Transport Statement

MSV Offices, Manchester

01/05/2020

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1. INTRODUCTION

BACKGROUND

1.1. This Transport Statement (TS) is being submitted to Manchester City Council in support of a planning application for the renovation of an existing office building (the "Proposed Development") within land just off Great Western Street, Moss side, Manchester (the "Application Site"). Please see **Figure 1: Appendix A** for a location plan of the Proposed Development.

DEVELOPMENT DESCRIPTION

1.2. The Proposed Development will consist of a renovation of the existing two storey office building of approximately 1,282sqm into 17 flats including and 247.9m2 of office space.

1.3. Please see **Figure 2: Appendix A** for the ground floor layout of the Proposed Development.

SCOPE OF THE ASSESSMENT

1.4. The purpose of this Transport Statement is to provide a thorough description of the development and the accessibility of the site with the surrounding transport network and amenities as well as the transport implications of the Proposed Development.

1.5. This report is supported by the following appendices:

- Appendix A: Figures
  - Figure 1: Site Location Plan
  - Figure 2: Proposed Site Plan
  - Figure 3: Accident Data Map
  - Figure 4: Accessibility Map
- Appendix B: Accident Data

STATEMENT OF AUTHORITY

1.6. This Transport Statement has been produced by Michael McGhee of Neo Environmental. Having completed a civil engineering degree in 2012. Over the past 7 years Michael has produced numerous Transport Statements across the UK and Ireland for energy, residential, mixed-use, aggregate and commercial developments. He has also compiled more detailed transport statements for major developments and Environmental Impact Assessments (EIAs).

2. LEGISLATION, POLICY & GUIDANCE

2.1. The NPPF seeks to promote sustainable transport within all new developments. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.2. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been considered, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

2.3. It is noted that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are *severe*.

2.4. With regards to parking standards, paragraph 105 determines that if local planning authorities are setting local parking standards for residential and non-residential development, they should take into account the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG) TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS IN DECISION TAKING

2.5. This NPPG seeks to provide clarification on the issues raised within the NPPF in relation to Transport Statements and is a material consideration in the determination of applications.

2.6. The NPPG defines Transport Assessments and Statements as ways of '*assessing and mitigating the negative transport impacts of development in order to promote sustainable development*'. As set out within the guidance this Transport Statement primarily focuses on evaluating the potential transport impacts of a development proposal and proposes mitigation measures where these are necessary to avoid unacceptable or "severe" impacts.

2.7. The guidance highlights a number of principles to be taken into account during the preparation of the Transport Statement, these include:

- Proportionality to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Tailoring to particular local circumstances; and
- Works being brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies.

2.8. NPPG identifies that the scope and level of detail in a Transport Assessment or Statement will be site specific and the following has been considered when setting the scope of the assessment:

- Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- Data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area; and
- A description of parking facilities in the area and the parking strategy of the development.

CORE STRATEGY DEVELOPMENT PLAN DOCUMENT[1]

2.9. The Core Strategy (CS) was adopted by Manchester City Council on the 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

2.10. Objective 5 is in relation to transport however relates to more overarching policies across the city rather than anything relevant to a specific project.

2.11. Policy T2 sets out specific policies in relation to parking standards in the Council Area. It states:

"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".

2.12. Appendix B of the CS sets out the specific numbers of parking spaces required for different types of development. It reiterates that provision for cycle and disabled parking are a minimum standard whilst the requirements for car parking are a maximum. The parking requirements for a standalone office are:

- 1 parking space per 30sqm of usable office floor space.
- Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.
- 1 cycle space per 200sqm and a minimum of 2 spaces.

2.13. No standards were included for residential development.

[1] Manchester City Council, Core Strategy Development Plan Document (2012)

3. EXISTING CONDITIONS

EXISTING SITE INFORMATION

Site Location

3.1. The Proposed Development is centred at National Grid Reference (NGR) 383931, 395542 within land just off Great Western Street, Moss side, Manchester.

