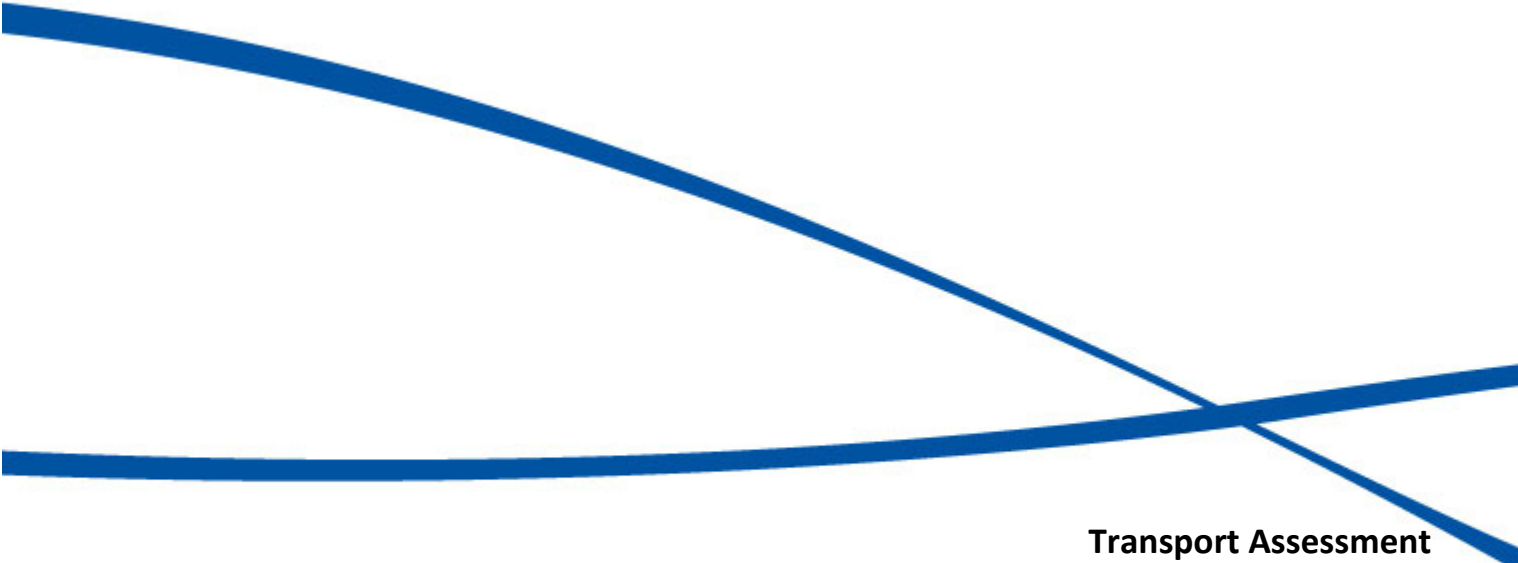


Hologic Ltd

**PROPOSED SITE WORKS AT CREWE ROAD,
WYTHENSHAW, M23 9BE**



Transport Assessment

VN201641

May 2020

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REPORT CONTROL

Document: Transport Assessment

Project: Proposed Site Works at Crewe Road, Wythenshawe, M23 9BE

Client: Hologic Ltd

Job Number: VN201641

File Origin: N:\Vectos Job Data\2020\VN201641 Crewe Road, Wythenshawe Phase 2\Docs\Reports\Crewe Road, Wythenshawe - Transport Assessment.docx

Document Checking:

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Issue	Date	Status	Checked for Issue
1	17.05.20	Issue_01	PT
2	21.05.20	Issue_02	PT
3			
4			

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APPENDICES

Appendix A	Plan of Approved Extension
Appendix B	Proposed Site Plan

1 INTRODUCTION

1.1 Background

1.1.1 This Transport Assessment (TA) has been prepared by Vectos in support of a planning application for a new car park within the existing grounds of Hologic on Crewe Road in Wythenshawe, Manchester, along with a new access junction onto the B5167 Wythenshawe Road to the west.

1.1.2 The Hologic site is located within the Oaks Business Park and the development area is part of a 1.43 hectare site located within the existing grounds, as shown in **Figure 1.1**. The site is currently accessed from Crewe Road to the south.



Figure 1.1: Plan of the Site Area

1.1.3 The proposals comprise the second phase of development at the Hologic site. The first phase was the subject of a planning application (Planning ref: 125299/FO/2019) which was approved in February 2020 and amended under planning reference 126686/JO/2020) to alter the position of the new building. That first phase comprises the erection of a three-storey extension of the Waterside House Building to provide a new loading bay and storage area, with an associated vehicle turning area.

1.1.4 The second phase, which is the subject of this planning application, is for a new area of car parking in the northwest part of the site to be accessed from the introduction of a vehicular and pedestrian access onto Wythenshawe Road. The new car parking will in part replace some of the car parking that will be lost due to the approved extension to the Waterside House Building and the reconfiguration of the existing site layout. It will also provide parking in association with the increased floor area of the new extension. The proposed car park will also assist in the segregation of HGV and staff vehicle movements at the site, which will provide a safety benefit in terms of the on-site operations.

1.1.5 This TA report considers relevant national and local transport planning policies and how the proposed development is compliant with these, and sets out the transport effects of the new car parking proposals.

1.2 Scope of Report

1.2.1 The scope of this report is as follows:

- Section 2 considers the relevant local and national transport planning policies.
- Section 3 provides a review of the baseline transport conditions in the vicinity of the site, including a highway safety review and a review of existing traffic flows on the local highway network.
- Section 4 comprises a review of the accessibility of the site by sustainable transport modes which will be improved by creating a new access point onto the B5167 Wythenshawe Road.
- Section 5 details the existing initiatives provided by Hologic to encourage sustainable and active travel amongst staff.
- Section 6 provides a description of the proposed development and its expected operating characteristics.
- Section 7 provides an assessment of the effects of the development upon the surrounding highway network.
- Section 8 provides a summary and conclusion to the report.

2 POLICY REVIEW

2.1 Introduction

2.1.1 This section considers the key transport related strategies and policies at a national and local level that relate to the development proposals.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The primary source of national policy regarding the transport planning aspects of development can be found in the Ministry of Communities and Local Government (MCLG) NPPF published in February 2019.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development, which is to be seen as a golden thread for plan making and decision taking. This presumption in favour of sustainable development relates to both plan making and decision taking. It requires that planning authorities should positively seek opportunities to meet the development needs of their area and that Local Plans should meet objectively assessed needs unless the adverse impacts of doing so would '*significantly and demonstrably*' outweigh the benefits when assessed against the policies of the NPPF, or where the Framework indicates development should be restricted.

2.2.3 The NPPF states that in assessing specific applications for development, it should be ensured that:

- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- *safe and suitable access to the site can be achieved for all users.*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

2.2.4 Paragraph 109 goes on to state 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.”*

2.2.5 At various stages the TA report will refer back to the above key considerations from the NPPF with regard to the transport justifications for the development proposals.

2.3 Manchester Core Strategy

2.3.1 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027.

2.3.2 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

- *Improve choice by developing alternatives to the private car.*
- *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.*

2.3.3 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes and the proposed separation of HGV servicing activity and car parking will help support the safe operation of the site for all users.

2.3.4 The Core Strategy also provides the relevant car and cycle parking standards, which are reproduced in **Table 2.1**.

Land use	Maximum car parking standard	Disabled parking	Minimum cycle parking standard
B1 Business Park	1 / 35sq.m	6 bays plus 2% of total capacity	1 / 200sq.m
B2 General Industry	1 / 45sq.m	6 bays plus 2% of total capacity	1 / 450sq.m
B8 Storage and Distribution	1 / 100sq.m	6 bays plus 2% of total capacity	1 / 100sq.m

Table 2.1: Parking Standards

2.4 Greater Manchester Transport Strategy 2040

2.4.1 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.4.2 The vision is for Greater Manchester to have '*World class connections that support long-term, sustainable economic growth and access to opportunity for all*'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

2.4.3 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.4.4 The Delivery Plan 1: 2016/17-2021/22 sets out schemes and measures that are aimed to be brought forward up to 2021. It also sets out the funding availability and will provide annual updates on progress against key performance indicators.

- 2.4.5 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment. The Greater Manchester Transport Strategy also highlights improving the safety of the transport network as a key priority, and the development proposals are considered to provide a safer site layout and access arrangements for all users.

2.5 Summary

- 2.5.1 Relevant national and local transport planning policies and guidance have been reviewed, including Manchester City Council's car parking standards.
- 2.5.2 It is considered that the proposals for a new car parking area at the Hologic site in Wythenshawe can be demonstrated to accord with planning policy by facilitating safe and suitable access to the site for all users, and will provide appropriate levels of car parking in accordance with operational need and policy guidance.
- 2.5.3 The scheme has also been developed to be consistent with the thread of sustainable development that is central to national and local policies.

3 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

3.1 Site Location

3.1.1 The Hologic site is located within the Oaks Business Park in Wythenshawe, South Manchester. The location of the site in relation to the surrounding highway network is shown in **Figure 3.1**.



Figure 3.1: Site Location in Relation to the Surrounding Highway Network

3.1.2 It can be seen from **Figure 3.1** that the site is located immediately to the southeast of the B5176 Wythenshawe Road. Access to the Oaks Business Park is provided via Crewe Road which forms a junction with Moor Road. From Moor Road, access to the wider network is provided to the north via the B5176 Wythenshawe Road and to the south via the A560 Altrincham Road. The M56 can be accessed via Junction 3a which is around 2km to the southeast of the site.

