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Manchester Business School Temporary Car Park Access

Design and Access Statement

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1 INTRODUCTION

1.1 Preamble

1.1.1 This Design and Access Statement accompanies an application for full planning permission submitted to Manchester City Council (MCC) on behalf of the joint applicant, the University of Manchester (UoM) and Bruntwood Ltd ("the Applicant").

1.1.2 The application site relates to a current area of open space adjacent to the Manchester Business School (MBS) Hotel construction site bounded by Higher Cambridge Street and Higher Chatham Street, in Manchester City Centre.

1.1.3 The application seeks approval for a temporary access road into the University multi-storey car park to the south of the site.

1.2 Project Background and Key Drivers

1.2.1 The UoM has ambitious plans to become one of the world's top 25 research Universities by 2020 and has created a wider Estates Strategy which identifies the physical infrastructure requirements that will provide it with the world-leading facilities it requires to compete on the global stage.

1.2.2 A key aspect of the UoM's Estates Strategy is to make better utilisation of its existing land holdings, focused on its Oxford Road Campus Area, with new facilities provided through refurbishment and redevelopment of sites where existing property has reached the end of its physical and economic life.

1.2.3 As part of this Strategy the existing surface car park bounded by Higher Cambridge Street and Booth Street West is being developed into the MBS Hotel, a 19 storey hotel with associated facilities and a 2 storey executive education centre (Planning Application Ref. 101614/FO/2013/C1).

1.2.4 In addition to the hotel development the MBS campus is being refurbished which includes the refurbishment and reconfiguration of the existing MBS buildings and University Precinct on Booth Street West and associated public realm improvements. The proposals will make better use of the existing floor space, which has in part become redundant or unfit for modern day teaching or commercial purposes and will include reorganising the space to provide new teaching and administrative facilities and a Learning Space that meets the needs and ambition of the UoM into the 21st Century (Planning Application Ref. 106594/FO/2014/C1).

1.2.5 The construction of the MBS hotel and the refurbishment of the MBS campus are planned to take place concurrently and will both use Higher Chatham Street as an access for construction traffic.

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this is considered to raise a serious Health and Safety risk with an increased number of vehicles and vehicle movements taking place along Higher Chatham Street.

- 1.2.6 The proposed temporary access road will remove the conflict between construction vehicles and general car park traffic by providing a dedicated route and enabling Higher Chatham Street to be gated and managed as a construction access only.

- 1.2.7 This planning application is critical to facilitate the delivery of the Manchester Business School Refurbishment and Hotel and Executive Education Centre.

1.3 Project Partners

- 1.3.1 The UoM is one of the largest universities in the UK with around 39,000 students and over 10,000 staff. It is consistently rated as one of the best universities in the country and by 2020 aims to be one of the top 25 research universities in the world.

- 1.3.2 Bruntwood is a family-owned and run company that develops, owns and manages commercial property. Based in Manchester for 35 years. Bruntwood is working on behalf of the UoM to deliver the redevelopment of the MBS campus and the construction of MBS Hotel.

1.4 Pre-application Consultation

- 1.4.1 The application proposals have been submitted following pre-application consultation with officers at Manchester City Council.

- 1.4.2 In addition to this consultation has taken place with TfGM regarding the relocation of the bus stop and the impact of the redistribution of traffic on the Higher Cambridge Street / Booth Street West Junction.

1.5 The Application

- 1.5.1 The proposed development comprises of a temporary access off Higher Cambridge Street to the university multi-storey car park currently access via Higher Chatham Street. Higher Chatham Street will be gated and closed to general traffic to be used as a construction access for the two adjacent sites.

- 1.5.2 The temporary access road will serve the multi-story car park for a maximum period of 3 years.

1.6 This Statement

- 1.6.1 This statement has been prepared by AECOM and has been produced in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and guidance set out in Circular 01/06.

1.6.2 Section 3 of the statement explains each element of the proposals in terms of:

- Use;
- Amount;
- Layout;
- Landscaping; and
- Access.

1.6.3 This Statement should be read alongside the scheme drawings and other supporting documents.

1.7 Report Structure

1.7.1 This document is structured as follows:

- Section 2 provides the site context, including site location and policy summary;
- Section 3 contains the development proposals and considers site access including the policy context and inclusive access; and
- Section 4 provides a summary and conclusions.

2 SITE CONEXT

2.1 Site Location

2.1.1 The application site covers approximately 0.05 hectares on the western edge of the UoM campus between Higher Cambridge Street and Higher Chatham Street, as shown on the image below. The site is owned by the UoM.

2.1.2 Immediately to the north of the site is the MBS Hotel development site which is currently in progress. To the east of the site is MBS campus itself which is being refurbished and a continuation of Linear Park, an east to west green space running through the university campus. To the south of the site is a university multi-storey car park and to the west across Higher Cambridge Street is Trinity court, a student residential block with ground floor retail and further south is Trinity High School.