3.2. The Application Site is considered to be in a sustainable and accessible location which is just outside the Manchester Inner Area boundary. It is walking distance to many local facilities and services, with the nearest shops being located on Princess Road. In close proximity there are also many parks and amenity areas. The housing areas of Moss side are to the south and more industrial and commercial areas are located to the north.

3.3. The immediate locality is mainly residential, but it also contains typical, local facilities such as smaller shops, services and parks. Furthermore, the Asda superstore is a short distance away. Therefore, the Application Site is considered to offer excellent accessibility to typical day to day facilities.

3.4. A Site Location Plan can be found in **Figure 1: Appendix A**.

Site Use

3.5. This application is for a redevelopment of an existing office block (Class B1a) and therefore the use of the land has been deemed suitable for office development previously. There is also 17 flats (Class C3) included within the proposals.

BASELINE TRANSPORT DATA

Surrounding Road Network

3.6. Manchester is a well-connected city and is the main transport hub in the north-west region. The Development is very close to the A5103 which links to Manchester Centre and the A57(M) which provides access to the surrounding trunk road network.

3.7. Surrounding roads outside the residential areas include the B5219, Claremont Road and the B5117.

Walking and Cycling

3.1. The main pedestrian and cycling routes surrounding the Application Site have been assessed with appropriate catchments in mind which have been estimated using journeys of up to 1km for pedestrians and 2km for cyclists.

3.2. Figure 4: Appendix A illustrates the 1km walking routes from the access point of the Proposed Development, in addition to the 2km of cycling routes which follow the main roads in the area.

3.3. As can be seen on the map, large parts of Moss side are accessible on foot as well as the amenities north. There are a number of bus stops within walking distance of the Application Site on Princess Road, Broadfield Road and Moss Lane East.

3.4. There are no defined cycle paths in the vicinity of the Application Site however the roads within 2km are mostly well lit and there are numerous parks and through ways in the locality which should provide good access for cyclists.

Public Transport

Bus

3.5. Bus services operate near the Application Site from all week from First, Stagecoach and Goodwins bus operators. Services at the stops within walking distance include the 101, 104, 105, 108, 109, 54, 15, and 16. These buses link the site to Manchester City Centre, Manchester Airport, multiple local hospitals, Trafford Park and Flixton.

3.6. The locations of the bus stops within the vicinity of the Application Site can be viewed on Figure 4: Appendix A.

Train/Tram

3.7. The closest rail station to the Application Site is Trafford Bar which is located just over 2km to the west of the Proposed Development. This station is accessible from multiple bus services within walking distance of the Application Site.

3.8. This is part of the Manchester Metrolink service which connects to various locations throughout Manchester.

COLLISION/ACCIDENT DATA

3.9. The Crashmap website was used to determine the amount of accidents on the surrounding road network in the past 3 years. A 200m buffer from the Application Site was considered a suitable search radius and a map of these can be found in Figure 3: Appendix A. Table 3-1

provides an outline of the accidents whilst a more detailed run down of each accident can be found in Appendix B.

Table 3-1: Accident Data

Map Ref	Crash Ref	Injury Severity
1	201706E029128	Slight
2	201706E030594	Serious
3	201706E038923	Serious
4	201806E040227	Slight
5	201806E040560	Slight
6	201806E043004	Slight
7	201906E056737	Slight

3.10. Although the Proposed Development will increase risk of accident to a small degree due to the introduction of more traffic in the surrounding streets, it is not thought that the increase will be significant considering the location on the outskirts of the Manchester Inner Area. Moreover, the Proposed Development is a redevelopment of an existing office space and has therefore been deemed appropriate previously.

4. PROPOSED DEVELOPEMENT

SITE DESCRIPTION

4.1. The Proposed Development will consist of a renovation of the existing two storey office building of approximately 1,282sqm into 17 flats including and 247.9m2 of office space.