3.1.3 The location of the proposed car park in relation to the existing Business Park is illustrated in **Figure 3.2**.



Figure 3.2: Proposed Car Park and Access Location Overview

- 3.1.4 It can be seen from **Figure 3.2** that the proposed car park will be located at the western end of the Hologic site adjacent to Wythenshawe Road, to the north of Heron House and to the west of the approved Waterside House Building extension.

3.2 Surrounding Highway Network

Crewe Road

- 3.2.1 Crewe Road provides access to the Oaks Business Park from Moor Road and is circa 7m in width and subject to a 30mph speed limit. There are footways and street lighting provided along both sides of the road. Crewe Road is a cul-de-sac with all vehicle movements routing via Moor Road. Crewe Road forms a three-arm priority junction with Moor Road to the east of the site.

Moor Road

- 3.2.2 Moor Road links the A560 Altrincham Road in the south to the B5167 Wythenshawe Road in the north. In addition to providing access to the Oaks Business Park, it also provides access to a number of residential streets and the Manchester Health Academy.

- 3.2.3 The Metrolink tram also passes along Moor Road, with the tram tracks sharing the carriageway space for the northern part of the road, and a tram stop located around 170m to the south of the junction with Crewe Road.
- 3.2.4 Moor Road is subject to a 30mph speed limit in the vicinity of the junction with Crewe Road, entering into a 20mph zone around 140m to the south. It has footways with street lighting along both sides of the carriageway. It is a designated on-road cycle route, with a section of traffic-free route running parallel to the tram line to the south.

B5167 Wythenshawe Road

- 3.2.5 The B5167 Wythenshawe Road is a residential distributor road extending from the A5103 Princess Parkway to Ferndown Road. In the vicinity of the site it is subject to a 30mph speed limit and is circa 6m in width. It has verge and footway arrangements along both sides of the carriageway, with street lighting also provided. A number of residential access roads connect to Wythenshawe Road.

3.3 Traffic Flows and Existing Peak Hour Highway Conditions

- 3.3.1 Traffic flows along Moor Road have been sourced from a Transport Assessment submitted in support of a planning application (planning reference: 114728/FO/2016) for the erection of a three-storey classroom extension and new main entrance at Manchester Health Academy on Moor Road, to the south of the site. The supporting TA provides traffic count survey data from a 2016 survey at the Moor Road / Health Academy access, and a summary of flows on the Moor Road northern arm is provided in **Table 3.1**. As the application related to a school, the survey data does not extend beyond 17:00 therefore 16:00-17:00 has been taken as the PM peak hour.

	Moor Road Southbound	Moor Road Northbound	Moor Road Two-Way
AM Peak Hour	367	290	657
PM Peak Hour	275	338	613

Table 3.1: Moor Road 2016 Survey Flows

- 3.3.2 It can be seen from **Table 3.1** that the 2016 survey suggests that Moor Road experiences similar flows in the morning and evening peak hours of around 600-660 two-way movements. The data suggests a slight tidal flow of traffic with greater flows southbound in the morning peak and greater flows northbound in the evening peak.
- 3.3.3 There is no publicly available traffic data for Wythenshawe Road, however an overview of the existing peak hour traffic conditions on the surrounding network can be gained via reference to the Google Maps typical traffic conditions tool. Snapshots for the weekday morning peak and evening peak periods are shown in **Figure 3.3**.

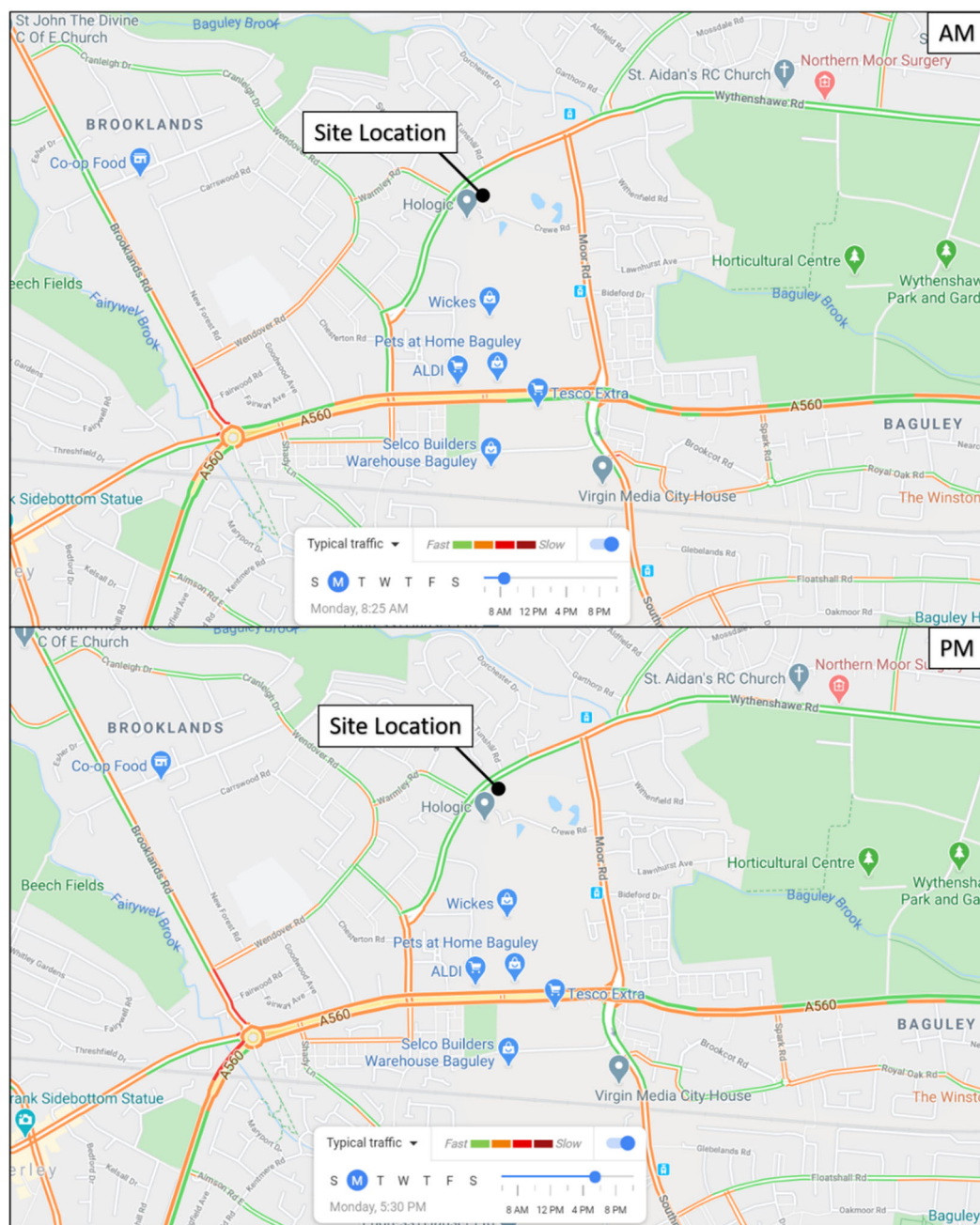


Figure 3.3: Typical Traffic Conditions AM and PM Peak

3.3.4 It can be seen from **Figure 3.3** that there is some evidence of slower moving traffic conditions in both peak hours on the surrounding highway network, however this is not unusual for this urban location and there are no areas of dark red or red on Moor Road and Wythenshawe Road in the immediate vicinity of the site that would suggest more severe congestion.

3.4 Air Quality Management Area

3.4.1 Manchester City Council designated a city wide Air Quality Management Area (AQMA) in 2005, in response to identified exceedances of the nitrogen dioxide (NO₂) annual mean objective. This designation requires Manchester City Council to prepare and maintain an Air Quality Action Plan (AQAP). The objectives of the AQMA and the AQAP are to:

- Improve and protect ambient air quality.
- Adopt measures to achieve cleaner air.
- Establish health-based standards for air pollutants known to severely harm human health.

3.4.2 Parts of the A560 Altrincham Road are within the Greater Manchester AQMA, however Moor Road and Wythenshawe Road are outside of the area. As will be detailed later in this report, the proposals are not expected to result in any significant changes to traffic on Altrincham Road and would therefore not have a material impact upon air quality within the AQMA. Also, the car park proposals include the provision of electric vehicle charging points to support access to the site by low and ultra low emission vehicles.

3.5 Highway Safety Review

3.5.1 The accident record for the highway network in the vicinity of the site has been reviewed via reference to the TfGM's online accident database. A plot showing the location of accidents recorded in the most recent five-year period is provided as **Figure 3.4**.

