

VIADUX

TRANSPORT ASSESSMENT AND EIA ASSESSMENT

MAY 2020

1 INTRODUCTION

- 1.1 This Note has been prepared by Vectos in support of an application to vary the planning permission for Viadux as approved by the LPA on 27 July 2017 (Application Reference: 115871/FO/2017) in light of minor amendments proposed by the Applicant. These are explained in full within the application documentation but principally consist of: alterations to a phasing plan, rationalisation of the building's massing, footprint, and layout, alteration to the structural strategy, reduction in number of car parking spaces, alterations to the elevations, and refinement of the energy strategy.
- 1.2 Considering the proposed amendments there are no changes to the conclusions of the original reports produced by Vectos, as follows:
- EIA Chapter 15 'Traffic and Transport' along with ES Vol 2 Appendix 15.1: Transport Assessment
 - Framework Travel Plan
 - Waste and Servicing Strategy
- 1.3 In addition, the minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.
- 1.4 Whilst the changes will not result in any additional significant effects, Vectos have considered the detail of the proposed changes with respect to car parking provision and the delivery and servicing strategy, to enable Manchester City Council (MCC) as local highway authority, to fully appraise the planning application.
- 1.5 This Note therefore addresses the proposed changes to parking provision for the scheme and the proposed delivery and servicing strategy for the scheme, along with a consideration of the most recent highway safety record in the vicinity of the site.
- 1.6 Separate covering Notes have been prepared to the relevant changes to the Waste and Servicing Strategy and Framework Travel Plan.
- 1.7 This Note should be read in conjunction with the Covering Letter prepared by Deloitte and its enclosures submitted as part of this application.

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2 TRANSPORT ASSESSMENT

- 2.1 The Transport Assessment described the baseline transport conditions, the development proposals and the trip forecasts for the development and an assessment of highway operation, road safety, as well as consideration of the operation of the Manchester Central Service Yard. The changes to the Transport Assessment as a result of the amended scheme are described below.

3 CAR PARKING PROVISION

- 3.1 That scheme had limited parking with 36 car parking spaces for office workers which has now been reduced to 2 parking bays allocated for Building Management so in effect the development is car free.
- 3.2 These spaces are located beneath the arches at ground floor level accessed via the western end of Trafford Street at the historic access location to the Park Avenue car park, consistent with the original application.
- 3.3 This change in parking provision does not affect residents travel access considerations and overall, there is a small reduction in traffic movement on the local highway network.

4 CHANGE TO THE SERVICE YARD ACCESS TO BIN STORES

- 4.1 A further minor change due to changes in column locations has been the relocation of the access to the Manchester Central Bin Store/Waste management area so that it is now accessed from the east via the Service Yard rather than the north from the access route (see **Dwg 10053-B2-A-B5D9-G200-P-01-001**). This change is in fact more in keeping with the current access location to the Bin Store and will not materially affect the Service Yard operation. The tracking of a refuse lorry accessing the Manchester Central Bin Store is shown in **Dwg VN201568-TR105** while those accessing the Residential Bin Store and responding to the additional columns at the access is shown **Dwg VN201568-TR106**.

5 ACCIDENT RECORD, UPDATED REVIEW

- 5.1 The Transport Assessment included a review of highway safety in the vicinity of the site for the 5-year period 2011-2016. This concluded that there are no specific safety issues that need to be addressed as part of the development proposal. Given the time passing it was considered appropriate to review the latest available accident data (for the five-year period 2015-2019) for the area has been reviewed via reference to the TfGM online database. **Figure 1** below shows an extract from the TfGM online accident database, with the accident location plot for the study area.

