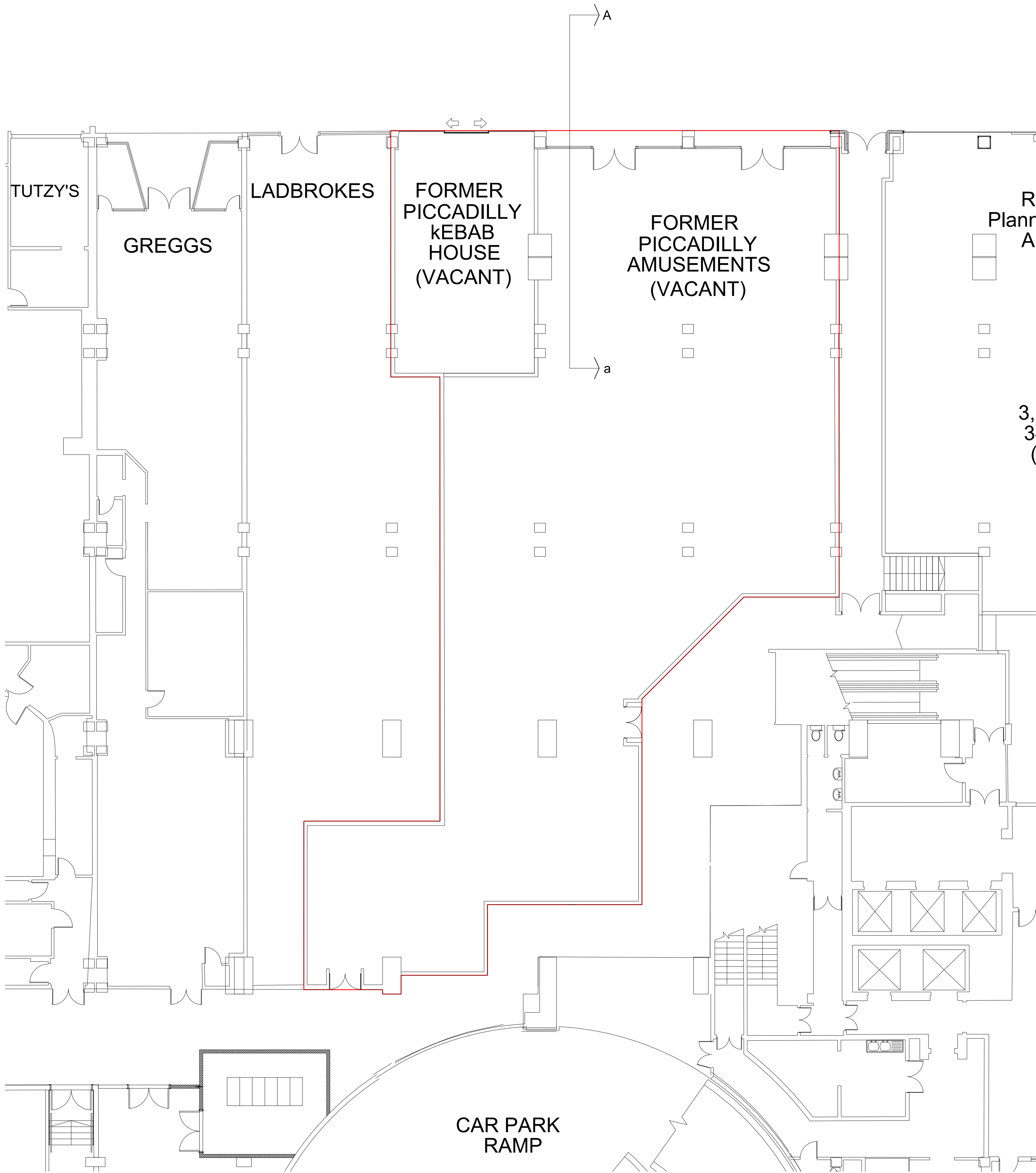
Location Plan
Retail Units 39-41

STATUS	PURPOSE FOR ISSUE	SR NO.
PLANNING INFORMATION		5298
DRAWING NO.		REV.
5298 - ZR -00 -100		-

Appendix B

Existing Site Layout

Filename P:\Projects\5250_e\5298\CAD\plot\20_GA\5298-ZR-20-100.dgn
Plotted 24/03/2020



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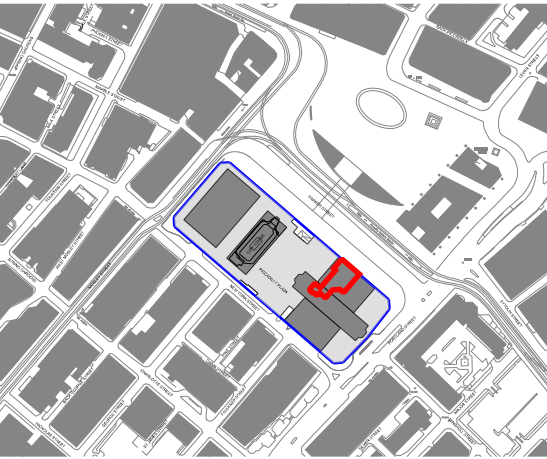
This drawing has been prepared using partial survey information and historical drawings and is subject to change following the receipt of more detailed information.

Part refurbishment of floor required
To be read in conjunction with:
Structural Engineer's Information
M&E Engineer's Information
Fire Engineer's Information

Scope of works

REV.	DATE	AMENDMENT
-	24.03.2020	PLANNING

KEYPLAN



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PROJECT
CITY TOWER - RETAIL UNITS 39-41

SCALE@A1 DATE ORIGINATOR CHECKED AUTHORISED
1:100 16.03.2020 JE JE

TITLE
Existing - Ground Floor GA Plan

STATUS
PLANNING

DRAWING NO.
5298-ZR-20 -100

REV.
-

Appendix C

Proposed Layout

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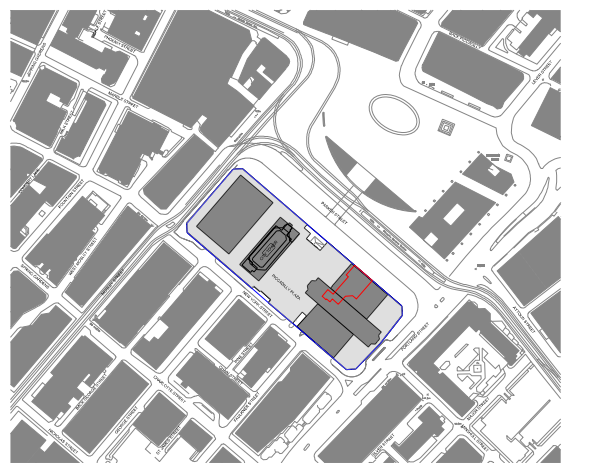
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Part refurbishment of floor required
To be read in conjunction with:
Structural Engineer's Information
M&E Engineer's Information
Fire Engineer's Information

Scope of works

REV.	DATE	AMENDMENT
-	24.03.2020	PLANNING
A	14.04.2020	PLANNING
B	05.06.2020	PLANNING

KEYPLAN



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PROJECT CITY TOWER - RETAIL UNITS 39-41

SCALE@A1 1:100	DATE 16.03.2020	ORIGINATOR JE	CHECKED JE	AUTHORISED JJ
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TITLE
Proposed - Ground Floor GA Plan

STATUS
PLANNING

DRAWING NO.
5298-ZR-20 -200

REV.
B

PARKER STREET (BUS STATION)