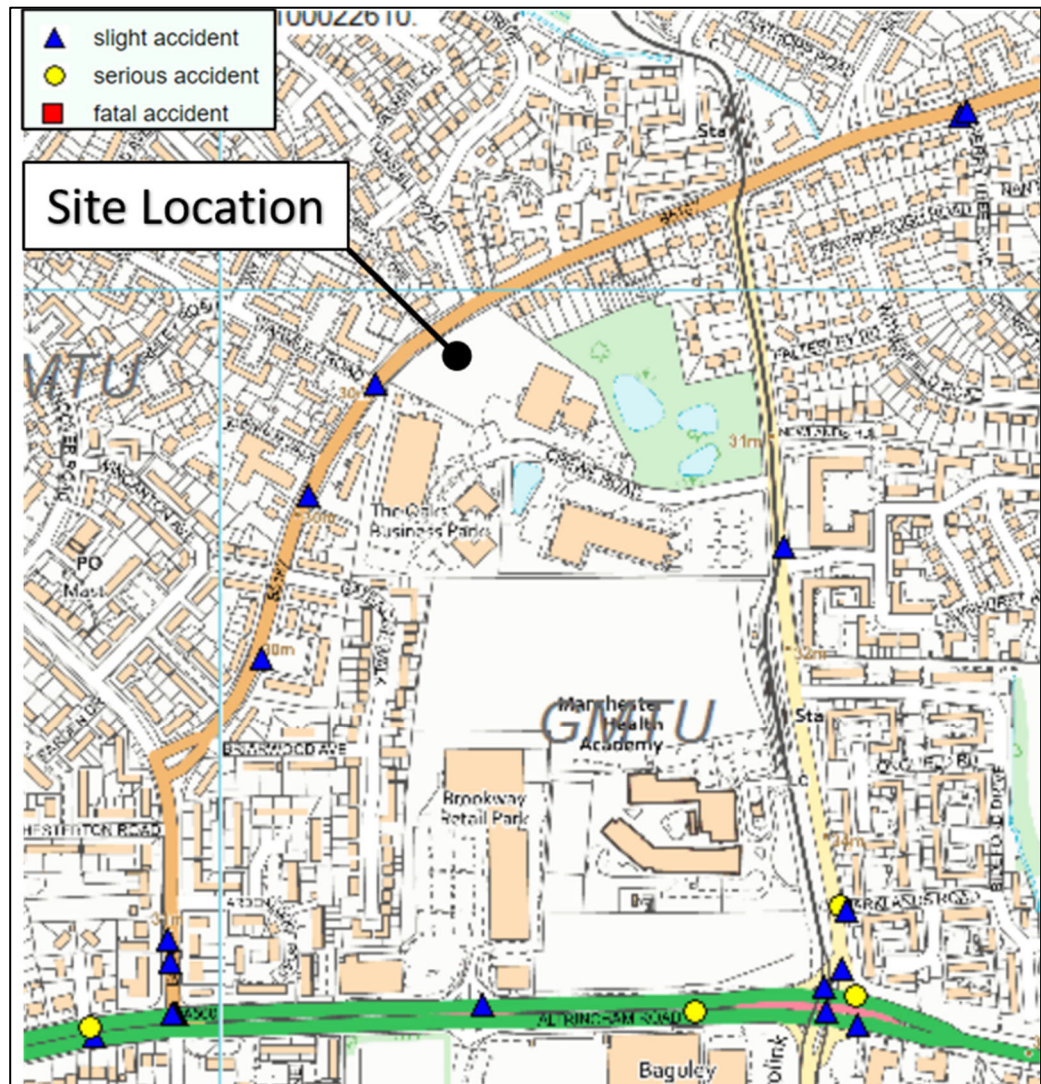


Figure 3.4: Five-Year Accident Location Plot

Source – <https://www.gmtu.gov.uk/gmaccidents/accidents>

- 3.5.2 This indicates that there have been no accidents along Wythenshawe Road in the vicinity of the site frontage. There have also been no accidents at the Oaks Business Park access at the Crewe Road / Moor Road junction, at the Moor Road / Wythenshawe Road junction or the Wythenshawe Road / Ferndown Road junction.
- 3.5.3 There have been three slight injury accidents along Wythenshawe Road to the south of the site frontage, and these are relatively spaced out and not suggestive of a highway safety issue of concern at a specific location.

- 3.5.4 There have been three accidents on Moor Road between Altrincham Road and the access to the Oaks Business Park, two of which resulted in slight injury and one resulting in serious injury.
- 3.5.5 There have been five accidents at the Moor Road / Altrincham Road junction. This rate of accidents, averaging at one per year at this large-scale junction is not considered unusual.
- 3.5.6 None of the accidents in the study area resulted in fatal injury.
- 3.5.7 In summary, the accident data does not suggest that there are any highway safety problems on the local highway network that would call the proposed development into question and no specific safety issues that need to be addressed as part of this application.

3.6 Summary

- 3.6.1 The existing transport conditions in the vicinity of the site have been reviewed. The site is spatially well located in relation to the surrounding vehicular access routes, with good connections to the local and strategic highway network. Existing traffic conditions have been reviewed and Moor Road Wythenshawe Road in the vicinity of the site appears to operate without congestion during the weekday peak hours. Altrincham Road also appears to operate without significant congestion in the immediate vicinity of the site in the weekday peak hours.
- 3.6.2 The development location and proposals have been reviewed in relation to the Greater Manchester AQMA and it is not considered to be in conflict with this designated area. The highway safety record for the surrounding roads has been reviewed and the accident data does not suggest that there are any highway safety problems on the local highway network that would be exacerbated by the development proposals.

4 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

4.1 Overview

- 4.1.1 The site is well located to encourage travel by sustainable travel modes and Hologic Ltd implements a number of measures to encourage staff to travel to work using sustainable transport modes. These sustainable travel initiatives are considered in more detail in the next chapter. This chapter provides information on the accessibility of the site in relation to walking, cycling and public transport opportunities in the area, particularly as the creation of a new entrance onto the B5167 Wythenshawe Road will improve the range of options in terms of access to the site by sustainable transport modes.

4.2 Walking

- 4.2.1 The Oaks Business Park is well located in relation to existing pedestrian infrastructure, and is within a reasonable walk distance of a large surrounding residential population. A reasonable walking catchment for commuting trips is 2km, which equates to a circa 25-minute walk. This places surrounding residential areas within Timperley, Baguley, Brooklands and Northern Moor within a reasonable walk catchment of the site.
- 4.2.2 The existing pedestrian infrastructure in the area is of a suitable standard to facilitate pedestrian trips, with footways along Crewe Road linking the site to Moor Road, whereupon footway connections extend north and south including to link to the Moor Road Tram Stop and bus stops. There is a controlled Toucan Crossing on Moor Road around 60m to the south of the junction with Crewe Road, and a controlled crossing at the junction with Wythenshawe Road, allowing pedestrians to cross the Moor Road and Wythenshawe Road arms of the junction.
- 4.2.3 Whilst currently there is no direct access to the site from Wythenshawe Road, the proposals for a new vehicular entrance will provide a new connection into the site for pedestrians from this direction. Wythenshawe Road benefits from segregated footways along both sides of the road.

4.3 Cycling

4.3.1 The Oaks Business Park is well located in relation to existing cycle infrastructure, as shown in the extract from the TfGM Manchester Cycle Map in **Figure 4.1**.

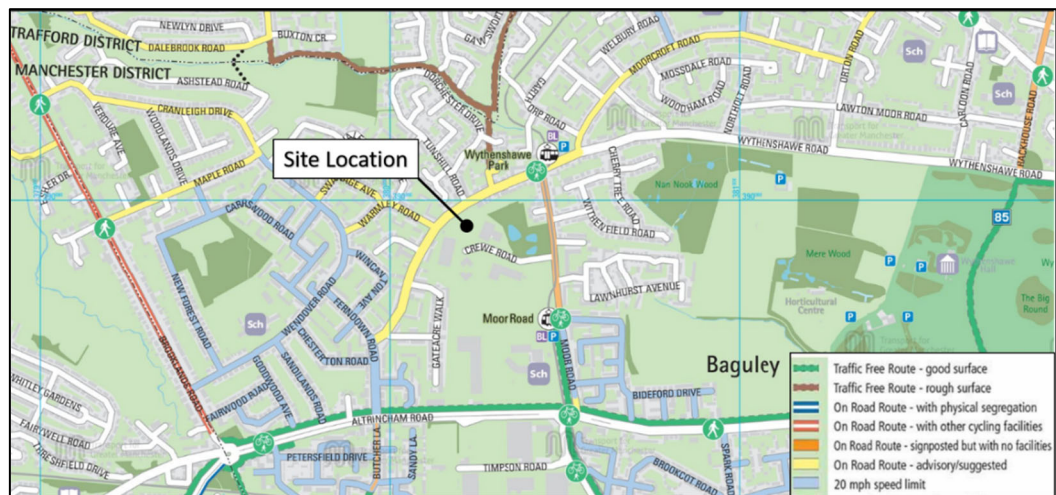


Figure 4.1: Existing Cycle Infrastructure (Extract from TfGM Cycle Map)

4.3.2 It can be seen from **Figure 4.1** that Moor Road is designated as an on-road cycle route, with the southern part of the road providing a traffic free route, which extends east and west along Altrincham Road. To the east it links with National Cycle Network Route 85. There are Toucan Crossings provided along Moor Road at its junction with Wythenshawe Road and Altrincham Road and adjacent to the tram stop.

4.3.3 Wythenshawe Road is designated as an advisory on-road cycle route, with many of the connecting residential streets subject to a 20mph speed limit that will accommodate both relatively low traffic speeds and flows. This is conducive with providing a cycle friendly environment.

4.3.4 A reasonable cycle commute time of 25 minutes equates to a circa 5km catchment from the site, which includes areas such as Sale, Altrincham, Wythenshawe, Gatley and Hale Barns.

4.4 Bus and Tram Services

4.4.1 The site is within 400m of bus stops along Moor Road and Wythenshawe Road albeit those along Wythenshawe Road are not currently directly accessible from the site on foot, but this will change following the implementation of the proposed new access arrangements.