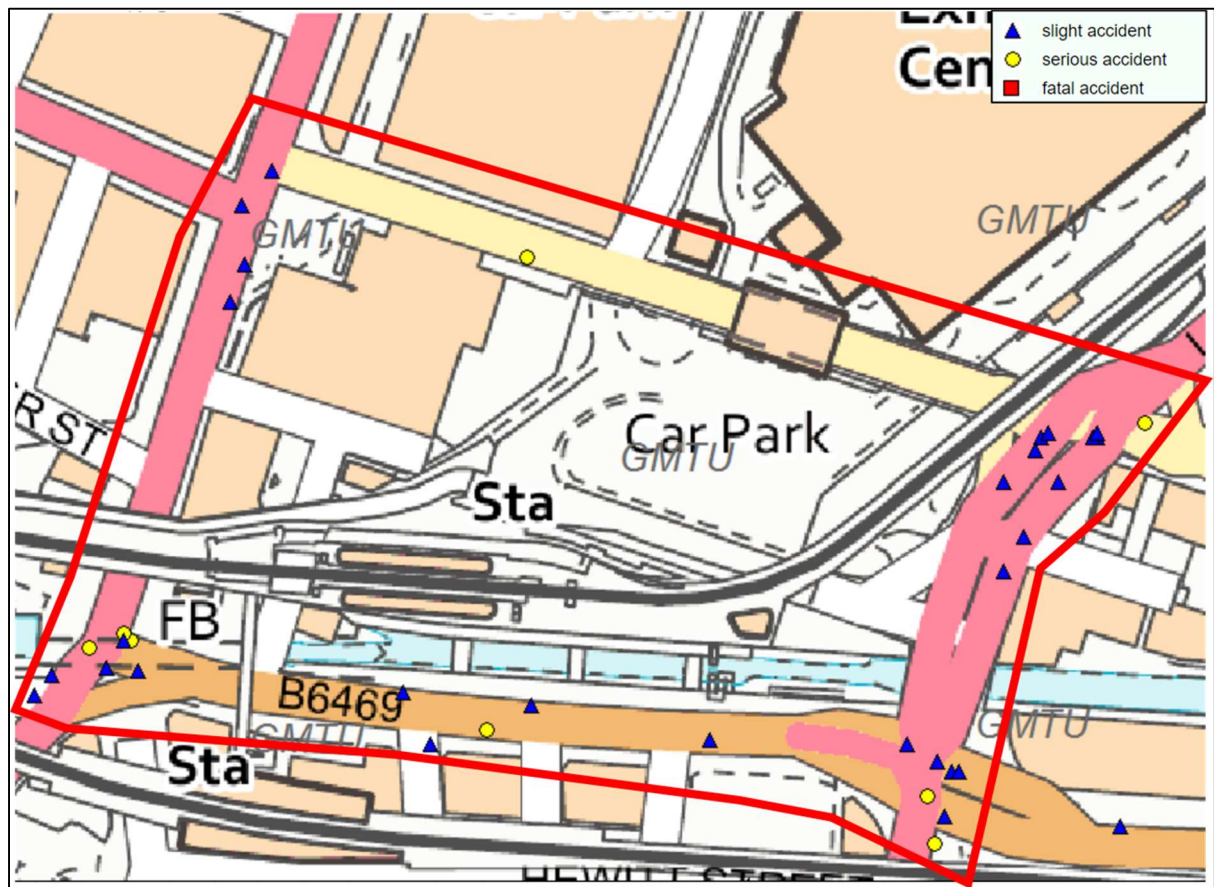


Figure 1: Accident Location Plot (source: <https://www.gmtu.uk/gmaccidents>)

5.2 In summary the accident risk in the area has not changed. There was one serious accident over a 5-year period on Great Bridgewater Street, and that has not changed. There have been no fatal injury accidents, and there are four fewer serious accidents than in the previous 5-year period. It is therefore concluded that there has been no material change to the safety record on the highway network in the vicinity of the site since the time of the original Transport Assessment.

6 TIMESCALE CHANGES

6.1 The construction programme has extended, which means that the Phase 1 residential building is now expected to be occupied in 2024 rather than 2022. This timing change does not affect the environmental assessment as the scheme reduces the vehicle demand and forecasts of traffic in Manchester City Centre is either stable or falling.

7 ENVIRONMENTAL IMPLICATIONS OF CHANGES

- 7.1 The proposed amendments to the scheme will result in a marginal reduction in traffic flow consistent with the reduced parking provision. This marginal reduction in traffic flow will result in a marginal reduction in the environmental implications of road traffic in the area compared to the previous Environmental Assessment. There is also a marginal reduction in the accident record over time since the last assessment so as well as a marginal reduction in traffic impacts there is a marginal reduction in the road safety risk.

8 CONCLUSIONS

- 8.1 These amendments to the development result in changes in traffic implications and road safety that are only marginal and would not affect the conclusions made in the Transport and Environmental Impact Assessments.

