Landmark, Manchester

Proposed Office Development on the Site of the Former Odeon Cinema Oxford Street, Manchester

by

Hines UK Ltd and
Manchester and Metropolitan Properties

Transport Assessment

TPP Transportation Planning Partnership

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Transport Assessment

Introduction

1 Introduction

1.1 This Transport Assessment has been prepared by Transportation Planning Partnership on behalf of **Hines UK Ltd and Manchester and Metropolitan Properties**.

1.2 The applicants propose to redevelop the site of the former Odeon Cinema at Oxford Street, Manchester to create a total of approximately 21,500m^2 of office floor space arranged over fourteen storeys of a purpose-built, prestige building. Additionally, there would be three levels of basement car parking, providing a total of 116 spaces. Secure cycle parking would also be provided.

1.3 The proposed development has previously received planning approval from Manchester City Council, the local planning authority, granted in 2007 (reference 081626/FO/2006/C2). The original planning consent would have expired in 2010 and an application for renewal was submitted in February 2010 (reference 092315/REP/2010/C2) and this received consent in September 2010.

1.4 The consent received in September 2010 remains current but this in turn will expire shortly and Hines UK Ltd and Manchester and Metropolitan Properties are therefore seeking a further renewal of that approval. This requires a new planning application for the proposed development, which remains largely identical to those for which the previous planning permissions were granted.

1.5 A detailed Transport Assessment was presented and approved as part of the earlier planning submissions. The scope and content of that Transport Assessment, including the subsequently approved proposals for access and servicing of the development, were informed by (and revised as a result of) pre-application discussions with Manchester City Council's Development Control staff.

1.6 The proposed development remains unchanged from that previously approved and therefore much of the content of the earlier Transport Assessments remains the same. However, as part of the current planning submission, the Transport Assessment has been updated to reflect current circumstances and to confirm that the previous assessment remains valid. In particular, the updated Assessment takes account of progress on major City Centre transport proposals such as the City Centre Bus Priority Scheme and the Metrolink Second City Crossing Proposals. Additionally, construction is currently in progress on the redevelopment of the adjacent Elisabeth House. This report describes detailed access and servicing proposals which were developed and approved for the Odeon Cinema site in isolation. These proposals remain generally consistent with the transport and redevelopment proposals noted above, but it is recognised that some detailed amendments may be required, especially to proposed traffic management and the replacement of on-street parking.

1.7 The baseline transport data (Section A of this document) has been reviewed and brought up to date and the section relating to the Traffic Generation Characteristics of the Proposed Development (section 8 below) has been reviewed to reflect the use of the latest modal split and comparison trip-rate data. With regard to car parking provision, the section of the earlier assessment which demonstrated compatibility with the now withdrawn Regional Spatial Strategy has been omitted. Otherwise, the following assessment retains the structure, and much of the content, of the earlier Transport Assessment.

1.8 The Transport Assessment is divided into two main sections. Section A presents Baseline Transport Data. It provides a general description of the site

in a highway context, including the existing traffic management arrangements in the vicinity of the site, and describes the changes which are likely to occur in the near future as a result of the various transport and development proposals which are currently being progressed. It provides a description of the accessibility of the site by all transport modes, but especially by sustainable modes (walking, cycling and public transport), and sets out the modal split of trips into the Regional Centre.

1.9 Section B of the report provides an assessment of the transport-related aspects of the proposed development. It includes an assessment of the predicted generation of total person and vehicle trips associated with the proposed development; a description of the on-site car parking provision proposed and how this relates to forecast demands and city centre car parking standards; a detailed explanation of the revised access and servicing arrangements for the proposed development, and, finally, consideration is also given to the traffic management arrangements that, subject to further more detailed assessment following the renewal of planning permission, would be likely to be put in place during the construction phase of the project.

1.10 It is concluded that the proposed development maintains consistency with City Council transport policies and objectives, is compatible with current City Centre transport initiatives, and in overall transport terms should therefore remain acceptable to the highway authority and to the City Council.

Section A – Existing Conditions

Existing Site Information

2 General Description of the Site in a Highway Context

2.1 The development site is located on Oxford Street in Manchester City Centre, some 300m to the south east of Manchester Town Hall and approximately 600m to the south west of Piccadilly Gardens.

2.2 The application site occupies the greater part of a parcel of land bounded by Oxford Street to the south west, George Street to the north west, Dickinson Street to the north east and St James Street to the south east.

2.3 The application site is dominated by the former Odeon Cinema building, which has a frontage to Oxford Street. To the north of the Cinema building is an existing, small surface car park with access from George Street, part of which is included in the application site. The remainder of the block is occupied by Dickinson House, a listed warehouse now converted to office accommodation, which fronts onto Dickinson Street.