4.2. The development includes 17 car parking spaces as well as 1 disabled space (plus 12 spaces at the church car park) in addition to 10 cycle stands (see Figure 2: Appendix A).

4.3. The new office will be utilised along with a remote and flexible working policy that requires all staff members to organise their working week around delivery of services directly to customers across the North West and West Yorkshire. Specific policies which will be encouraged and incentivised will be:

- Use of public transport; bus, train and tram
- Cycling - Bicycle storage and cycling incentives
- A bank of hybrid pool cars will provide onsite – 3 pool cars initially with option to increase this.

Site Access & Parking

4.4. The Proposed Development is accessed from the existing access off Barnhill Street on the western side and from a small lane off of Great Western Street to the east. Barnhill Street is approximately 7m wide, has public lighting and is in good condition. There are pedestrian walkways on either side of the road and visibility on exit from the Proposed Development is good in both directions.

4.5. A 2m pedestrian visibility splay at the entrance to the Proposed Development has been incorporated into the design.

4.6. According to the CS, office use outside a local centre area such as this requires the following, in relation to parking provision, there is no detail on the required provision of spaces for residential development:

- 8 car parking spaces maximum
- 1 Disabled Space
- 2 cycle spaces

4.7. The development includes 17 car parking spaces as well as 1 disabled space (plus 12 spaces at the church car park) with areas for 10 cycle stands. The space closest to the entrance of the building will be disabled spaces.

4.8. There are additional spaces proposed for the Westwood Street side of the building, as well as vast amounts of on street parking. The parking within the Proposed Development will be used by both the office workers and the residential owners.

4.9. Bin stores have been located to the north east and north west of the Proposed Development and will be accessed from Barrhill Street or the lane to the east, whilst the cycle stands are located to the south (see Figure 2: Appendix A).

Trip Generation

4.10. The numbers of office staff will reduce from the present number due to the office space reducing from 1212.5m^2 to 247.9m^2. It's been estimated that there will 10 vehicle trips per day (20 movement) attributed to the office development. It has been estimated that there will be 21 additional trips (42 movements) attributed to the 17 residential flats. In total there is therefore a total of 31 vehicle trips per day (62 movements) which will likely be a reduction on the present number

4.11. No TRICS calculations of the trip generation has been carried out, however these can be submitted on request.

5. SUMMARY AND CONCLUSIONS

5.1. This Transport Statement provides a thorough assessment of the transport implications of the Proposed Development. The main part of the assessment focuses on accessibility of the site with the surrounding transport network and amenities in addition to the transport implications of the proposed Development.

5.2. The Proposed Development will consist of a renovation of the existing two storey office building of approximately 1,282sqm into 17 flats including and 247.9m2 of office space.

5.3. The report sets out the baseline transport information at the Application Site and surrounding area, whilst also providing an insight into the proposed Development's accessibility.

5.4. The site is considered to be in a sustainable and accessible location which is just outside the Manchester Inner Area boundary. It is walking distance to many local facilities and services, with the nearest shops on Princess Road. Additionally, there are many parks and amenity areas in close proximity. It is also well served by local bus services.

5.5. The proposal includes 17 car parking spaces plus one disabled space (plus 12 spaces at the church car park). As the Application Site has good accessibility to the wider area from walking, cycling and public transport. It's important to note that the CS guidance is a maximum amount of parking spaces and the amount of spaces and cycle stands exceeds this number.

5.6. In total there is therefore a total of 31 vehicle trips per day (62 movements) which will likely be a reduction on the present number

5.7. There will be an area for 10 cycle stands and the car parking space closest to the entrance of the building will be a disabled space.

5.8. This Transport Statement conforms to the policies and objectives of the Manchester City Councils Core Strategy Development Plan Document and the guidance held in the NPPF.

6. APPENDIX

APPENDIX A - FIGURES

- Figure 1: Site Location Plan
- Figure 2: Proposed Site Plan
- Figure 3: Accident Data Map
- Figure 4: Accessibility Map

APPENDIX B – ACCIDENT DATA



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