DRAWINGS



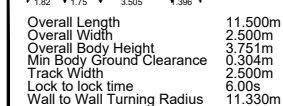
Plan level 01 - Reception
Building 2

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



Swept Path Analysis - Refuse Vehicle Recycling Store

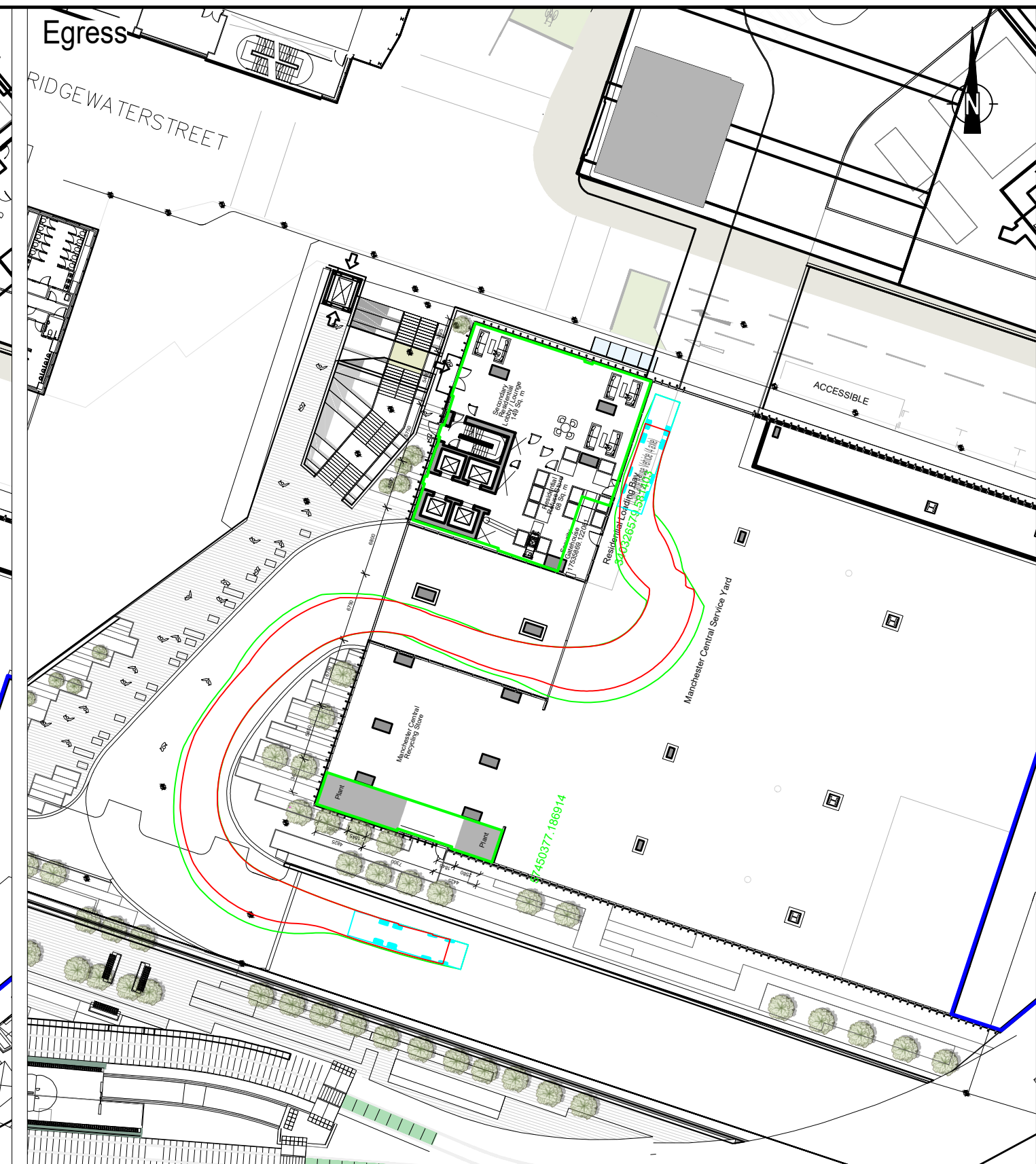
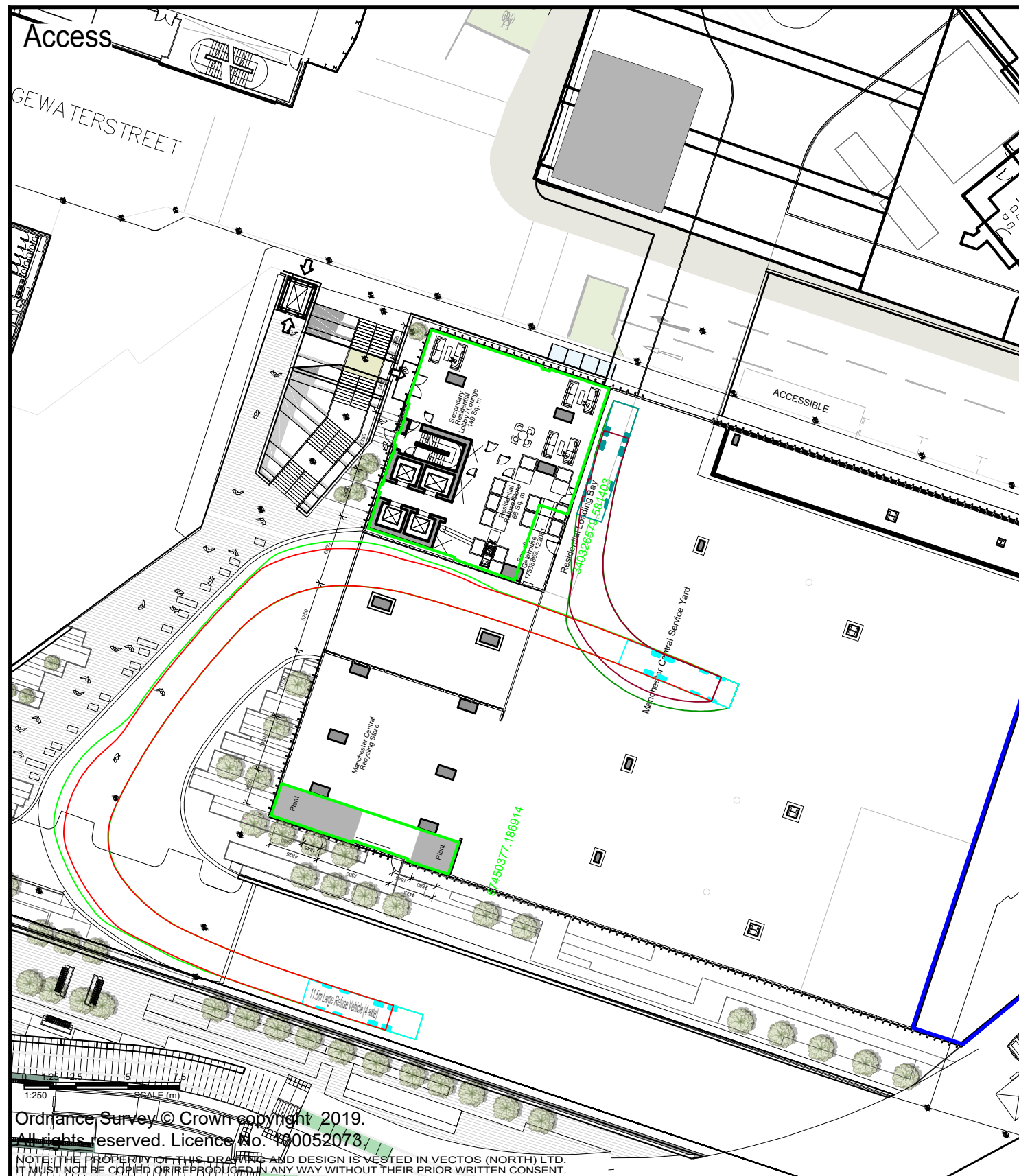
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1:500 at A3



VN201568-TR105



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Notes:

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

11.5m Large Refuse Vehicle (4 axle)

Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Viadux Manchester Central

Swept Path Analysis - Refuse Vehicle
Residential Loading Bay

DRAWN: WD	CHECKED: TR	DATE: 24.04.20	SCALES: 1:500 at A3
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