2.4 The location of the site is shown in Figure 2.1 below.

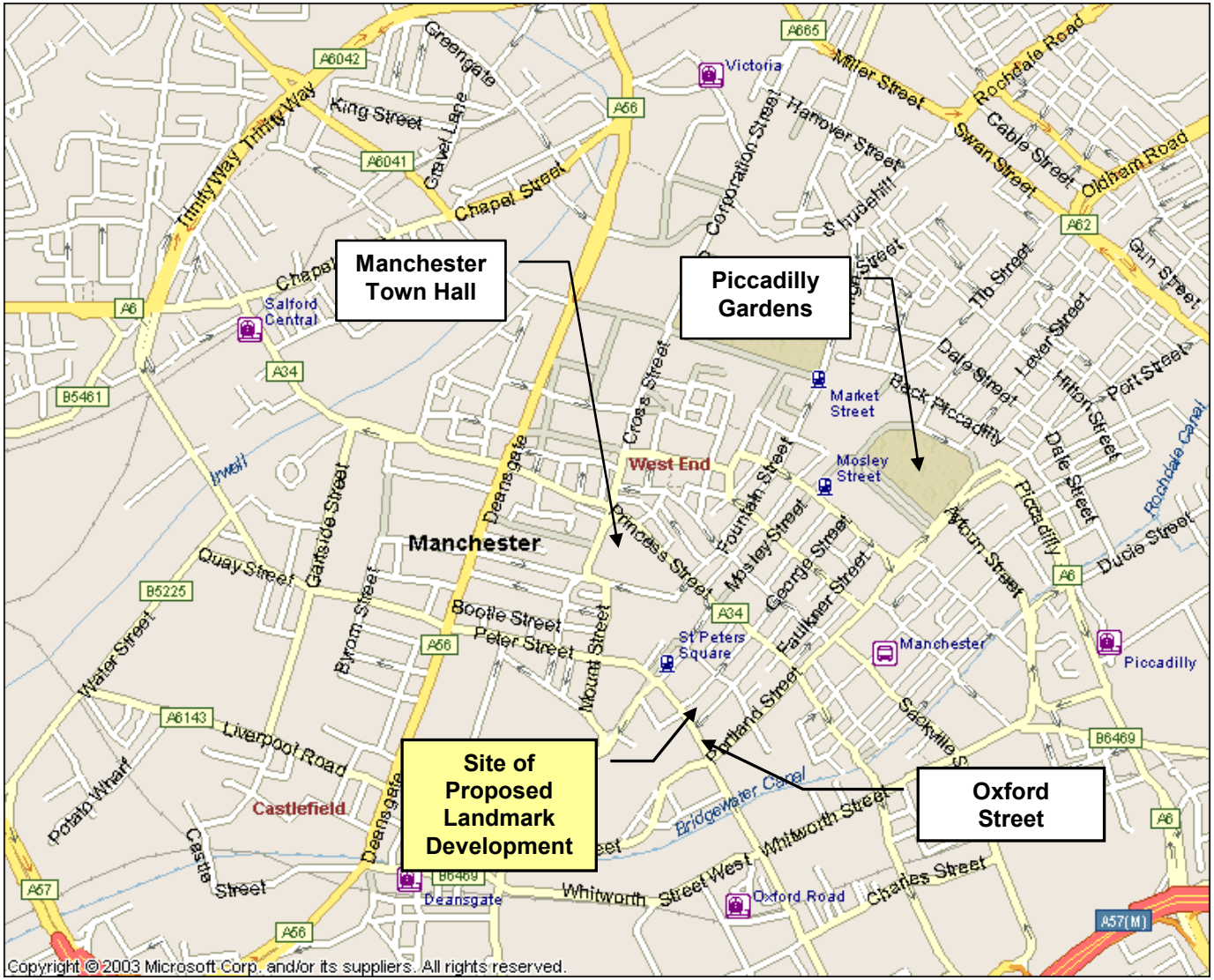

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Figure 2.1

Location of the Proposed Development

3 Existing Traffic Management in the Vicinity of the Site

3.1 The site is located within an area which is likely to experience significant changes to traffic patterns in the near future as initiatives such as the Metrolink Second City Crossing and the City Centre Bus Priority Package are progressed. The traffic management arrangements described below are those which are currently in force but which are likely to change as detailed design of schemes is developed. Generally, the report describes a site which currently has a high overall level of accessibility which is likely to be further improved in the future.

3.2 The application site lies within the Manchester City Centre Controlled Parking Zone. Within this area waiting restrictions apply and zone entry signs give details of when the restrictions operate. A general regime of working day waiting restrictions that operate daily between the hours of 8am and 8pm, (indicated by a single yellow line), is varied as necessary to meet specific requirements at differing locations around the city. Depending upon location, therefore, the basic scheme of restrictions may be varied to include such features as on-street pay and display parking bays, bays for the use of disabled drivers, no waiting at any time restrictions and loading restrictions. Many of these variations are apparent in the immediate vicinity of the application site, as described below.

3.3 In the vicinity of the application site **Oxford Street** is a single carriageway road with a width of approximately 15.5m. The carriageway is currently divided into two north-west bound (inbound traffic) lanes plus an inbound cycle lane and a single south-east bound (outbound) traffic lane. The right turning manoeuvres from Oxford Street into George Street adjacent to the site and into Hall Street opposite the site are prohibited. Vehicles using the single outbound lane on Oxford Street can turn left into George Street and are required to turn left at the traffic signals at its junction with Portland Street.

3.4 The frontage of the application site is protected by No Waiting At Any Time restrictions, together with a prohibition of loading at any time. Similar

restrictions apply to the length of the outbound lane between St James Street and Portland Street and to that length between St Peter's Square and George Street. Opposite the site on the south west side of Oxford Street the former inside traffic lane now provides space for commercial vehicle loading for properties on that side of the road, together with a taxi rank.

3.5 Broad footways are provided to both sides of Oxford Street within the vicinity of the application site, with provision of dropped crossings and tactile paving at junctions and 'red and green man' pedestrian signals incorporated into the traffic signals at both St Peter's Square and Portland Street.

3.6 **George Street** is a single carriageway road with a width of approximately 6.5m and with footways of approximately 2.2m in width to both sides. George Street lies within the City Centre 20mph zone and is subject to a one-way traffic order that allows vehicles to proceed from Oxford Street in a north easterly direction towards Dickinson Street. At the time of writing, the full length of George Street is temporarily closed to vehicular traffic in order to permit construction work on the adjacent Elisabeth House redevelopment.

3.7 Working day waiting restrictions are in force on the north west side of George Street, with further restrictions in place at its junctions with Oxford Street and Dickinson Street.

3.8 On the south east side of George Street, to the frontage of the application site, there are three existing disabled persons' parking bays and five pay and display parking bays. To the rear of the former Odeon Cinema building there is a small, surface car park which provides a total of 15 car parking spaces. To the north of this, adjacent to Dickinson House, there are two further on-street pay and display parking bays.

3.9 **Dickinson Street** is a single carriageway road with a width of approximately 6.9m and with footways to both sides. Dickinson Street similarly lies within the City Centre 20mph zone. To the north west of its junction with George Street, Dickinson Street is subject to a one-way traffic order that currently allows

vehicles to proceed from George Street in a north westerly direction to St Peter's Square.

3.10 Between its junction with St James Street and St Peter's Square, the south west side of Dickinson Street is protected by a mixture of working day and full time waiting restrictions, with pay and display parking bays, (11 in total), arranged along its north easterly side. This arrangement is reversed between St James Street and Portland Street, with waiting restrictions to its north easterly side and pay and display parking bays, (8 in total), on its south westerly side.

3.11 **St James Street** is a single carriageway road with a width of approximately 5m at its northerly end and with footways of varying but generally narrow width to both sides. St James Street lies within the City Centre 20mph zone and is subject to a one-way traffic order that allows vehicles to proceed from Dickinson Street in a south westerly direction to Oxford Street.

3.12 Both sides of the full length of St James Street are protected by waiting restrictions, working day restrictions on the south easterly side and No Waiting and No Loading At Any Time restrictions on the north westerly side.

3.13 There is no existing access to the application site from St James Street. A loading area has been created on the south east side of St James Street for the benefit of The Circus development which allows smaller vehicles to reverse within the carriageway of St James Street.

3.14 The existing traffic management arrangements within the vicinity of the application site are shown illustratively on TPP drawing 2283/01 included in this report.

Baseline Transport Data

4 Travel Accessibility of the Site

Bus Services

4.1 Located on Oxford Street in the heart of the City Centre, the application site is in a highly sustainable location in transport terms, readily accessible by public transport. The Oxford Road / Portland Street bus corridor is one of the busiest in Europe and passes within 100m of the site. Transport for Greater Manchester and Manchester City Council are currently undertaking a public consultation exercise into major bus priority proposals along the Oxford Road Corridor and through the City Centre along Portland Street. The bus priority proposals will not directly affect the Odeon site, but the scheme will provide significant benefits in improved bus journey times, reliability and accessibility.

4.2 The bus stop on Oxford Street, located directly opposite the application site, is served by the free City Centre **Metroshuttle** service Route 3 (which links the site with Manchester Piccadilly and Salford Central Railway Stations) and also buses providing frequent services to destinations including Salford Quays, Salford University, Media City, Rochdale, Middleton, Cadishead, Irlam and Eccles.

4.3 The Metrolink Second City Crossing Proposals are currently the subject of a Transport and Works Act Order application to the Department for Transport. The proposals are planned to be in service in 2016 and include major works to St Peter's Square which involve removal of all traffic with the exception of Metrolink trams. Bus routes have already been diverted away from St Peter's Square as part of associated redevelopment works to the Square being promoted by the City Council.

4.4 Many of the routes, stop locations and timings of bus services in the immediate area of the development are therefore currently in a state of flux and will be subject to further changes over the next few years. The site will however remain highly accessible by bus from a wide area of Greater

Manchester and the level of accessibility by bus is likely to improve further as a result of current investment plans.

4.5 The site is a six-minute walk from the Piccadilly Bus Station or is directly accessible using the free City Centre Metroshuttle bus service, which operates on a 10-minute frequency between 7am & 7pm, Monday to Saturday and passes the application site. Further routes operate via the Shudehill Interchange, in the north of the City Centre, from where the site is conveniently accessible by Metrolink from St Peter's Square, directly adjacent to the site, or by Metroshuttle Bus Service.

4.6 Accessibility by local bus services from all areas of Greater Manchester remains at a high level throughout the working day and, in particular, during the evening peak period, when the majority of employees would be travelling home. Outbound bus stops to south Manchester destinations are located on Portland Street, Princess Street and Oxford Street/Road, within a short walk of the site whilst, again, Piccadilly Bus Station and the Shudehill Interchange provide access to services to north and east Manchester.