4.4.2 The bus stops on Moor Road are served by the 11A service operated by Stagecoach, and this bus route provides a link to Stockport and Altrincham. Those on Wythenshawe Road are served by the 19 and 108 services, which provide links between Altrincham, Wythenshawe and Timperley.

4.4.3 The site is also well located in relation to the tram network, with the Moor Road tram stop within 450m. The tram stop is on the Airport Line and provides direct connections to the Airport, the City Centre and stops in between including Wythenshawe Town Centre, Baguley, Northern Moor, Chorlton, Firswood, Trafford Bar and Cornbrook. An extract of the TfGM public transport map is shown in **Figure 4.2**.



Figure 4.2: TfGM Public Transport Map Extract

4.4.4 The site is therefore well located in relation to the public transport network, with both bus and tram services available within a short walk of the site. Furthermore, the proposed new pedestrian connection between the site and Wythenshawe Road as a result of the new development will increase the number of bus services available within 400m of the site and provide improved access for pedestrians and cyclists with the catchment area to the west.

4.5 Summary

4.5.1 It can be concluded that the site is well located for trips to be undertaken by sustainable modes, with both bus and tram services available within a short walk of the site, providing connections to key local destinations including the City Centre and the Airport. Furthermore, the proposed new pedestrian connection between the site and Wythenshawe Road will increase the number of bus services available within 400m of the site and provide better accessibility into the catchment area to the west.

4.5.2 There is also a good level of existing pedestrian and cycle infrastructure in the vicinity of the site, including a cycle route along Moor Road and controlled crossing facilities at key points on the local network.

5 HOLOGIC SUSTAINABLE TRANSPORT INITIATIVES

5.1.1 Hologic encourages staff to travel sustainably through a number of measures and initiatives. These are listed below:

- Encouragement of car sharing amongst staff.
- Operation of a bicycle purchase scheme through the staff benefits package, available to all staff.
- Provision of cycle storage within secure stores at either end of the site.
- Provision of cycle lockers and 6 x showers.
- Access to a gym which is free for staff during work hours.
- Gym membership discount scheme for staff for a number of gyms through Vitality Healthcare.

5.1.2 The above initiatives demonstrate the commitment of the company to encouraging staff travel by active and sustainable transport modes, helping to reduce single occupancy trips to the site by car.

6 DEVELOPMENT PROPOSALS

6.1 Hologic Site Operations

6.1.1 The Hologic site includes a number of buildings within the Oaks Business Park. These are indicated in **Figure 6.1**, along with the existing car parking provision and access points.

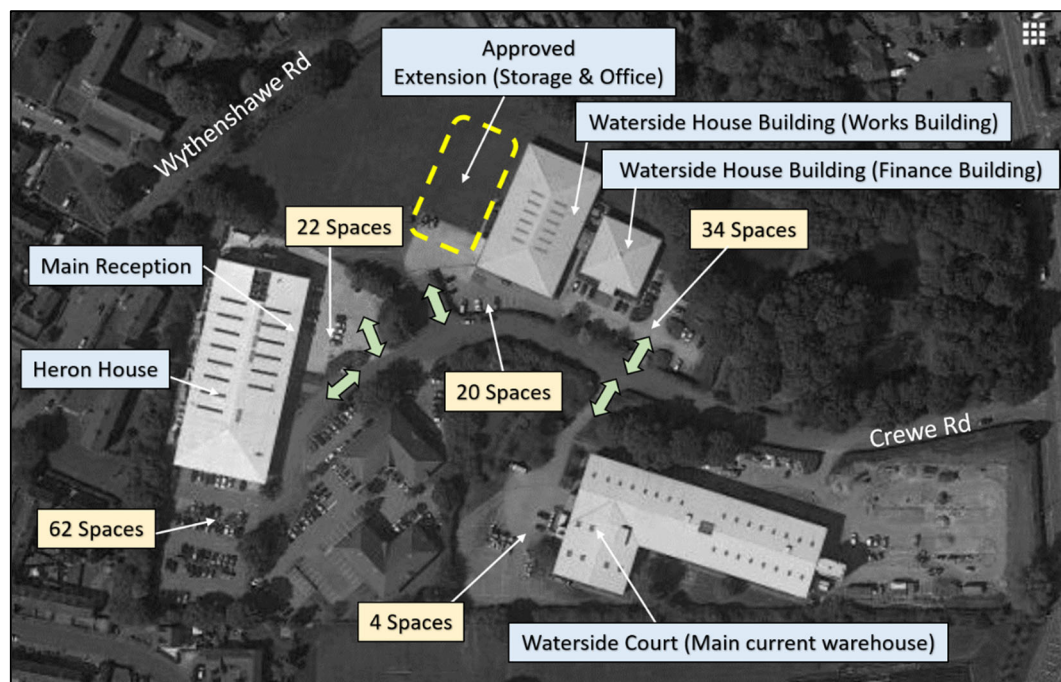


Figure 6.1: Existing Site Arrangement and Car Parking Spaces

6.1.2 It can be seen from **Figure 6.1** that the Hologic site includes a mix of office, industrial, and storage / warehousing land uses split across three buildings, with an approved extension set to provide further floor space. The approximate quantum of floor area occupied by Hologic is indicated below:

- Heron House 5,110sq.m Assumed land use: B1

- Waterside House 2,044sq.m Assumed split of land uses: B1 / B2 / B8
- Waterside Court 836sq.m Assumed land use: B8
- Approved Extension 1,110sq.m Land use: B8 with ancillary office

6.1.3 The current floor area therefore totals approximately 7,990sq.m and once the approved extension is complete, this will increase to around 9,100sq.m.

6.2 Current Parking Provision

6.2.1 142 car parking spaces are currently provided across the Hologic site, however the approved extension will result in the loss of the 20 spaces to the south of Waterside House. It is understood from Hologic that some staff parking also occurs in adjacent premises, indicating that the current car parking demand at the site can exceed demand.

6.2.2 Whilst some of the staff working at the site work typical office hours, some staff are employed on a shift pattern, with start times from 07:00, finishing as late as 22:00. Therefore, not all staff are on site at the same time. The site also receives visitors and five visitor spaces are provided in the car park adjacent to the Main Reception.

6.2.3 Across the site there are seven disabled spaces.

6.2.4 Cycle parking is provided for staff within two secure stores, one at either end of the site.

6.3 Approved Extension

6.3.1 The approved extension to the Waterside House Building will provide a new loading bay and storage area with associated vehicle turning area, as shown in the plan at **Appendix A**. The new storage area will increase the storage capacity on the site and will also consolidate delivery activity.

6.3.2 The vehicle turning area and reconfiguration of the space will result in the loss of the 20 car parking spaces to the south of the Waterside House Building.

6.4 Proposed New Car Parking

6.4.1 The proposed new car parking area will be located to the west of the approved extension, and a plan of the proposals is shown on the Site Plan at **Appendix B**. The new car park will provide 80 car parking spaces for Hologic staff, six of which will be disabled spaces. The car park proposals will also include the provision of electric vehicle charging points in two of the spaces to support access to the site by low and ultra low emission vehicles. There will be no through connection for vehicles between the new car park and the retained Crewe Road access to the site.

6.4.2 The car parking spaces are required in part to replace the 20 that will be lost as a result of the approved extension to the Waterside House Building and to segregate large trucks and fork lift movements from staff areas. The further 60 spaces proposed will accommodate new staff employed at the site as a result of the approved extension, and accommodate parking demand generated by the existing Hologic operations. A total of 202 car parking spaces will therefore be provided across the site. If this parking provision is considered against the Manchester City Council (MCC) parking standards, it can be seen that the provision is within the maximum level of parking prescribed by the standards, as follows:

Land use	Maximum car parking standard	Approx. Floor Area	Maximum Permissible Car Parking
B1 Business Park	1 / 35sq.m	5,971	166
B2 General Industry	1 / 45sq.m	682	15
B8 Storage and Distribution	1 / 100sq.m	2,627	26
Total			207

Table 6.1: Applied Parking Standards

6.5 Cycle Parking

6.5.1 A new set of cycle stands will be provided within the landscaped area to the north of Waterside House to replace one of the existing cycle stores that will be lost as a result of the development. This will provide space for 14 cycles in a convenient location close to the building.

6.5.2 The proposed cycle parking arrangements for the development are considered to be appropriate to meet the needs of the development.

6.6 Proposed Wythenshawe Road Access

6.6.1 The proposed new car parking area will be accessed via a new vehicular access junction onto Wythenshawe Road. The access will serve only the new 80-space car park. A general arrangement drawing of the proposed access is provided as **Vectos Drawing VN201641-D100 Rev A**. It can be seen from this drawing that the proposed access will provide visibility splays of 2.4m x 43m in accordance with Manual for Streets design criteria, and this is appropriate for Wythenshawe Road which has a 30mph speed limit. The proposed junction is shown with bell mouth radii of 6m.

6.6.2 The proposed new car park is not expected to generate 80 two-way trips during any one hour period, and vehicle movements will be mainly inbound in the morning and outbound in the evening. Due to the mix of typical office hour and shift pattern working at the site it is considered that there will be peak spreading of arrivals and departures during the morning and evening periods. In addition, the review of existing traffic conditions on Wythenshawe Road did not identify any existing congestion issues. It is therefore considered that the proposed access junction will operate safely and within capacity.

6.6.3 Additionally, the new access will provide dropped kerbs with tactile paving at the footway crossing point on Wythenshawe Road.