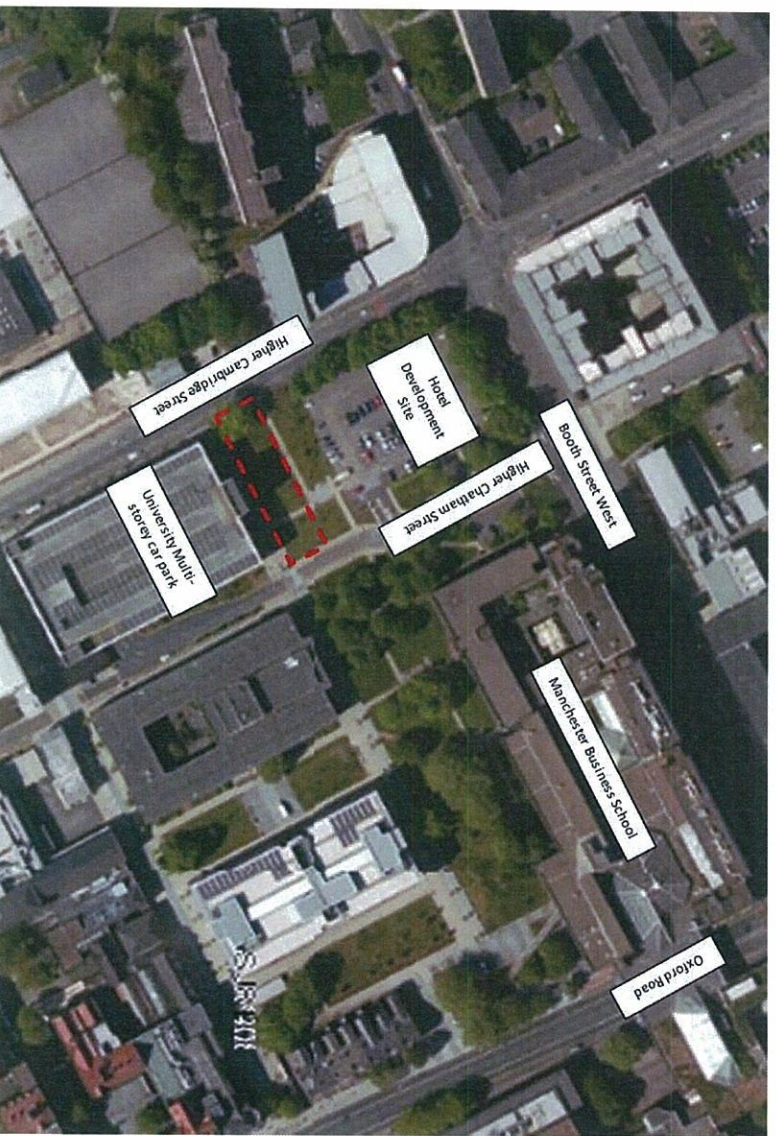


Figure 1 - Indicative Site Location Plan

2.2 Site Description

2.2.1 The site is currently open space, and forms part of linear park, the east to west green space running through the campus. There are paved areas for pedestrian accessibility and a number of young trees.

2.3 Surrounding Land Uses

2.3.1 The site for the temporary access road is located on the westernmost edge of the UoM site ownership and borders the residential area of Hulme. To the immediate east and south the UoM campus captures the majority of building and land use, with a notable exception to University owned space being the Aquatics centre swimming pool situated northwards along Oxford Road.

2.3.2 To the southwest of the site, Trinity Church of England High School adjoins the frontage of Higher Cambridge Street. The school grounds contain lawned spaces and semi-mature trees on the street frontage which visually connect across higher Cambridge Street to the liner landscaped park, on which the temporary road is proposed. Immediately to the south is the UoM owned multi-storey car park.

2.3.3 Residential properties, including student residences, border the site immediately to the west and to the North of Booth Street West. These vary in scale and style with some containing retail space at the ground floor level; enlivening the street scape during the day time. A mix of hard and soft spaces interweave through the residential area, which contains a good level of green space and trees.

2.4 Planning History

2.4.1 In 2005 the construction of a six-storey multi-storey car park to provide 954 car parking spaces and associated highways works was approved on land comprising the application site and the land to the south, on which the multi-storey car park is now located (Planning Application Ref. 075125/FO/2005/C2).

2.4.2 In 2013 the construction of MBS Hotel, a 19 storey hotel with associated facilities and a 2 storey executive education centre, on the existing surface car park bounded by Higher Cambridge Street and Booth Street West was granted permission (Planning Application Ref. 101614/FO/2013/C1).

2.4.3 In 2014 the refurbishment and reconfiguration of the existing MBS buildings and University Precinct on Booth Street West and associated public realm improvements was granted permission. (Planning Application Ref. 106594/FO/2014/C1).

2.5 Access and Movement

2.5.1 The current vehicular access to the car park is via Booth Street West and Higher Chatham Street. The site is well served by local bus routes, with Stops on Oxford Road Bus Corridor, Booth Street West and Higher Cambridge Street.

2.5.2 Higher Cambridge Street and Booth Street West provide a north-south and east west link respectively; each of these routes is shared by buses, cars, cyclist and pedestrians.

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- 2.5.3 Linear Park provides great pedestrian connectivity between Higher Cambridge Street and Oxford Road. This route is used by students, general public and school pupils alike.