4.7 For those travelling further distances by bus, the Manchester Central Coach Station is located at Chorlton Street, a walking distance of approximately 500m from the site, from where coaches operate to towns and cities across the country.

Metrolink

4.8 The application site is located within approximately 150m and a one-and-a-half-minute walk of St Peter's Square, which is at the hub of the Metrolink tram system. The St Peter's Square stop is due to be expanded as part of the Second City Crossing Proposals.

Rail

4.9 The free Metroshuttle bus links the site directly to both Piccadilly and Salford Central Stations, whilst Metrolink trams serve both Piccadilly and Victoria stations. Additionally, Oxford Road Station is within an approximately 4-minute walk of the application site. The proposed development site is

therefore readily accessible to all the city centre commuter and national rail services

4.10 The proposed development is located within the heart of Manchester City Centre, at the hub of an extensive public transport network of bus, train and Metrolink services that together provide an exceptional level of accessibility for employees and visitors.

4.11 The location of the site in the context of City Centre public transport infrastructure is shown in Figure 4.1 below.

Walking and Cycling

4.12 Walking is the most important mode of travel within the city centre, and the whole of the city centre, including substantial areas of residential development within and around the periphery are within an acceptable walking distance as shown in Figure 4.2. In addition to the public transport infrastructure already described, all of the City Centre services, businesses, retail, cultural and leisure facilities, together with a significant residential population are therefore within comfortable walking distance of the site.

4.13 Despite the high levels of pedestrian and vehicle activity in the City Centre, and the conflicts that can arise as a result, the pedestrian environment in the vicinity of the application site is generally conducive to walking as a means of travel. There are broad footways on Oxford Street, with some provision of dropped crossings and tactile paving to assist the less mobile and visually impaired pedestrians, whilst as described earlier 'red and green man' signals have been incorporated into the traffic signal installations at the junctions of Oxford Street with Portland Street and St Peter's Square to help pedestrians to cross safely.

4.14 The City Council has carried out substantial works in recent years to improve walking conditions in the city centre, and further improvements will result from the implementation of schemes such as the city centre bus priority scheme.



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Figure 4.1

Location of the Site Relative to Principal Public Transport Infrastructure

4.15 Cycling is an important and sustainable mode of transport for trips of, in particular, up to 5km in length. In addition to the Regional Centre, extensive residential areas lie within a 5km radius of the application site. The areas lying within a 5km radius of the site and therefore potentially within cycling distance of the proposed development are shown in Figure 4.3 below.

4.16 This area extends from Cheetham Hill in the north of the City to Chorlton in the south and from Salford in the west to Openshaw in the east, and includes the residential districts of Old Trafford, Broughton, Harpurhey, Monsall, Moston, Newton Heath, Gorton, Longsight, Levenshulme and Rusholme. All of these areas lie within an acceptable cycling distance of the proposed development. Cycling infrastructure within the city centre continues to be improved and the City Centre and Oxford Road bus priority schemes both include proposals for further improvements to cycle routes providing access to the site.

4.17 Employees wishing to travel to and from the site by cycle would be encouraged to do so; the developer proposes to provide secure cycle parking and showers, whilst tenants would be encouraged to provide personal lockers for the use of staff.

Road

4.18 A number of initiatives over recent years have been directed towards reducing the volume of through traffic passing through the City Centre, and this will be the objective of further measures in the future as outlined in the City Council's Transport Strategy for Manchester City Centre published in November 2010. Whilst it is recognised that good car access to the City Centre, and hence to the employment, retail, leisure and cultural facilities that it offers, will continue to be essential, the emphasis in future will be to improve public transport access and to limit any increase in the number of car trips to modest proportions.

4.19 It is concluded from the above that the application site occupies a highly sustainable location in transport terms and is highly accessible by all modes of sustainable travel, including walking, cycling and public transport.