6.6.4 A sliding gate will be provided at the entrance to the car park to control access. This is likely to comprise of a card-controlled access system with intercom, which will be consistent with the existing access control system at the other car parking areas on the site. The gate will be at least 6m from the carriageway edge ensuring that at least one vehicle can wait off Wythenshawe Road.

6.6.5 The access will be a minimum of 6.2m in width. A swept path drawing showing a large car manoeuvring at the access is shown in **Vectos Drawing VN201641-TR100**. This also demonstrates that the car parking spaces can be accessed suitably.

6.7 Waterside House Former Car Parking

6.7.1 It is understood that vehicle access will be required to this area of the site for servicing activity by Transit and 7.5t Box Van size vehicles, and **Vectos Drawing VN201641-TR101** demonstrates that this area can be accessed and egressed suitably in forward gear.

6.8 Summary

6.8.1 The proposed new car parking and new access junction onto Wythenshawe Road have been detailed in this chapter. It is demonstrated that the proposed access junction will operate safely and within capacity.

6.8.2 The new car parking area of 80 spaces is required to accommodate the approved extension and also to help segregate larger vehicle movements from staff movements within the site. The car park proposals will also include the provision of electric vehicle charging points in two of the spaces and six will be designed for mobility impaired users. A total of 202 parking spaces will be available on the site following the proposals, which has been shown to be in accordance with the MCC parking standards. Additionally, new cycle parking facilities will be provided to replace an existing cycle store that will be lost as a result of the development.

6.8.3 The proposed new access onto Wythenshawe Road will serve only the proposed 80-space car park and meets the relevant highway design standards.

7 EFFECTS UPON THE SURROUNDING HIGHWAY NETWORK

7.1 Staff Trip Reassignment

7.1.1 The proposals will result in some changes to vehicle trip movements on the surrounding highway network, as some of the existing trips by Hologic staff that currently travel via Crewe Road to access the site will route via Wythenshawe Road instead. These staff trips will occur throughout the day, in accordance with office hours and the shift patterns at the site and therefore will not all be concentrated in the traditional weekday morning and evening peak hours.

7.1.2 This reassignment of some staff trips will involve minor changes to the distribution of traffic at some of the junctions in the area, notably:

- Wythenshawe Road / Moor Road.
- Altrincham Road / Moor Road / Southmoor Road.
- Altrincham Road / Ferndown Road / Butcher Lane.

7.1.3 The reassignment will primarily involve changes to turning movements at these junctions rather than any changes to the number of trips at these junctions, and therefore the operation of the junctions will not be materially affected.

7.1.4 At the Wythenshawe Road / Ferndown Road and Altrincham Road / Ferndown Road / Butcher Lane junctions, there is likely to be a small increase in vehicle turning movements associated with trips to and from the A5103 Princess Parkway, and the south and west, however this would not amount to a material change in trips at these locations on this route to the site. The Altrincham Road / Moor Road / Southmoor Road and Wythenshawe Road / Moor Road junctions would likely experience a small reduction in vehicle turning movements as a result of trips to and from the A5103 Princess Parkway no longer accessing Moor Road.

7.1.5 There would also be a reduction in vehicle movements at the Crewe Road / Moor Road junction as a result of some of the existing staff trips transferring from car parks off Crewe Road to the new car park off Wythenshawe Road. In addition, vehicle trips would be

spread across several hours in the morning and evening rather than concentrated upon a single peak hour, due to the shift times in operation at the site, which will ensure that the development proposals have a minimal impact in terms of the off-site highway operation.

7.2 Summary

- 7.2.1 The likely effects of the proposed new parking area upon vehicle movements on the surrounding highway network have been considered and it is concluded that the primary effect will be a change in turning movements at a small number of off-site junctions, with no resulting material effect upon junction operation.

8 SUMMARY AND CONCLUSION

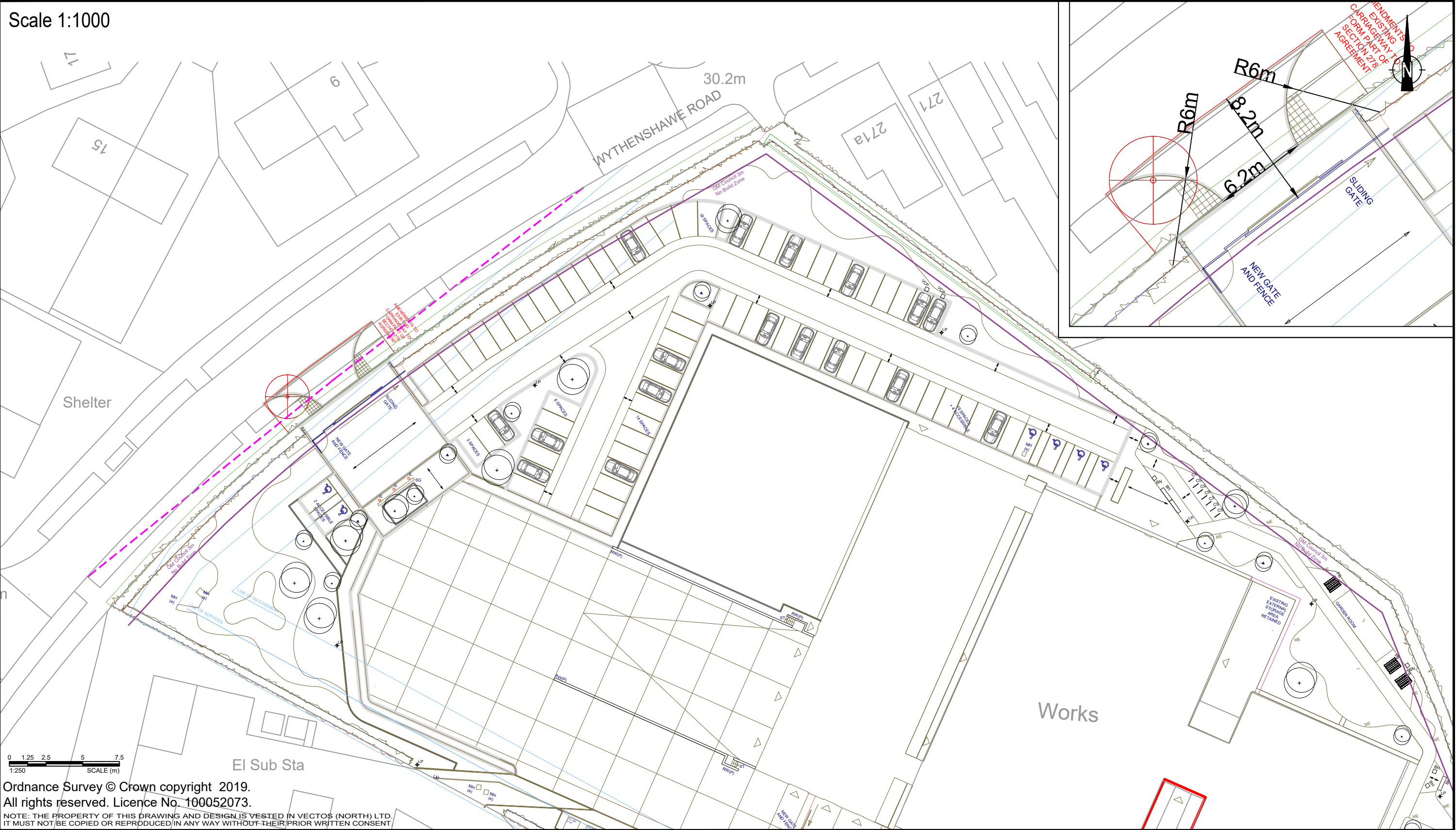
8.1 Summary

- 8.1.1 This Transport Assessment has been prepared by Vectos in support of a planning application for a new car park of 80 spaces within the existing grounds of Hologic on Crewe Road in Wythenshawe, along with a new access onto Wythenshawe Road.
- 8.1.2 Relevant national and local transport planning policies and guidance have been reviewed, including MCC's car parking standards. The scheme has been developed to facilitate safe and suitable access to the site for all users, and will provide appropriate levels of car parking in accordance with operational need and policy guidance.
- 8.1.3 The existing transport conditions in the vicinity of the site have been reviewed. The site is spatially well located in relation to the existing highway network with good connections to the local and strategic highway network. Existing traffic conditions have been reviewed and Wythenshawe Road in the vicinity of the site appears to operate without congestion during the peak hours. Moor Road also appears to operate without significant congestion in the peak hours.
- 8.1.4 The highway safety record for the surrounding roads has been reviewed and the accident data does not suggest that there are any highway safety problems on the local highway network that would call the proposed development into question.
- 8.1.5 The site is excellently located for trips to be undertaken by sustainable modes, with both bus and tram services available within a short walk of the site, providing connections to key local destinations including Manchester City Centre and the Airport. Furthermore, the proposed new pedestrian connection onto Wythenshawe Road will increase the number of bus services available within 400m of the site and provide better accessibility into the catchment area to the west. There is also a good level of existing pedestrian and cycle infrastructure in the vicinity of the site, including a cycle route along Moor Road and controlled crossing facilities at key points on the local network.