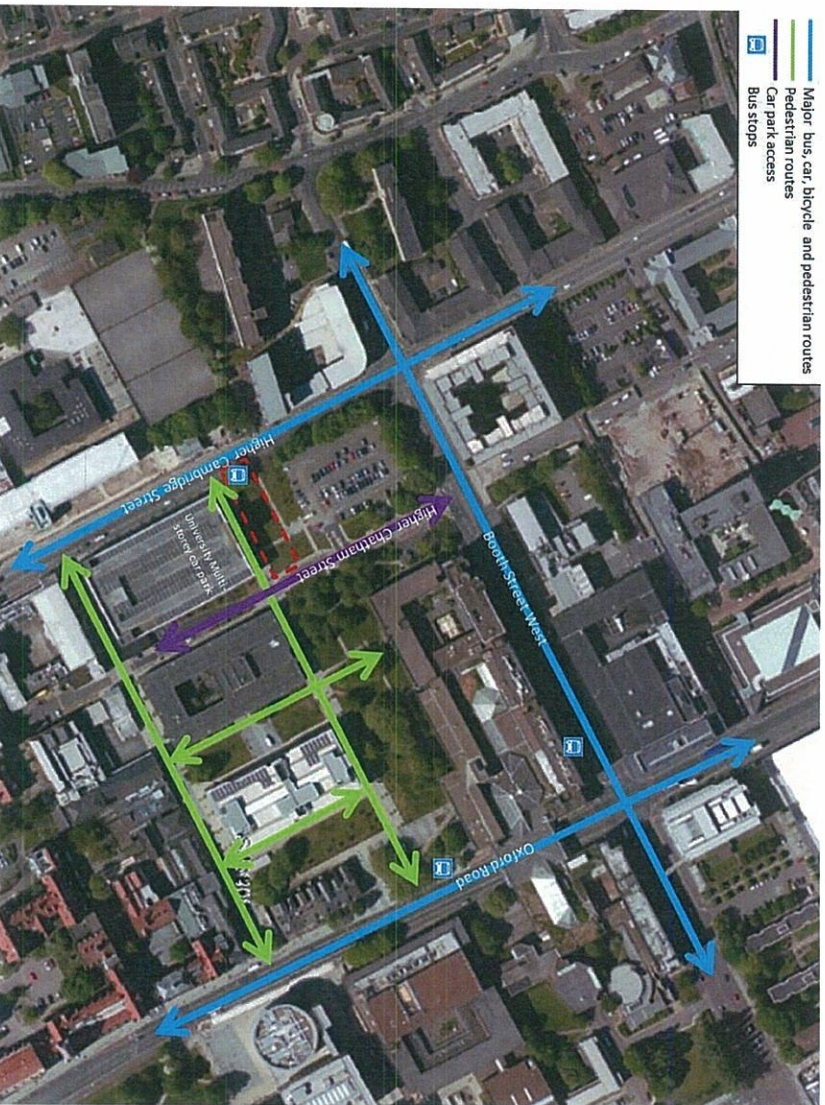


Figure 2 - Movement and Linkages

2.6 Planning and Regeneration Policy

- 2.6.1 The proposed temporary access is required to facilitate the delivery of the MBS campus refurbishment and the MBS Hotel.

- 2.6.2 The proposals have an important role to play in development of the adjacent two sites. In this way, they contribute towards the achievement of established planning and regeneration policy goals to deliver economic growth on the Oxford Road Corridor.

- 2.6.3 Key policy Documents include:

- Stronger Together: Greater Manchester Strategy 2013-2020;
- Manchester Core Strategy (2012);
- The Corridor Manchester Vision 2020; and
- Central Manchester Strategic Regeneration Framework (2013).

3 DEVELOPMENT PROPOSALS

3.1 Use and Amount

3.1.1 The temporary access road will replace Higher Chatham Street in the short term as the access for the university multi-story car park access, enabling Higher Chatham Street itself to be used as a construction access to the two MBS sites and thus remove a conflict between construction traffic and general traffic.

3.1.2 The temporary access is considered to be crucial to the safe operation of the two adjacent construction sites, without the access there is an ongoing Health and Safety Risk with increased potential of a collision between construction and general traffic.

3.1.3 The multi-storey car park has a total of 963 spaces, with an average utilisation of around 750-800 spaces each day. The car park rarely reaches capacity except for specific events such as graduation, open days etc.

3.1.4 The peak traffic times for the car park are between 08:00 – 09:00 and 16:00 – 17:00.

3.1.5 The route will also have to provide access for service vehicles which currently access the University Campus via Higher Chatham Street; these consist mostly of long wheel base transit vans with the exception of refuse collection. Refuse collection takes place before 07:00 outside of the key operating hours of the car park.

3.2 Layout

3.2.1 The access will be laid out as per drawing 60277102-CP-001. The northern kerb line will have a 10m radius to enable access for refuse vehicles; the southern kerb line has a 6m radius as egress will only be for cars.

3.2.2 The Tree Survey indicates that the route protection area of the Hornbeam has a radius of 9.2m, however the route distribution will be affected by its surroundings and therefore it is likely that the radius will be larger within the area of open space.

3.2.3 Taking into account the minimum allowance for a 9.2m radius for a route protection zone, a corridor of 3.5m remains between this and the Hotel Hoarding. Options were explored to amend the hoarding where practicable to allow for a greater protection of the Tree however this only allowed for a route protection area of 6m.