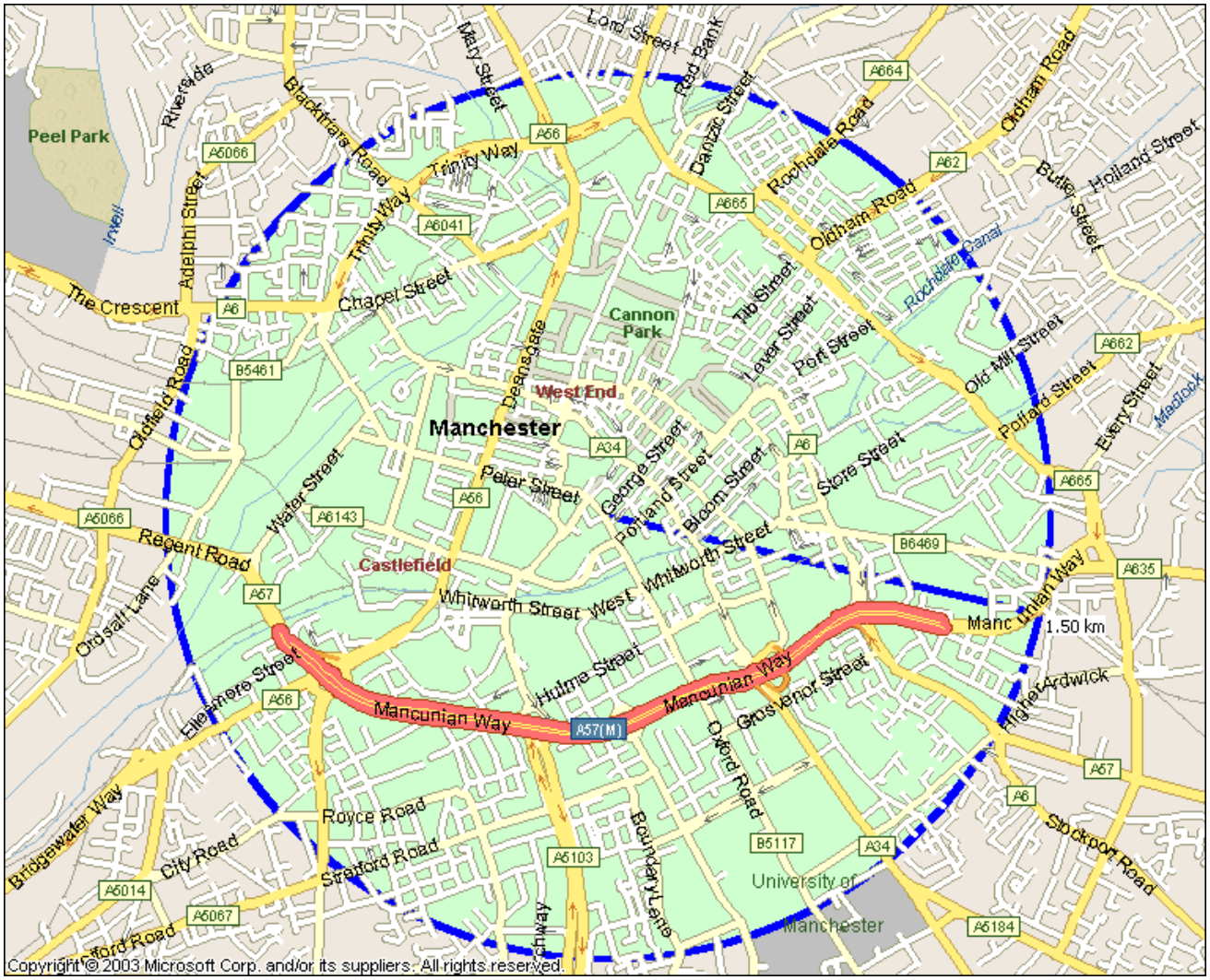

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Figure 4.2

Areas Lying Within a 1.5km Distance Contour of the Site

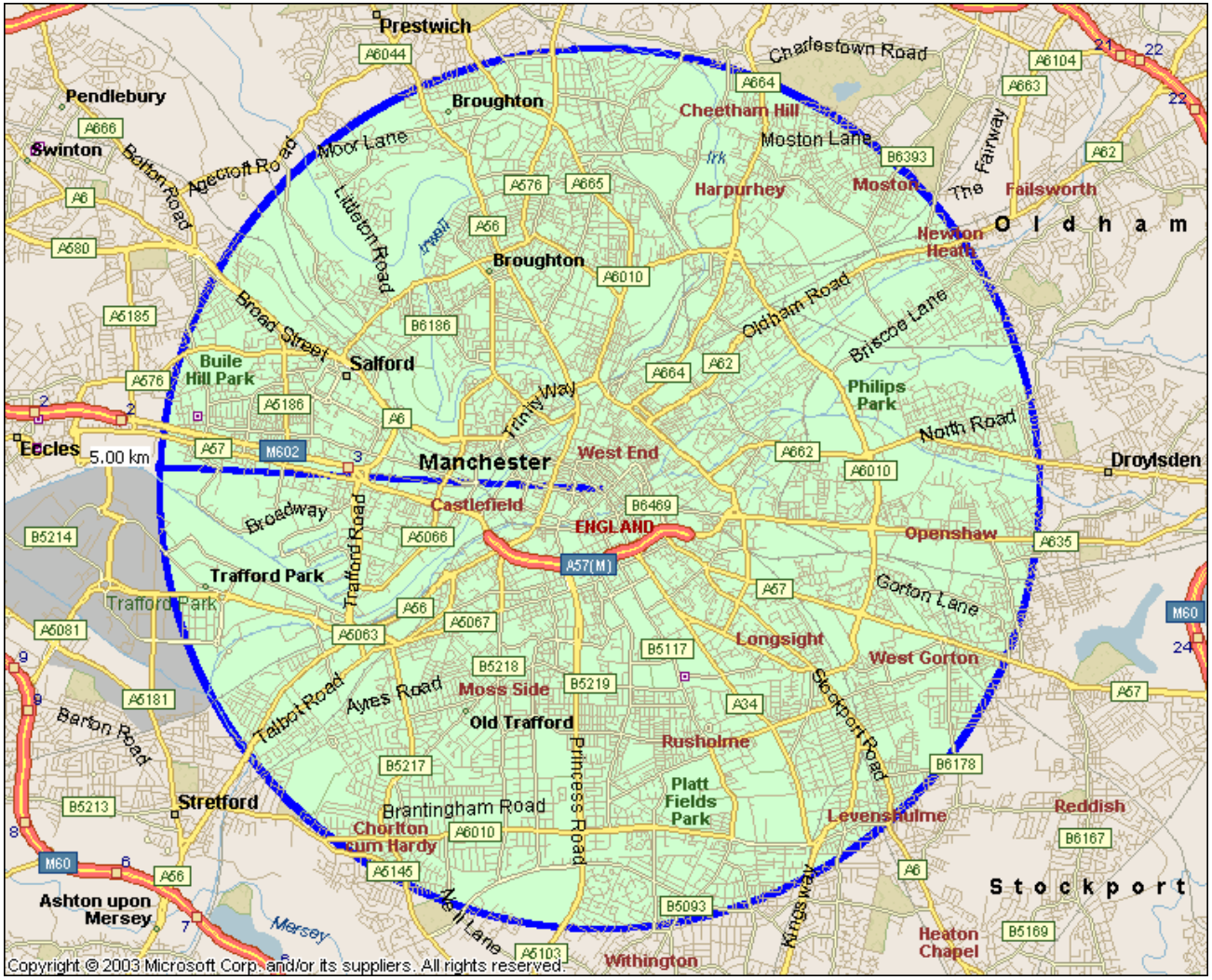

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Figure 4.3

Areas Lying Within 5km Distance Contour of the Site

5 Modal Split of Journeys to the Regional Centre

5.1 The Transport for Greater Manchester Highways Forecasting and Analytical Service carries out annual surveys of peak period (0730-0930) trips across a cordon around the City Centre. The most recent report (HfAS Report 1697) gives results of the surveys carried out in 2012 and shows changes in trip volumes over the past ten years. Table 5.1 below shows summary results taken from the HfAS report.

Year	Car	Bus	Rail	Metro	Cycle	Walk	Total
2002	31955	25254	16612	6301	509	5279	85910
2005	32567	24696	16743	6556	562	5723	86847
2006	32958	25071	17950	6048	470	7485	89982
2009	27021	24615	20753	6716	1102	8877	89084
2010	27402	23418	21638	6448	1143	9599	89648
2011	26801	22438	23330	6832	1190	9207	89798
2012	25734	22286	22688	7787	1476	11009	90980
2012 mode split	**28.3%**	**24.5%**	**24.9%**	**8.6%**	**1.6%**	**12.1%**	
Growth Factor 2012/2002	**0.81**	**0.88**	**1.37**	**1.24**	**2.90**	**2.09**	**1.06**

Table 5.1 Morning Peak 0730-0930 Traffic Volumes into Manchester City Centre

5.2 The report shows that average car occupancy during the period of the survey was 1.28. The 25734 trips by car therefore represent 20105 cars carrying drivers and a total of 5629 passengers.

5.3 The proportion of car trips has fallen from 37% in 2002 to 28% in 2013.

Section B – Proposed Development

6 Description of the Proposed Development

6.1 The proposed development, for which planning approval has previously been granted, involves the demolition of the former Odeon Cinema at Oxford Street, Manchester and the construction of a fourteen storey, purpose-built, prestige office building together with three levels of basement car parking.

6.2 The development would provide approximately 21,500m^2 of B1 office floor space. The basement parking would provide a total of 116 car parking spaces. Ten parking spaces would be provided for the use of disabled drivers and secure cycle parking would also be provided.

6.3 Vehicular access to the site would be from George Street, with access to the first basement parking level achieved via a ramp providing segregated 'in' and 'out' lanes.

6.4 Servicing arrangements, previously approved following discussions with the City Council, involve the provision of a vehicle loading area accessed from St James Street for the use of medium sized light vans and on-street servicing for larger goods vehicles on George Street.

7 Parking Provision

7.1 The proposed development would create a total of approximately 21,500m^2 of office floor space together with three levels of basement car parking providing a total of 116 car parking spaces.

7.2 This level of car parking for a building of this size is low, representing just 1 space per 187 m^2 of gross floor area, approximately.

7.3 The thrust of national and local transport policy is to encourage greater use of sustainable means of travel including walking, cycling and public transport, and to discourage the use of the private car, (particularly by drivers as single occupants), especially for business trips and the journey to work. Within this context and given the application site's location in the Regional Centre, enjoying high levels of accessibility by sustainable transport modes, the comparatively low level of on-site car parking provision is considered entirely appropriate.

7.4 Government guidance to local planning authorities on the transport aspects of planning policy was formerly contained in Planning Policy Guidance 13: Transport, (PPG13), but this was withdrawn on publication of the National Planning Policy Framework (NPPF) document in March 2012. The NPPF states at paragraph 39:

> *If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
>
> - *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*
> - *an overall need to reduce the use of high-emission vehicles.*

7.5 Local parking standards for Manchester are set out in the City Council's Local Development Framework Core Strategy Development Plan Document published in July 2012. Appendix B of the Core Strategy document sets out maximum parking standards for car parking and minimum parking standards for disabled people, cycles and motor cycles. However, the document states that the maximum standards for car parking do not apply to the City Centre, as each development will be considered on a case by case basis.

7.6 In this case, the applicant is implementing a number of measures that will reduce the need for car parking and that support the provision of a comparatively low level of on-site parking. These include:

- **There would be no on-site visitor parking provision.** It is intended that there would be no on-site spaces allocated for visitor use. Visitors to the development would not, therefore, be encouraged to travel to the site by car as a result of the availability of a parking space.