- 8.1.6 Hologic encourages staff to travel sustainably through a number of measures and initiatives including a car sharing scheme.
- 8.1.7 The proposed new car parking and new access junction onto Wythenshawe Road have been detailed. The new car parking is required to accommodate the approved extension and associated new staff, and also to help segregate larger vehicle movements from staff movements within the site. The car park proposals will also include the provision of electric vehicle charging points in two of the spaces and six will be designed for mobility impaired users. A total of 202 parking spaces will be available on the site following the proposals, which has been shown to be in accordance with the MCC's parking standards. Additionally, new cycle parking will be provided.
- 8.1.8 The proposed new access onto Wythenshawe Road will serve only the proposed 80-space car park, the junction layout meets the relevant highway design standards and it will operate safely and within capacity.
- 8.1.9 The likely effects of the proposed new parking area upon vehicle movements on the surrounding highway network have been considered and it is concluded that the primary effect will be a change in turning movements at a small number of off-site junctions, with no resulting material effect upon junction operation.
- 8.2 Conclusion**
- 8.2.1 Following this comprehensive transport review, it is considered that the proposals will not present any highway safety concerns and would not result in a severe impact upon the operation of the surrounding highway network. The application is therefore considered to be in accordance with national and local transport policy.

DRAWINGS

Scale 1:1000



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	WD	TR	21.05.20

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

----- 2.4 x 43m Visibility Splays - Based on 30mph

Crewe Road, Wythenshawe (Phase 2)

General Access Arrangement - Visibility Splays

Hologic Ltd



transport planning specialists

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008
e: manchester@vectos.co.uk

DRAWN: WD

CHECKED: TR

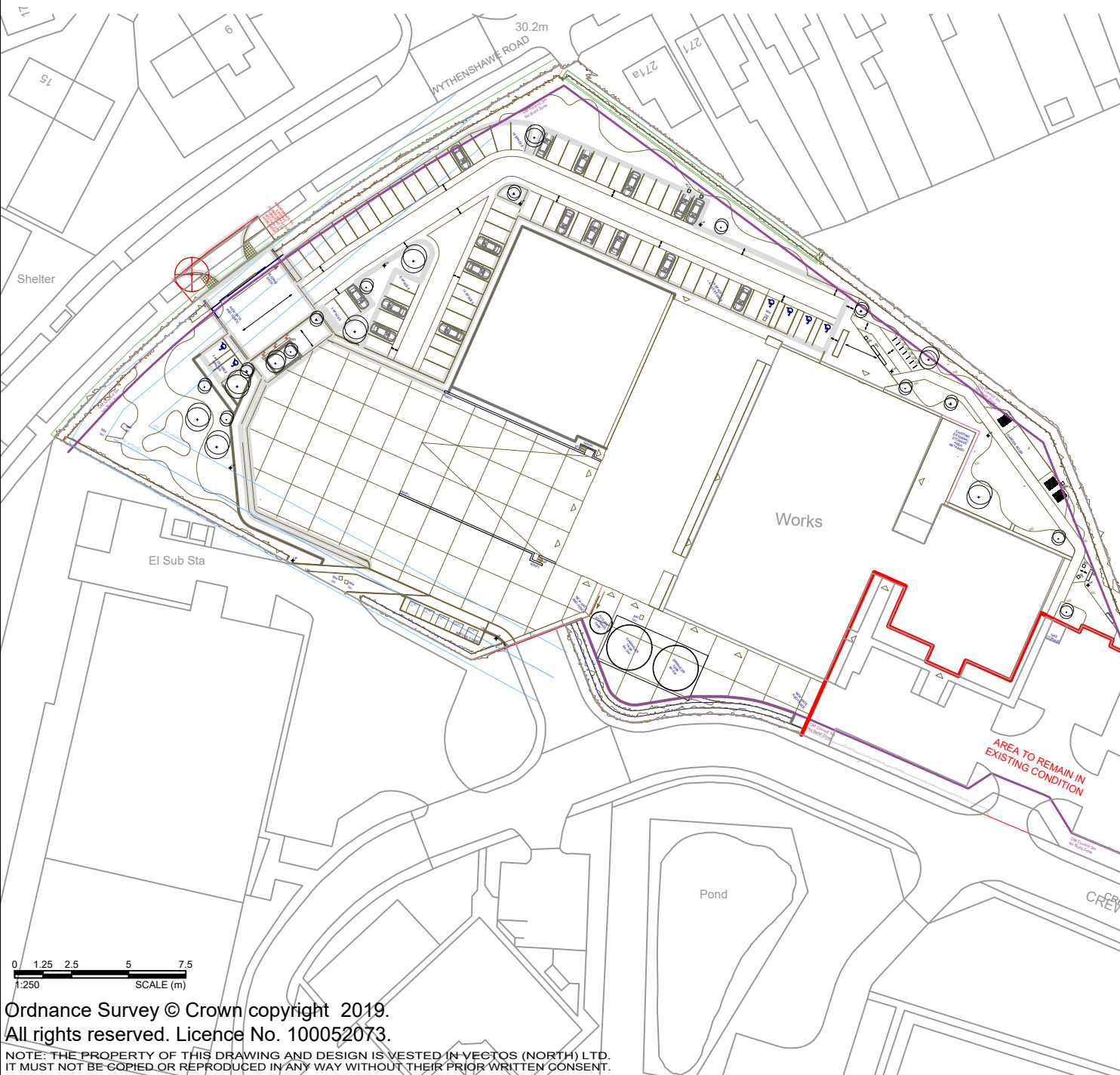
DATE: 05.05.20

SCALES: 1:500 at A3 - Unless Shown

DRAWING NUMBER: VN201641-D100

REVISION: A

Scale 1:1000



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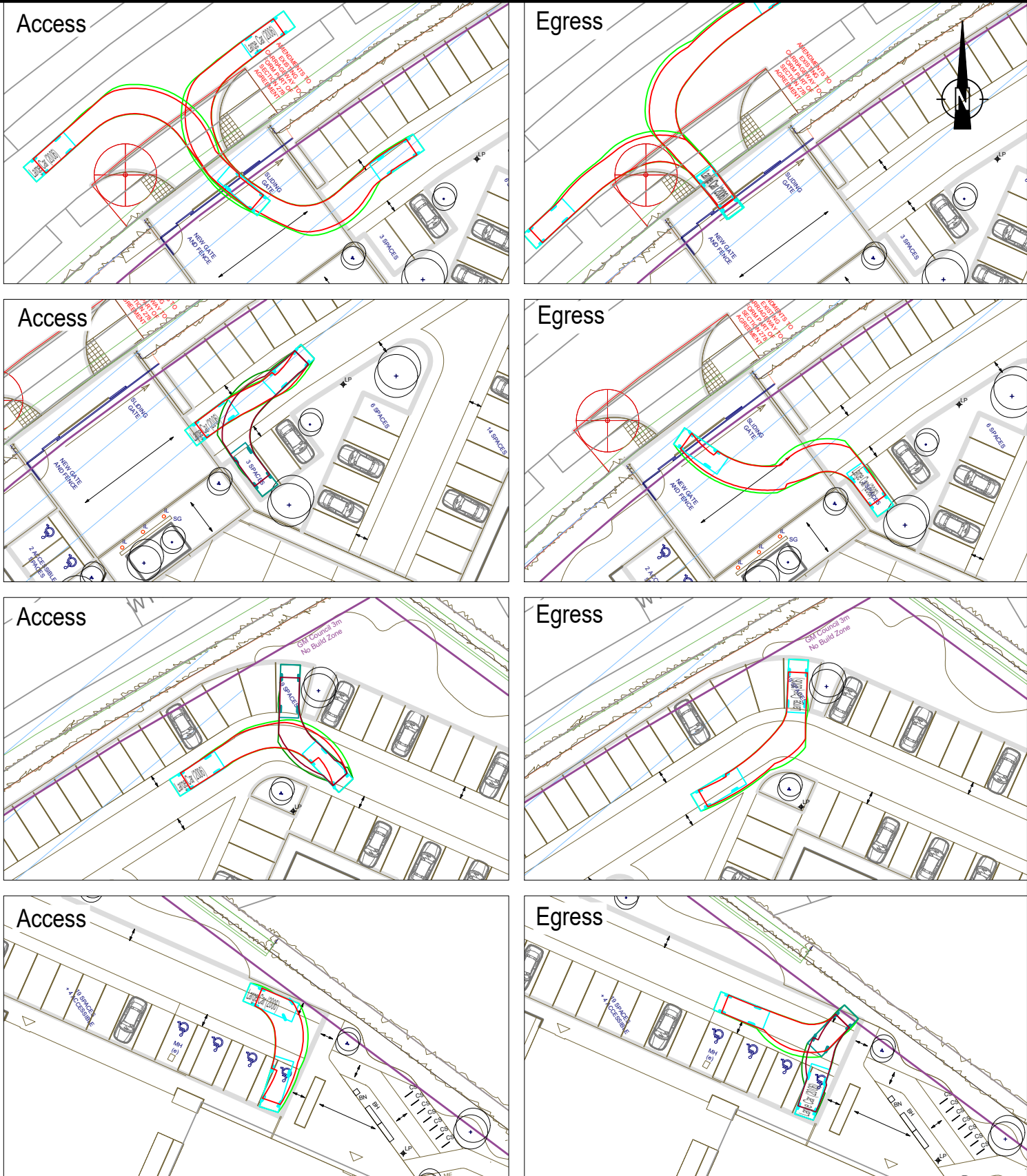
REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Large Car (2006)

Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



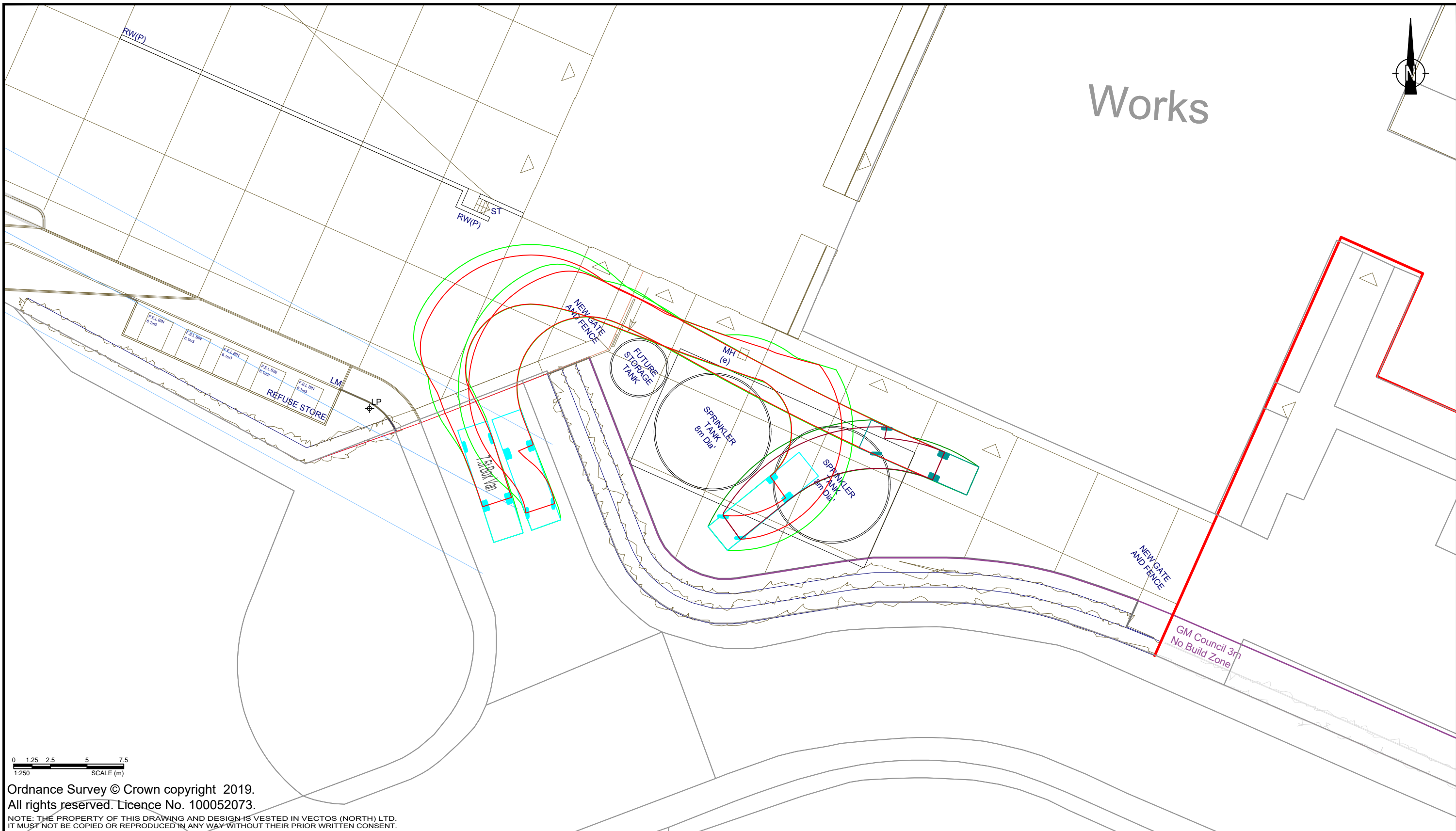
Crewe Road, Wythenshawe (Phase 2)

Swept Path Analysis - Large Car

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e: manchester@vectos.co.uk

DRAWN: WD	CHECKED: TR	DATE: 21.05.20	SCALES: 1:500 at A3 - Unless Shown	DRAWING NUMBER: VN201641-TR100	REVISION: .
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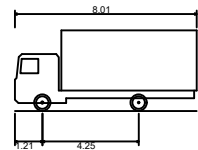
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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

7.5t Box Van



Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Crewe Road, Wythenshawe (Phase 2)

Swept Path Analysis - Luton (Box) Van

DRAWN:
WD

CHECKED:
TR

DATE:
21.05.20

SCALES:
1:250 at A3

Hologic Ltd



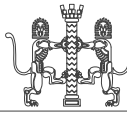
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
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e: manchester@vectos.co.uk

DRAWING NUMBER:
VN201641-TR101

REVISION:
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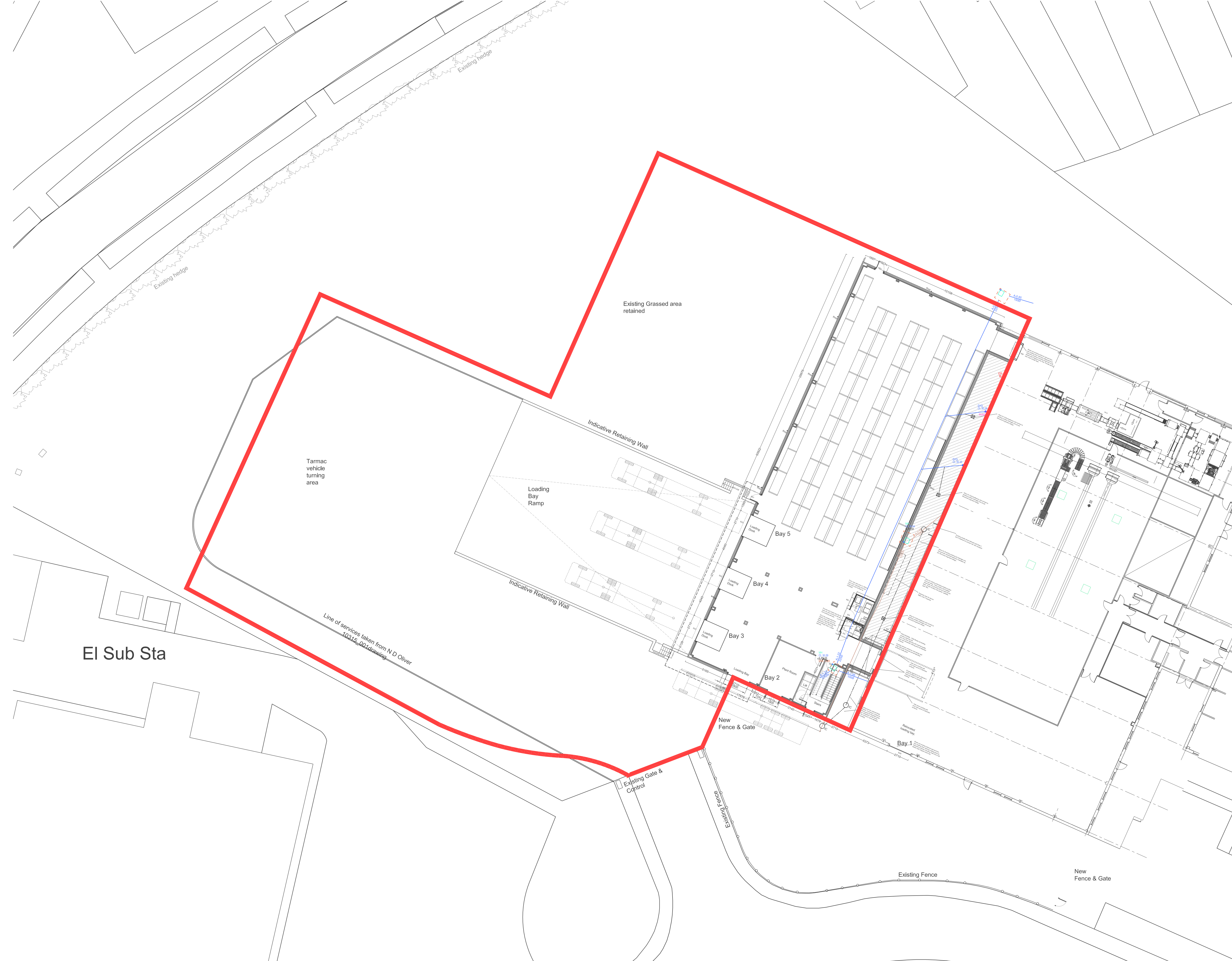
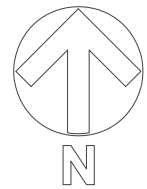
APPENDICES

Appendix A – Plan of Approved Extension



Notes

Jennings Design Associates take no responsibility for any dimensions obtained by scaling from this drawing. If no dimension is shown the recipient must ascertain the dimension specifically from the Architect or by site measurement. Supplying this drawing in digital form is solely for convenience and no reliance may be placed on digital data. All data must be checked against hard copy. Dimensions must be checked on site. Any discrepancies must be reported to the Architect immediately. This drawing is copyright of Jennings Design Associates



A	Red Boundary Line Amended	14.04.20	CM
Rev	Description	Date	By

j d a architects
info@jda-architects.com
www.jda-architects.com
manchester: 0161 336 5011
liverpool: 0151 665 0112