3.2.4 Following the optioneering process for the location of the access it was decided that there was no scope to keep the Hornbeam with the access in place, therefore the design was progressed to the southern end of the site.

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3.2.5 Figure 3 below indicates the initial access alignment and the Hornbeam route protection zone.

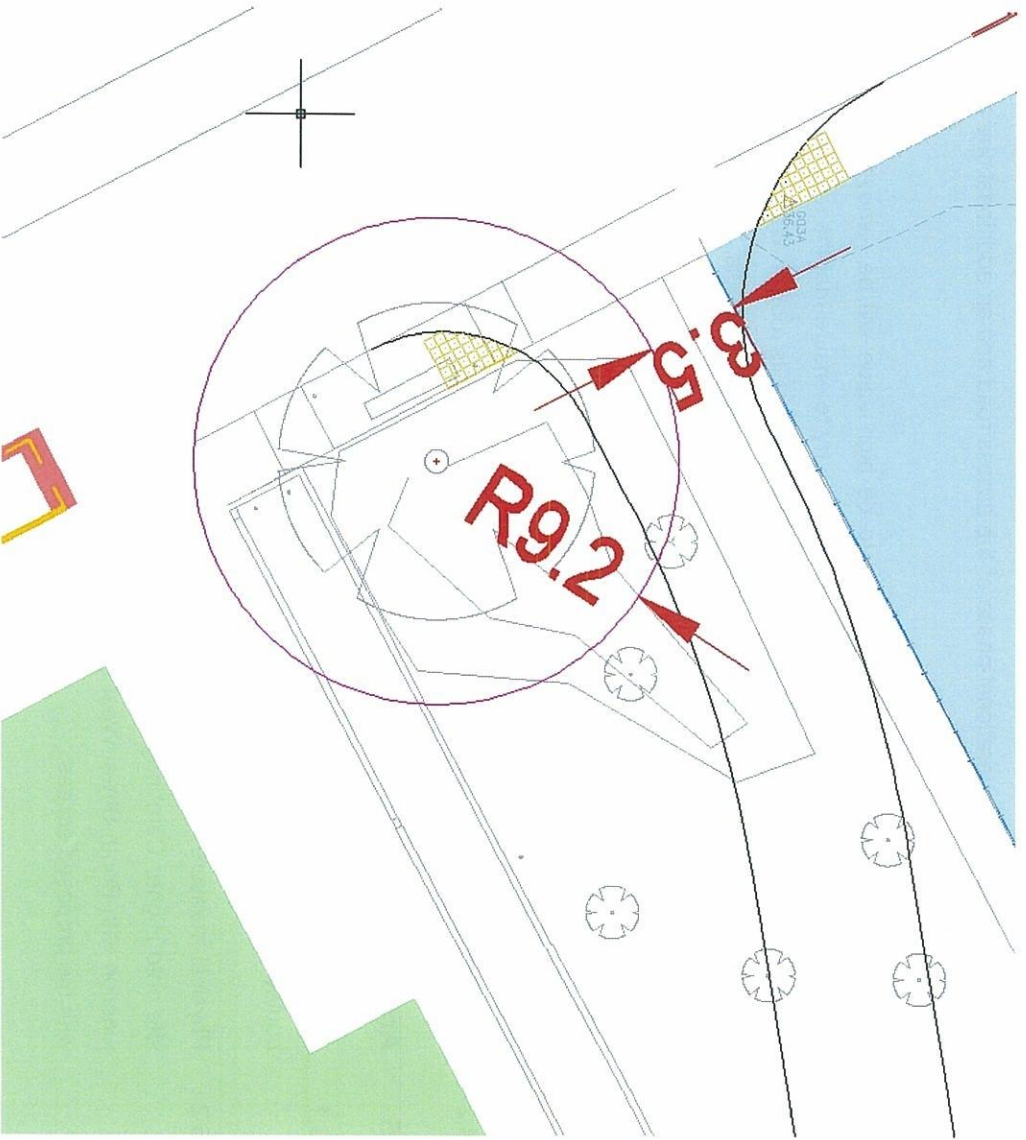


Figure 4 – Route Protection Area

3.2.6 The road is located to the southern end of the plot to allow for space for site cabins to be located for the Business School Refurbishment; these will be subject to a separate planning application.

3.2.7 At the tie in with Higher Chatham Street there is a 10m radius due to availability of space and as a traffic calming measure to reduce speeds within the UoM Campus. As a result of this an overrun area has been provided for refuse vehicles. Refer to drawing 60277102-CP-002 for vehicle tracking.

3.3 Landscaping and Planting

3.3.1 Outside of the Carriageway area landscaping shall remain as existing green open space. Where possible trees will be retained throughout the operational period of the access road.

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3.3.2 Approximately 5 young trees of low quality and value will be removed as a result of the access road location. It is proposed that these trees are replaced with like-for-like replacements on a 2 for 1 basis, one during the operational phase of the access road and an additional one at the end of the operational period.

3.3.3 A mature Hornbeam which is considered to be high value will be removed as a result of the proposed access road. Options were considered to try to ensure that the tree could remain as part of the proposals however due to the size and distribution of its roots it was not viable. It is proposed that the tree will be replaced on a 3 to 1 basis with 3 young specimens.