- **Travel Plan.** The developer recognises the need to encourage those employed within the development and visitors to travel to work and for business by sustainable transport modes and is committed to the development and implementation of a Travel Plan, (described in further detail below), that would promote cycling, walking, public transport and initiatives such as the City Centre Car Club as alternatives to the use of the private car, thereby reducing the demand for on-site parking spaces.

- **Parking Charges.** The on-site parking provision is at an intentionally low level and parking spaces are likely to be at a premium. It is anticipated that parking spaces would be allocated to specific tenants and would carry a charge. Such a charge would be likely to be a disincentive to some tenants to have an on-site parking space, thereby reducing the demand further.

- **Cycle Parking.** The developer would provide on-site secure cycle parking together with suitable showering and changing facilities that would encourage cycling as an alternative to the use of the private car and thereby reduce car parking demand.

7.7 The developer also recognises that this is a City Centre location with a high degree of accessibility by public transport. The proportion of people commuting to the City Centre by car has fallen over the past ten years from 37% to 28% and current initiatives for improvements to public transport, walking and cycling, such as those described earlier, will undoubtedly reduce

this still further. The demand for on-site car parking would therefore be naturally lower here than in an out-of-centre location and it is important not to encourage further commuting by car as a consequence of the level of car parking provided within the development.

7.8 One consequence of under provision of on-site car parking under normal circumstances might be that undesirable levels of on-street car parking would be generated instead. Again, the developer is conscious of the location of the site within the Manchester City Centre Controlled Parking Zone within which a combination of parking restrictions and on-street car parking charges operate. There are measures therefore already in place to prevent unacceptable levels of on-street parking.

7.9 As the on-site car parking provision would be accommodated underground and therefore largely out of sight it is concluded that it would not prejudice any improvements to the environment or pedestrian conditions and would not preclude the development from being integrated into its surroundings. As explained below, it is considered that the on-site car parking would not create unacceptable traffic conditions.

7.10 As indicated above, secure cycle parking would be provided on site. The Architect's plans show a secure cycle store on the first basement level with associated changing and showering facilities. A total of ten parking spaces for the use of disabled drivers are included in the proposals, representing 8% of the provision for general use in line with BS8300 and the guidance given in Department of Transport Traffic Advisory Leaflet 5/95 "Parking for Disabled People", bearing in mind that no visitor parking of any kind would be allowed within the on-site parking areas. Parking for motorcycles would also be provided.

7.11 It is concluded that the comparatively low level of on-site car parking is considered to be entirely appropriate given the application site's City Centre location, its high level of accessibility by public transport and other sustainable transport modes and in view of the measures that the developer

intends to implement that would serve to limit the demand for on-site car parking.

7.12 It is further concluded that the proposed level of on-site car parking would not lead to unacceptable levels of on-street parking due to the existing parking restrictions and on-street parking charges that are in force in the vicinity of the application site. On-site secure cycle parking together with showering and changing facilities and motorcycle parking would be provided, as would six parking spaces for the use of disabled drivers in line with prevailing advice and standards.

8 Traffic Generation Characteristics of the Proposed Development

8.1 In discussions with the City Council regarding the initial development application, it was established that an assessment of the traffic generation characteristics of the development would be required.

8.2 Whilst the development would include the provision of some on-site car parking this is not substantial relative to the floor space proposed. Parking provision would therefore be limited and no on-site visitor parking is anticipated. Consequently, whilst recognising that the proposed development would generate a substantial demand for travel, the developer clearly does not envisage that a significant proportion of that demand would be met by the private car and anticipates that the greater part of the travel demand generated by the proposed development would be satisfied by sustainable transport modes.

Trip Rates and Predicted Person Trip Generation

8.3 In accordance with the latest guidance on the preparation of Transport Assessments[1], it is appropriate to assess the total trip generation, by all modes, of the proposed development.

[1] Guidance on Transport Assessment: Department for Transport and Communities and Local Government – March 2007

8.4 The establishment of suitable person and vehicle trip rates for the proposed development has been made by reference to the TRICS database. The person trip assessment below (paragraphs 8.5 – 8.14) and the site vehicle trip generation assessment (paragraphs 8.17 to 8.28) were carried out in 2009 using the then current set of TRICS data. The 2013 version of TRICS shows that 4 office surveys have since been added to the database, but none of these was in England (2 are from the Irish Republic and 2 from the Scottish Highlands) and none were from areas within defined town or city centres. The assessment of total generated person trips is therefore considered to remain valid for the current application, although the forecasts of trips by individual modes have been revised to reflect current data on modal splits for City Centre journeys.

8.5 As total person trip rates are required in addition to vehicular trips, and to ensure consistency in the data used, only the multi-modal surveys were selected. There are 38 multi-modal surveys within the **Employment – office** data set on the TRICS database.

8.6 The Selection Parameters used were:

- Sites in England were selected (i.e. excluding Ireland, Scotland and Wales)
- Sites with A2 use were removed
- Initial surveys of sites resurveyed were removed
- Sites with data between 0800 and 1800 were selected to ensure the AM peak, 0800 to 0900, and the PM peak, 1700 to 1800 were included.

8.7 These selection parameters produced a sub set of 27 sites of varying locations. Of these; 4 are ‘Town Centre’, 10 are ‘Edge of Town Centre’, 5 are ‘Edge of Town’ 8 are ‘Suburban’ and 1 is in a ‘Neighbourhood Centre’.

8.8 The 4 town centre sites are most similar in location to the proposed development, with 1 being located in a City.

8.9 The Transport Assessment guidance suggests that the trip rates used in the assessment should be those derived from a suitable existing site that is

comparable to the proposed development in terms of size, location and degree of accessibility. Detailed examination of the TRICS database, using the parameters outlined above, failed to establish a suitable comparison site. In the absence of a suitable comparison site the Transport Assessment guidance suggests that a more traditional approach is adopted, with 85th percentile trip rates forming a starting point for the assessment. In this case, as requested by the City Council (and consistent with the recommendations of the Transport Assessment guidance) these 85th percentile trip rates have been supplemented by an assessment of mean (average) trip rates and the mean of a sub set of selected sites to provide a range of values within which the trip generation characteristics of the proposed development are most likely to lie. Mean and 85th percentile trip rates were obtained from the sample of 27 sites, to which were added mean trip rates obtained from the sub set of the four developments with town centre locations.

8.10 The resulting range of total person trip rates for both arrivals and departures in the morning and evening peak hour are presented in Table 8.1 below.

	Arrive Trip Rate	Depart Trip Rate	Total Trip Rate
AM Peak (0800-0900)			
Mean of 27 sites	2.186	0.169	**2.355**
85%ile Site Council Offices	3.444	0.259	**3.703**
Mean of 4 Town Centre Sites	2.156	0.157	**2.313**
PM Peak (1700-1800)			
Mean of 27 sites	0.178	1.853	**2.031**
85%ile Site Council Offices	0.389	2.278	**2.667**
Mean of 4 Town Centre Sites	0.210	1.598	**1.808**

Trip rates are per 100sq.m. GFA

Table 8.1 Range of Total Person Trip Rates for B1 Office sites in the Weekday Morning and Evening Peak Hours

8.11 From the above table it will be seen that the respective trip rates are consistently higher in the morning peak hour than in the evening peak hour. It will also be seen that the trip rates obtained from the 85th percentile site are the highest in each peak with the mean trip rates associated with the four developments that occupy town centre locations being the lowest. Therefore, whilst it is appropriate to consider a range of possible trip rates, it can be concluded that due to its City Centre location, the total person trip rates associated with the redevelopment site might reasonably be expected to be towards the lower end rather than towards the top of the range of values presented above.

8.12 It follows from this that the mean trip rates, produced from the screened sample of 27 sites, representing a range of end users, are likely to produce a robust assessment of the total person trip generation characteristics of the proposed development.