Client: Hologic

Project: Proposed Extension to Waters Building, Crewe Road, Wythenshaw

Project Status: PL - Planning

Scale: 1:200
@ original size
A1

Date: April 2020

Drawn by: CM

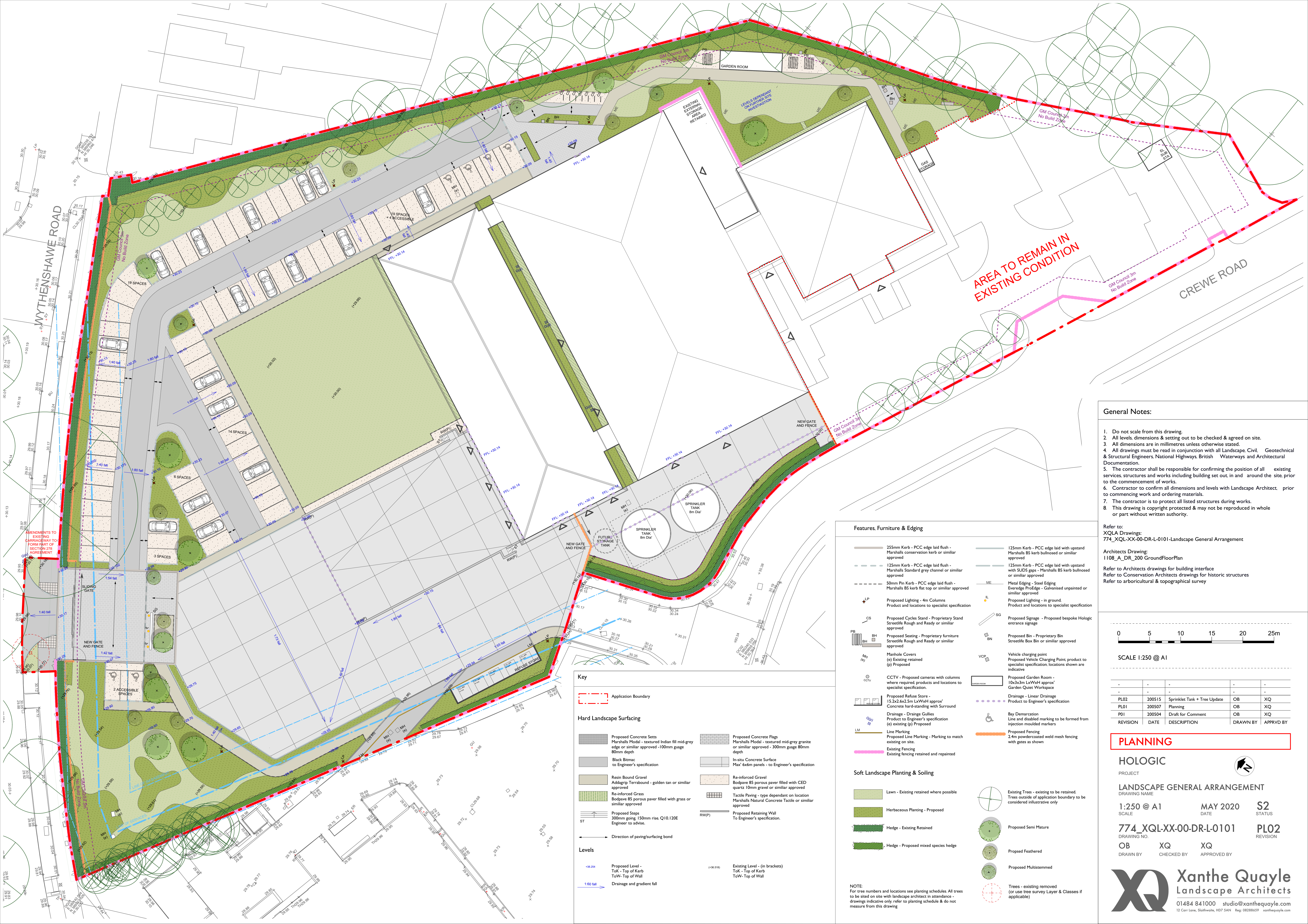
Checked By: BJ

Project Number 1108	Drawing Number A	DR	008
Description Proposed Site Plan (S73 Amendment)			Rev A

Scale 1:200

Proposed Site Plan 1:200

Appendix B – Proposed Site Plan



General Notes:

- 1. Do not scale from this drawing.
- 2. All levels, dimensions & setting out to be checked & agreed on site.
- 3. All dimensions are in millimetres unless otherwise stated.
- 4. All drawings must be read in conjunction with all Landscape, Civil, Geotechnical & Structural Engineers, National Highways, British Waterways and Architectural Documentation.
- 5. The contractor shall be responsible for confirming the position of all existing services, structures and works including building set out, in and around the site, prior to the commencement of works.
- 6. Contractor to confirm all dimensions and levels with Landscape Architect, prior to commencing work and ordering materials.
- 7. The contractor is to protect all listed structures during works.
- 8. This drawing is copyright protected & may not be reproduced in whole or part without written authority.

Refer to:
XQLA Drawings:
774_XQL-XX-00-DR-L-0101-Landscape General Arrangement

Architects Drawing:
1108_A_DR_200 GroundFloorPlan

Refer to Architects drawings for building interface
Refer to Conservation Architects drawings for historic structures
Refer to arboricultural & topographical survey



SCALE 1:250 @ A1

REVISION	DATE	DESCRIPTION	DRAWN BY	APPRVD BY
PL02	200515	Sprinkler Tank + Tree Update	OB	XQ
PL01	200507	Planning	OB	XQ
P01	200504	Draft for Comment	OB	XQ

PLANNING

HOLOGIC

PROJECT

LANDSCAPE GENERAL ARRANGEMENT

DRAWING NAME

1:250 @ A1

SCALE

MAY 2020

DATE

S2

STATUS

774_XQL-XX-00-DR-L-0101

DRAWING NO.

PL02

REVISION

OB

DRAWN BY

XQ

CHECKED BY

XQ

APPROVED BY



Xanthe Quayle
Landscape Architects

01484 841000 studio@xanthequayle.com
12 Carr Lane, Southwale, HD7 5AN Reg: 06288599 xanthequayle.com

Features, Furniture & Edging

- 255mm Kerb - PCC edge laid flush - Marshalls conservation kerb or similar approved
- 125mm Kerb - PCC edge laid with upstand Marshalls BS kerb bullnosed or similar approved
- 125mm Kerb - PCC edge laid with upstand with SUDS gaps - Marshalls BS kerb bullnosed or similar approved
- 50mm Pin Kerb - PCC edge laid flush - Marshalls BS kerb flat top or similar approved
- Proposed Lighting - 4m Columns Product and locations to specialist specification
- Proposed Cycles Stand - Proprietary Stand Streetlife Rough and Ready or similar approved
- Proposed Seating - Proprietary furniture Streetlife Rough and Ready or similar approved
- Manhole Covers (e) Existing retained (p) Proposed
- CCTV - Proposed cameras with columns where required, products and locations to specialist specification.
- Proposed Refuse Store - 15.2x2.6x2.5m LxWxH approx' Concrete hard-standing with Surround
- Drainage - Drainage Gullies Product to Engineer's specification (e) existing (p) Proposed
- Line Marking Proposed Line Marking - Marking to match existing on site
- Existing Fencing Existing fencing retained and repaired
- 125mm Kerb - PCC edge laid with upstand Marshalls BS kerb bullnosed or similar approved
- 125mm Kerb - PCC edge laid with upstand with SUDS gaps - Marshalls BS kerb bullnosed or similar approved
- Metal Edging - Steel Edging Everedge ProEdge - Galvanised unpainted or similar approved
- Proposed Lighting - in ground. Product and locations to specialist specification
- Proposed Signage - Proposed bespoke Hologic entrance signage
- Proposed Bin - Proprietary Bin Streetlife Box Bin or similar approved
- Vehicle charging point Proposed Vehicle Charging Point, product to specialist specification, locations shown are indicative
- Proposed Garden Room - 10x3x3m LxWxH approx' Garden Quiet Workspace
- Drainage - Linear Drainage Product to Engineer's specification
- By Demarcation Line and disabled marking to be formed from injection moulded markers
- Proposed Fencing 2.4m powdercoated weld mesh fencing with gates as shown

Soft Landscape Planting & Soiling

- Lawn - Existing retained where possible
- Herbaceous Planting - Proposed
- Hedge - Existing Retained
- Hedge - Proposed mixed species hedge
- Existing Trees - existing to be retained. Trees outside of application boundary to be considered illustrative only
- Proposed Semi Mature
- Proposed Feathered
- Proposed Multistemmed
- Trees - existing removed (or use tree survey Layer & Classes if applicable)

NOTE:
For tree numbers and locations see planting schedules. All trees to be sited on site with landscape architect in attendance - drawings indicative only, refer to planting schedule & do not measure from this drawing

Key

Application Boundary

Hard Landscape Surfacing

- Proposed Concrete Setts Marshalls Model - textured Indian fill mid-grey edge or similar approved - 100mm gauge 80mm depth
- Black Bitmac to Engineer's specification
- Resin Bound Gravel Addagrip Terrabound - golden tan or similar approved
- Re-inforced Grass Bodpave 85 porous paver filled with grass or similar approved
- Proposed Steps 300mm going, 150mm rise, Q10,120E Engineer to advise.
- Direction of paving/surfacing bond
- Proposed Concrete Flags Marshalls Model - textured mid-grey granite or similar approved - 300mm gauge 80mm depth
- In-situ Concrete Surface Max 6x6m panels - to Engineer's specification
- Re-inforced Gravel Bodpave 85 porous paver filled with CED quartz 10mm gravel or similar approved
- Tactile Paving - type dependant on location Marshalls Natural Concrete Tactile or similar approved
- Proposed Retaining Wall To Engineer's specification

Levels

- Proposed Level - ToK - Top of Kerb ToW - Top of Wall
- Drainage and gradient fall
- Existing Level - (in brackets) ToK - Top of Kerb ToW - Top of Wall