3.4 Surfacing Materials

3.4.1 The access road surface will consist on Tarmac and white and yellow lining as per drawing 60277102-CP-001.

3.4.2 Buff tactile paving will be used at crossing points.

3.5 Access and Circulation

3.5.1 The existing pedestrian routes across the site will be maintained. The crossing point of the main boulevard across Higher Chatham Street will have new tactile paving installed.

3.5.2 Physical measure will be in place on Higher Chatham Street to prevent 'rat running' through the site onto Higher Cambridge Street. This will be in the form of a gated construction access at the junction with Booth Street West and a fence or barrier on Higher Chatham Street before the tie in with the proposed access.

3.5.3 Service vehicles will be able to use the proposed access to enter into the University Campus as they currently do via Higher Chatham Street; egress will remain via the existing route to the south of the multi-storey car park.

3.5.4 Emergency Access into the UoM Campus can be made via the proposed access road or if required via the construction entrance on Higher Chatham Street.

3.6 Impact on the Highway Network

3.6.1 The location of the access road conflicts with an existing bus stop on Higher Cambridge Street, it is proposed that the bus stop is relocated approximately 20m further south so it is located outside the visibility splay of the junction. The proposed relocation has been discussed and agreed with Ryan Lees at TfGM.

3.6.2 A redistribution exercise has been undertaken to review the impact of the changes in traffic movements at the signalised Higher Cambridge Street / Booth Street West Junction. The existing

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vehicular arrivals and departures on Higher Chatham Street in the AM and PM peak were redistributed at the junction based on the arrival flows on each arm.