8.13 Applying the above trip rates to the GFA of the proposed development produces the range of forecast total person trips presented in Table 8.2 below.

	Arrive Person Trips	Depart Person Trips	Total Person Trips
AM Peak (0800-0900)			
Mean of 27 sites	470	36	**506**
85%ile Site Council Offices	740	56	**796**
Mean of 4 Town Centre Sites	463	34	**497**
PM Peak (1700-1800)			
Mean of 27 sites	38	398	**437**
85%ile Site Council Offices	84	490	**573**
Mean of 4 Town Centre Sites	45	344	**389**

Table 8.2 Range of Forecast Total Person Trips for Proposed Development in the Weekday Morning and Evening Peak Hours

8.14 Based on the mean trip rates obtained from the screened sample of 27 sites (considered to be a robust assessment as described above) the proposed development would be expected to generate 506 total person trips in the morning peak hour (within the range of 497 to 796) and 437 total person trips in the evening peak hour (within a range of 389 to 573).

Person Trip Generation by Mode

8.15 The modal split of the predicted total person trips presented in the above table can be derived by applying the 2012 weekday morning peak period modal split of trips to the City Centre as presented in Section 5 above. It is considered reasonable to assume that the evening peak modal split would reflect that occurring in the morning peak period. The resulting predicted weekday morning and evening peak hour trips by mode, for each of the three forecasts in the range, are presented in the following table.

	A or D[1]	Car Driver	Car Passenger	Bus	Rail	Metrolink	Cycle	Walk	All non-car	Total Person Trips
AM Peak (0800-0900)										
Mean of 27 sites	A	104	29	115	117	40	8	57	**337**	**506**
	D	8	2	9	9	3	1	4	**26**	
85%ile Site Council Offices	A	164	46	181	184	64	12	90	**531**	**796**
	D	12	3	14	14	5	1	7	**40**	
Mean of 4 Town Centre Sites	A	102	29	113	115	40	7	56	**332**	**497**
	D	8	2	8	8	3	1	4	**24**	
PM Peak (1700-1800)										
Mean of 27 sites	A	8	2	9	9	3	1	5	**27**	**437**
	D	88	25	98	99	34	6	48	**285**	
85%ile Site Council Offices	A	19	5	21	21	7	1	10	**60**	**573**
	D	108	30	120	122	42	8	59	**351**	
Mean of 4 Town Centre Sites	A	10	3	11	11	4	1	5	**32**	**389**
	D	76	21	84	86	30	6	42	**247**	

[1] – A = Arrive, D = Depart

Table 8.3 Predicted Person Trips by Mode in the Weekday Morning and Evening Peak Hour

8.16 From the table above it will be seen that, based on the mean trip rates obtained from the screened sample of 27 sites, the proposed development would be expected to generate 104 car and 337 non-car trips inbound in the morning peak hour and 88 car and 285 non-car trips outbound in the evening peak hour. Clearly, not all of the predicted vehicle trips would travel to and from the site of the proposed development; many would travel to and from other City Centre locations where, in particular, public off-street car parking is available.

Trip Rates and Predicted Direct Vehicle Trip Generation

8.17 It is therefore necessary to make an assessment of the number of vehicle trips that would be likely to be generated by the development site itself, i.e. by the on-site car parking. The number of these trips will be dependent upon and constrained by the number of parking spaces available. It is therefore necessary to derive trip rates per parking space from the screened sample of sites contained within the TRICS database.

8.18 In order to derive trip rates per car parking space it is necessary to have a known fixed amount of spaces in relation to the GFA of the development. Consequently, only those counts that do not include vehicular movements associated with off-site parking can be used. The application of this criterion reduced the data set from the original sub set of 27 sites to 11 sites. These 11 sites have been used to produce mean and 85th percentile trip rates per parking space.

8.19 TRICS no longer provides the facility to generate trip rates per parking space directly and this information has to be extracted manually. The 85th percentile site given by TRICS when the 11 sites are ranked on total vehicle trip rates for the period 0800 to 1800, consistent with the approach for determining the 85th percentile site for person trip rates, is a Call Centre in Bradford with a GFA of 2,400m^2 and 220 on-site car parking spaces. However, when the trip rate values per car parking space were calculated for this site it gave lower trip rate values than those calculated using the mean values of the 11 sites. This anomaly arises due to the high proportion of spaces in relation to the GFA of the development and demonstrates that a reliable 85th percentile site cannot be determined by ranking the data on trip generation per 100m^2 of GFA.

8.20 It was therefore considered appropriate to rank the 11 sites according to the daily trip rate per parking space. For consistency with the identification of the 85th percentile site for total person trip rates, the total of arrivals and departures between 0800 and 1800 was used in the ranking process. The GFA of each site was multiplied by the daily (0800 – 1800) vehicle trip rate (per 100m^2 GFA) to give the total number of vehicle trips per day generated

by that development and this figure was then divided by the quoted number of parking spaces to generate a daily trip rate per parking space.

8.21 Table 8.4 below illustrates the ranked sites based on trip rates per number of car park spaces. Consistent with TRICS, the third highest site was selected to represent the 85th percentile site.

Site Ref	Description	GFA	Daily Vehicle Trip Rate	No. of spaces	Trips/ Space
BT-02-A-01	OFFICES, KILBURN	408	27.206	13	8.538
CA-02-A-01	OFFICE, CAMBRIDGE	4344	7.206	48	6.521
LC-02-A-07	COUNCIL OFFICES, BLACKPOOL	6678	5.631	59	6.374
LE-02-A-03	COUNCIL OFFICES, M. MOWBRAY	3157	35.92	214	5.299
HF-02-A-02	COUNCIL OFFICES, WELWYN GC	2700	18.185	106	4.632
CA-02-A-02	SUGAR HQ, PETERBOROUGH	12500	5.76	252	2.857
SC-02-A-10	GOVERNMENT OFFICE,GUILDFORD	4312	2.25	38	2.553
DC-02-A-08	OFFICE, DORCHESTER	1550	12.323	75	2.547
WY-02-A-01	CALL CENTRE, BRADFORD	2400	21.083	220	2.300
TW-02-A-03	DEVELOP. AGENCY, NEWCASTLE	6480	10.139	288	2.281
EX-02-A-02	TELEPHONE CO., BRENTWOOD	19667	8.431	827	2.005

Table 8.4 Identification of the Proxy 85th Percentile Site Ranked by Total Daily Trips per Parking Space

8.22 Hourly vehicle trip rates (per 100m^2 GFA) were extracted from TRICS for the identified 85th percentile site and used to calculate, in the same way, trip rates per parking space for the morning and evening peak hour.

8.23 The 11 sites were similarly used to calculate the mean values associated with the data set. The mean hourly vehicle trip rates (per 100m^2 GFA) for the 11 sites were obtained using TRICS. The mean GFA (4,312m^2) was multiplied by the mean hourly vehicle trip rates for arrivals and departures to produce the respective total number of vehicle trips. These figures were then divided by the mean number of parking spaces for the selected sample to produce mean hourly vehicle trip rates per parking space.

8.24 As a result of refining the screened sample from 27 to 11 sites, only one town centre site remains within the reduced data set. Trip rates per parking space for this site were calculated as described above.

8.25 Trip rates per 100 m^2 GFA and the associated trip rates per parking space for the mean, 85th percentile and single remaining town centre site are shown in the following table.