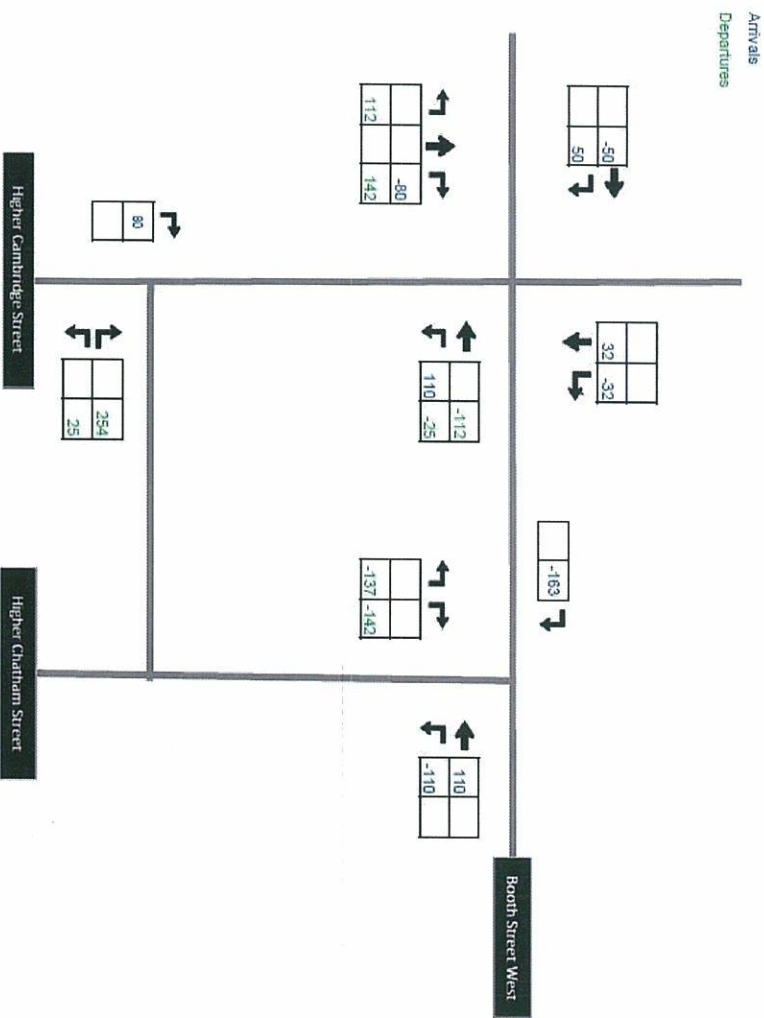


Figure 4 - AM Traffic Redistribution

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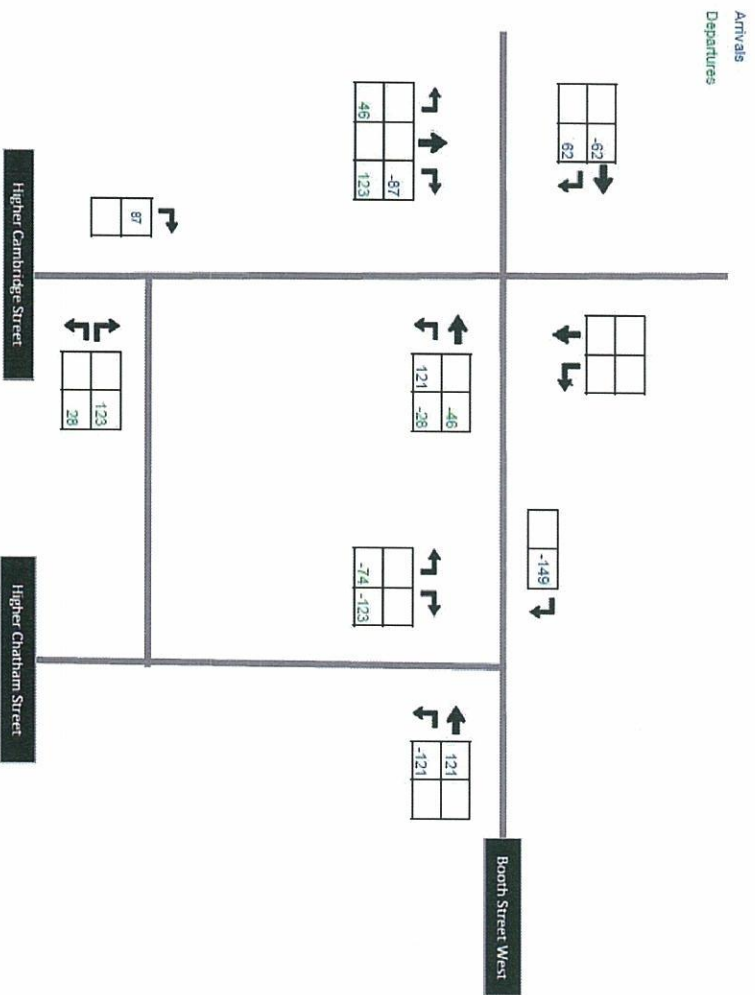


Figure 5 - PM Traffic Redistribution

3.6.3 The amended traffic flows were assessed by TfGM in their LinSig junction model. The modelling results show in both the base scenario and the proposed scenario the junction is over capacity. The proposed scenario increases overall delay at the junction by 12%. No arm that operates within capacity is pushed over capacity by the proposals.

3.6.4 The proposals do not have a detrimental impact on the operation of the junction and as a temporary measure any negative effects will only be in the short term.

4 SUMMARY AND CONCLUSIONS

4.1.1 The report provides a comprehensive assessment of the temporary car park entrance proposal in relation to a wide range of design and planning considerations. It concludes that the proposals will be part of a wider development of the MBS area of the University Campus which will deliver significant economic, social and environmental benefits and should be approved by the Local Authority.

4.1.2 This planning application is critical to facilitate the delivery of the MBS campus refurbishment and MBS Hotel. The temporary car park access planning application supports the two previous Business School planning applications which are key projects for the University to Progress with its aim to be a top 25 research university by 2020.

4.1.3 This development will support the MBS developments which will see the creation of jobs, and the expansion of training opportunities, at a time when confidence needs to be built in the new economy. The Manchester Business School proposals represent and opportunity to continue to build upon the existing teaching and community programmes of the university, to deliver new opportunities to the surrounding community.

4.1.4 The planning application is for a temporary access to the multi-storey car park for a temporary period of up to 3 years, to facilitate both of the Business School Developments.

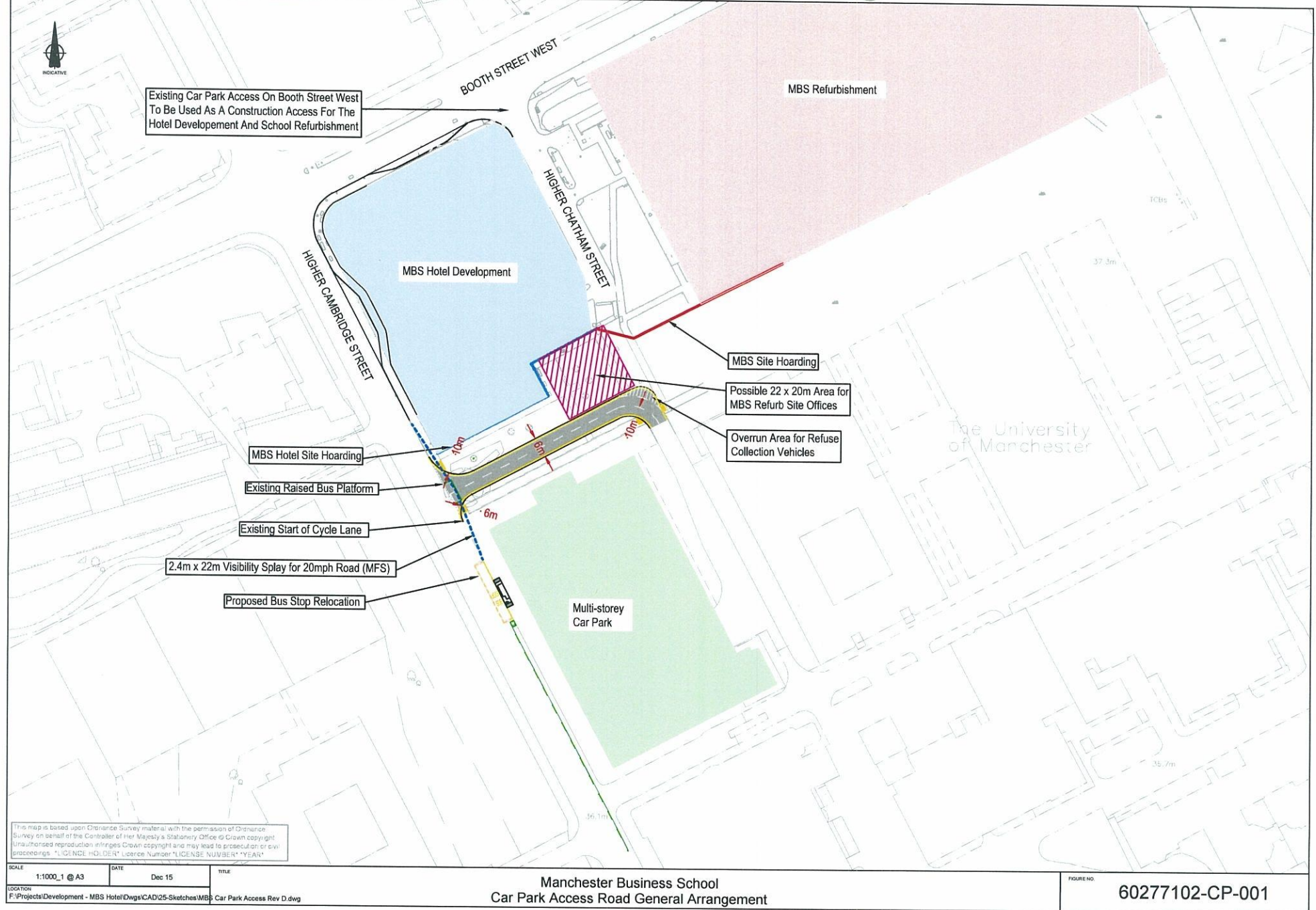
4.1.5 The temporary access is crucial to the safe operation of the two adjacent construction sites, without the access there is an ongoing Health and Safety Risk with increased potential of a collision between construction and general traffic.

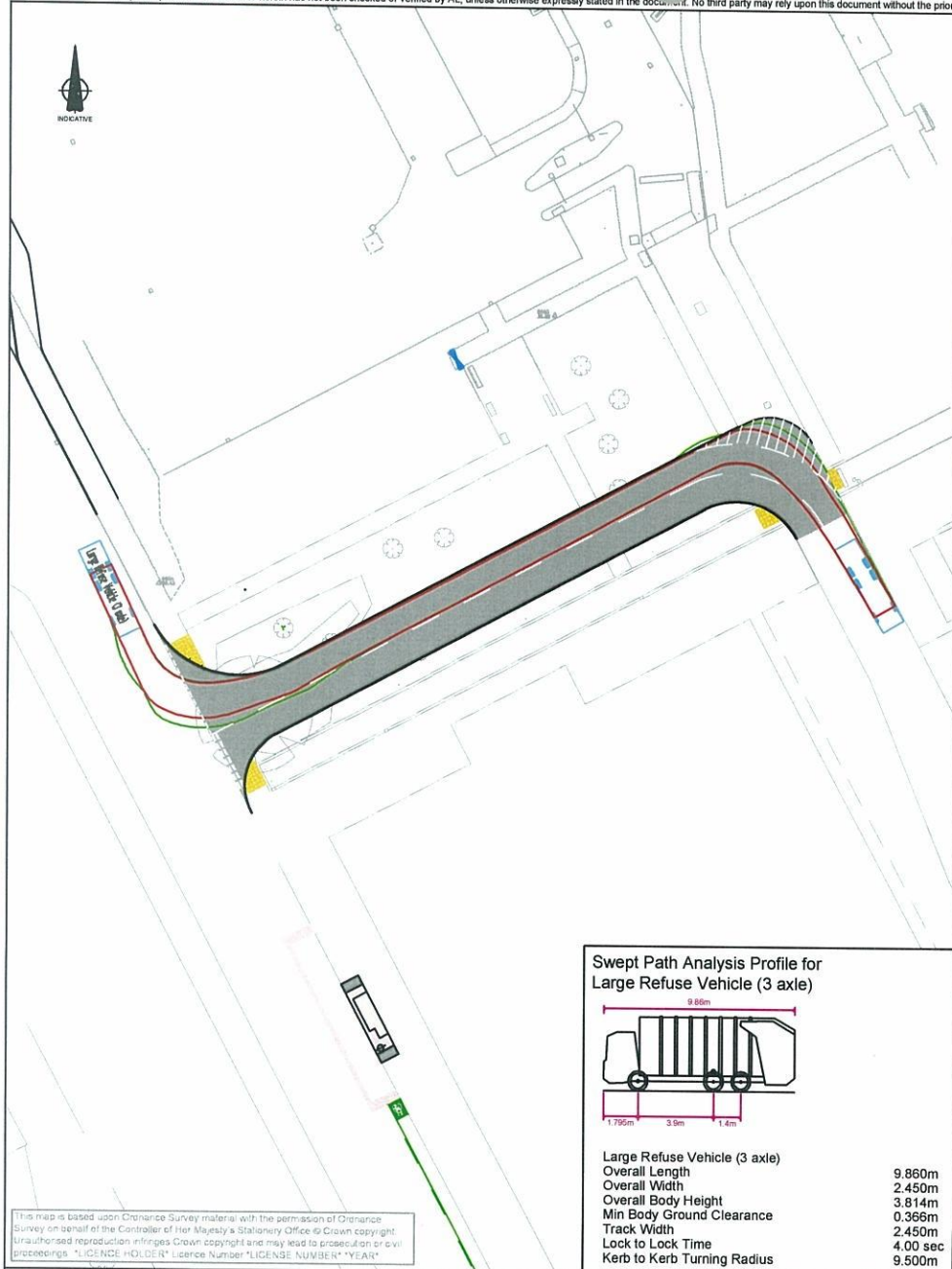
4.1.6 Alignment options have been considered for the access which will enable the retention of the Hornbeam however due to the size of the route protection area retention is not possible.