	Arrive		Depart		Total	
	Trip Rate/ 100 sqm GFA	**Trip Rate/ Parking Space**	**Trip Rate/ 100 sqm GFA**	**Trip Rate/ Parking Space**	**Trip Rate/ 100 sqm GFA**	**Trip Rate/ Parking Space**
AM Peak (0800-0900)						
Mean of 11 sites	1.478	**0.443**	0.126	**0.038**	1.604	**0.481**
85%ile Site	0.928	**1.050**	0.075	**0.085**	1.003	**1.135**
Town Centre Site	0.394	**0.447**	0.186	**0.211**	0.580	**0.658**
PM Peak (1700-1800)						
Mean of 11 sites	0.139	**0.042**	1.256	**0.377**	1.395	**0.418**
85%ile Site	0.030	**0.034**	0.569	**0.644**	0.599	**0.678**
Town Centre Site	0.046	**0.052**	0.185	**0.210**	0.231	**0.262**

Table 8.5 Trip Rates per 100m^2 GFA and Associated Trip Rates per Parking Space

8.26 Applying the trip rates per parking space presented above to the number of parking spaces proposed for the site, 116 spaces, produces the range of forecast traffic movements likely to be directly generated by the proposed development presented in the table below.

	Arrive Vehicle Trips	Depart Vehicle Trips	Total Vehicle Trips
AM Peak (0800-0900)			
Mean of 11 sites	51	4	**55**
85%ile Site Council Offices	121	10	**131**
Town Centre Site	51	24	**76**
PM Peak (1700-1800)			
Mean of 11 sites	5	43	**48**
85%ile Site Council Offices	4	74	**78**
Town Centre Site	6	24	**30**

Table 8.6 Predicted Range of Directly-Generated Vehicle Trips for the Proposed Development in the Weekday Morning and Evening Peak Hour

8.27 The proposed development would not have on-site visitor parking and it would not be anticipated, therefore, that there would be a significant turnover of parking spaces during the peak hours such that, for example, arrivals during the morning peak hour would exceed the capacity of the car park. It is considered unlikely that the pattern of peak hour arrivals and departures associated with the 85th percentile site (being Council offices), and to a lesser degree the single remaining town centre site, would be representative of the proposed development and that within the range of values quoted above those associated with the mean of the sample of sites would be the most realistic.

8.28 Based on the more representative, mean trip rates per parking space it will be seen from the above table that the likely number of directly-generated vehicle trips associated with the proposed development would be 55 in the morning peak hour (51 arriving and 4 departing) and 48 in the evening peak hour (5 arriving and 43 departing). It is concluded that these numbers of vehicle movements are low and would not have a significant impact on the local highway network.

9 Proposed Access Arrangements

9.1 The proposed access arrangements for the development are shown on TPP drawings 2283/02 and 2283/03 included in this report.

9.2 These drawings were presented to Manchester City Council development control staff as part of discussions held prior to the original planning submission and were modified to take account of the Council's comments. The arrangements shown were approved as part of the process of granting the extant planning permission for the proposed development.

9.3 It is proposed that vehicular access to the site would be from George Street.

9.4 The proposed access location coincides with an existing vehicular access to a small, surface car park located to the rear of the existing Odeon Cinema building.

9.5 It is proposed that this access would allow vehicles to enter and leave the basement car park. Separate 'In' and 'Out' ramps would be provided, arranged in conventional, 'drive on the left' fashion.

9.6 The detailed access proposals, including proposed modifications to on-street parking arrangements in the vicinity of the site have taken account of the comments made on behalf of the City Council.

9.7 Existing on-street traffic management measures in the vicinity of the site are shown illustratively on TPP drawing 2283/01 included in this report.

9.8 George Street is currently a one-way street with traffic allowed to proceed in a north easterly direction from Oxford Street towards Dickinson Street. It also falls within the City Centre 20mph zone. Consequently, it is proposed that at the exit from the basement car park a visibility splay to the left of 2.4m x 33m, consistent with a 20mph speed limit, would be provided. This visibility splay is shown on drawings 2283/02 and 2283/03.

9.9 The City Council require that the resulting visibility splay should be kept clear of obstruction, including that created by parked vehicles. Consequently, the proposals shown on the TPP drawings include for the revocation of one existing disabled persons' parking bay and five pay and display bays from the south east side of George Street to the frontage of the site.

9.10 It is considered that it would be possible, subject to the approval of the highway authority, to reintroduce three of these parking bays on the north west side of George Street, where there are no existing vehicular accesses, as shown on the drawings, without impeding the free flow of traffic along George Street or vehicular access to the basement car park.

9.11 It is proposed that the parking bays removed from the site frontage would be replaced by a combination of No Waiting At Any Time and No Loading restrictions as shown on the drawings.

9.12 As no vehicular visibility splay is required to the right of the car park exit it is proposed that two existing on-street pay and display parking bays to the north east of the car park access are retained. It is proposed that two existing disabled persons' parking bays at the southerly end of George Street are also retained.

9.13 The City Council also previously indicated that adequate intervisibility between drivers of vehicles leaving the basement car park and pedestrians needed to be achieved. A 2.4m x 2.4m visibility splay to either side of the egress, along the back of footway line, would be the desirable standard of visibility to achieve in this respect. The proposals show the provision of a 2.4m x 2.4m visibility splay to the left of the car park exit ramp. A column at the northerly corner of the proposed building represents a partial obstruction to pedestrian/driver intrervisibilty to the right of the exit lane. To mitigate this it is proposed to narrow the exit lane within the site in the immediate vicinity of the back of footway so as both to reduce the speed of vehicles leaving the car park to a minimum and to maximise the area of footway at the exit that is within drivers' view. Additionally, the structure has been designed such that drivers and pedestrians would have a clear view of one another to the rear of

this column. Apart from the minor intrusion to visibility that the column represents, a visibility splay along the back of footway line of 3.14m x 5.6m would otherwise be available to the right of the exit lane. It is considered that pedestrian safety would not be unduly compromised by this arrangement. This arrangement was accepted as part of the current planning approval.

9.14 A vehicle swept path analysis of the proposed access and egress geometry has been carried out using proprietary software and is considered to be satisfactory.

9.15 As described below, it was originally proposed to provide an on-street Loading Only bay on George Street to the south west of the car park exit for the benefit of refuse collection vehicles. However, this was deleted from the now approved proposals at the request of the City Council.

9.16 It is proposed that the car park access and egress ramps would be provided with a maximum gradient of 1 in 12 within approximately one car's length of the George Street channel, (5m), to facilitate vehicle manoeuvring and promote visibility. The maximum ramp gradient between the highway and the first basement level is proposed to be 1 in 7.

9.17 Vehicles leaving the development would negotiate the junction of George Street and Dickinson Street. This is a priority-controlled junction with priority afforded to vehicles on Dickinson Street. It will be noted from the drawing showing the existing traffic management measures in the vicinity of the site, TPP drawing 2283/01, that the existing parking bays on Dickinson Street are arranged along its north easterly side in the vicinity of the junction with George Street. Therefore parking bays do not form any obstruction to visibility for drivers emerging from George Street on to Dickinson Street and it is therefore not proposed that any amendments are made to the existing layout of parking bays and waiting restrictions at this location.

9.18 It is proposed that the main pedestrian access to the development would be from the principal, Oxford Street frontage.

10 Proposed Servicing Arrangements

10.1 It is proposed to provide a loading bay door at the north easterly corner of the building. A vehicle loading area would be provided adjacent to this with access from St James Street.

10.2 St James Street is also currently a one-way street and within the City Centre 20mph zone. The loading bay has been designed to accommodate typical medium sized light vans, which are understood to be the largest vehicles that would normally be expected to service the proposed development. Vehicles would reverse into the loading bay from St James Street and a swept path analysis has been undertaken to confirm that this can be achieved by 4.6T medium sized light vans with the layout shown. This form of servicing arrangement has previously been approved in respect of The Circus development on the south east side of St James Street.

10.3 The Architects for the scheme have incorporated a refuse store within the building, on its north westerly side adjacent to the basement car park exit ramp. Access to this refuse store is proposed to be directly from George Street by means of double pedestrian doors that open from George Street into the building.