4.1.7 The proposed traffic redistribution at the Booth Street West / Higher Cambridge Street junction does not have a detrimental impact on the junction operation or adjacent highway.

4.1.8 The project therefore merits the support of the Local Planning Authority and grant of the Planning Permission.

Appendix A - Drawings





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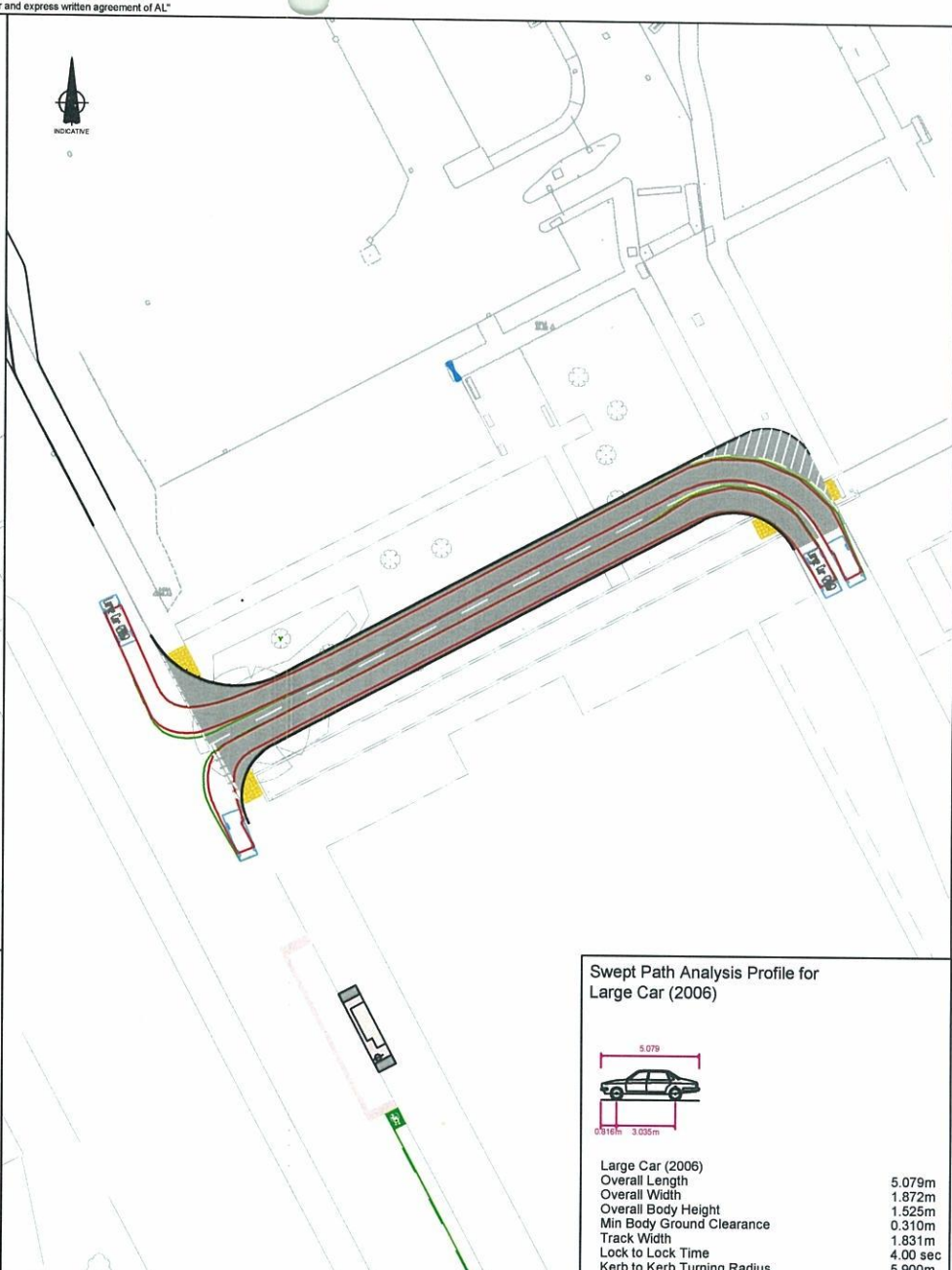


FIGURE NO: 60277102-CP-002

Manchester Business School
Car Park Access Road Tracking



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Manchester Business School
Car Park Access Road Red Line Boundary

FIGURE NO. 60277102-CP-003