10.4 It was originally proposed that a Loading Only bay be introduced on George Street adjacent to the pedestrian access to the refuse store to facilitate access for refuse collection purposes, minimising carry distances. However, the City Council's development control staff required that this Loading Only bay was deleted and the previously approved layout allows for the existing No Waiting At Any Time restrictions to be extended across the frontage of the refuse store. These restrictions would keep this area clear of waiting and parked vehicles, whilst not prohibiting legitimate loading operations, and the revised proposals should not, therefore, be prejudicial to refuse collection

operations. As indicated in the Refuse Management Strategy it is understood that there would be typically two refuse collections per week.

10.5 The George Street access and servicing arrangements associated with the proposed Landmark development (as shown on TPP drawing 2283/03 RevA) were discussed and agreed with the City Council as part of the original planning process. Hines UK Ltd and Manchester and Metropolitan Properties are, however, aware that proposals for the redevelopment of St Peter's Square, including the removal of buses and general vehicular traffic, and the redevelopment of other, nearby sites, including the Elisabeth House redevelopment currently in progress, could have a bearing on the final servicing arrangements for the Landmark building. This issue was discussed with the City Council prior to the application for renewal of planning permission in 2009 and, whilst it was considered that the previously approved servicing arrangements remain appropriate when treating the Landmark site in isolation, the City Council indicated that the details of the on-street servicing arrangements and associated changes to Traffic Regulation Orders in the vicinity of the site would need to be finalised with the Highway Authority prior to the commencement of construction and following the granting of any renewed planning approval. The developer would therefore, as before, be willing to accept a condition attached to any renewal of planning approval that requires the details of the servicing arrangements as they affect George Street to be agreed with the Planning (Highway) Authority prior to the development commencing.

11 Travel Plan

11.1 A Travel Plan has been prepared and accompanies the planning application.

11.2 An integral part of national and local policies aimed at achieving a sustainable transport system is the role that can be played by Travel Plans in helping to change travel behaviour, in encouraging people to choose to travel by more

sustainable modes, (including walking, cycling and public transport), and in raising peoples' awareness of the need to use private cars more wisely.

11.3 The government, through a combination of legislation, guidance, assistance and incentives, is seeking to promote this change in travel behaviour, so that a greater number of people are able to choose to travel by more environmentally-friendly means and, more importantly, that they exercise that choice. The National Planning Policy Framework makes reference to the role of Travel Plans in this process.

11.4 Manchester City Council, as local highway authority, is encouraging businesses and other organisations in the City to develop and adopt workplace Travel Plans. In response, Hines UK Ltd and Manchester and Metropolitan Properties as responsible developers recognise that the current proposal, whilst contributing to the continued economic growth and success of the Regional Centre by creating new employment opportunities, would create an increased travel demand by those working at or visiting the development and the preparation and submission of a Travel Plan document as part of their planning application demonstrates their commitment to supporting the City Council in the delivery of sustainable transport objectives.

11.5 A Travel Plan is typically a package of measures designed to encourage staff and visitors to choose to travel other than by car and wherever possible to reduce the need for employees to travel at all for their work. The aim is to reduce the impact of travel and transport on the environment whilst helping to achieve a healthier, less stressed and more productive workforce.

11.6 One of the difficulties associated with the preparation of a Travel Plan at this early stage in the planning process for the Landmark project is that the future occupiers of the proposed development and their specific business and travel activities are presently unknown. Whilst much is already known about the accessibility of the application site by sustainable transport means, without a knowledge and understanding of the transport needs of the future occupiers and travel habits of their employees it is clearly not possible to develop a definitive, precise Travel Plan.

11.7 Local authorities recognise this difficulty and the approach that has been adopted to this issue by the developer is one that is now widely accepted, including by Manchester City Council. The developer has prepared and submitted a Travel Plan Framework document that clearly sets out the developer's commitment to the Travel Plan process and establishes the main principles and mechanisms by which the future occupiers, working together, would develop the detail of the plan. It identifies the actions that the developer would take to ensure that not only is a full Travel Plan developed and implemented in a timely fashion following the granting of planning approval but also that the measures included in the Plan would help to reduce the impact of the transport-related activities of the development's future occupiers on local traffic flows and would encourage employees to use their cars more wisely and to choose instead to travel by more sustainable means wherever possible.

11.8 The Travel Plan Framework document identifies a key role for a Travel Plan Co-ordinator, (TPC), who it is envisaged would be appointed from within the developer's building management organisation. It would be the TPC's responsibility to oversee the development and implementation of the Travel Plan, working with a Travel Plan Steering Group comprising senior representatives of businesses occupying the building. Together, the TPC and Steering Group would finalise the details of the Plan and implement it across the development.

11.9 The Final Travel Plan would contain a package of initiatives that would be designed to contribute to the achievement of the objectives and targets set out in the Greater Manchester Local Transport Plan and City's Transport Strategy for Manchester City Centre. It is not possible to be prescriptive about these at this time and the Travel Plan Framework document therefore includes a range of possible measures that might be included in the Final Travel Plan, the selection of which would be informed by Staff Travel Surveys, a detailed Site Assessment and, possibly, a Business Travel Audit carried out under the direction of the TPC with the assistance of individual tenant businesses.

11.10 These measures would include the following:

- Personal Travel Planning on an individual basis
- New employee starter packs containing a range of Travel Plan information
- Making public transport timetable information readily available to businesses and individuals within the development
- Making employees aware of the car sharing website sponsored by the Greater Manchester authorities or, if sufficient demand exists, establishing a dedicated car sharing database within the development
- Measures to encourage walking and cycling, such as Walking Partners schemes or the provision of protective clothing
- Promotion of initiatives such as the City Centre Car Club that allows cars to be hired by the hour from convenient sites in the City Centre
- Promotion of national events and initiatives, such as Bike Week and In Town Without My Car Day
- Exploitation of new technologies that would reduce the need to travel at all on business, such as video conferencing
- Exploring innovative ways of working, such as home working, that would reduce the overall number of trips generated by the proposed development

11.11 It is envisaged that the Final Travel Plan would be produced and submitted to the local authority within approximately six months of occupation of the development. The Travel Plan Framework document includes details for marketing travel plan initiatives and for monitoring and developing the Final Plan going forward.

11.12 It is concluded that the Travel Plan Framework document prepared in support of the current application demonstrates the commitment of the applicants to the development and implementation of a workplace Travel Plan for the Landmark site and establishes a satisfactory framework within which a final

Travel Plan can be formulated that helps to reduce the impact of the transport-related activities of the tenants that will occupy the proposed development on local traffic flows and on the environment.

12 Stopping Up Order

12.1 A Stopping Up Order would be required to enable the proposed development to proceed.

12.2 In general, the highway frontages of the proposed development are contiguous with the respective boundaries of the former Odeon cinema building. However, the north west and south east corners of the Oxford Street frontage of the Cinema building each incorporate a splay that is apparent on the existing site plan.

12.3 The proposed development does not include this feature; the George Street and St James Street elevations of the proposed building each meet the Oxford Street elevation at a single point, with no splay.

12.4 The effect of this is that the proposed building at these two locations would be constructed on land outside the footprint of the present Cinema building, on land that forms part of the adopted public highway.

12.5 Whilst these two areas are not large, (they are shown on TPP drawing 2283/04 included in this report), nonetheless, being part of the public highway, public rights of way exist over these areas that would have to be legally extinguished in order for the proposed development to proceed as designed.

12.6 It is considered that the stopping up of these two small, triangular parcels of highway land would not have an adverse impact on pedestrian movements along Oxford Street, George Street or St James Street and would not affect visibility for drivers emerging onto Oxford Street from St James Street. It is

therefore considered that the proposals should not be unacceptable to the highway authority.

12.7 It is therefore proposed, subject to the granting of a renewal of planning permission, to make an application to the Secretary of State for the extinguishment of public rights of way, (stopping up), of the two triangular parcels of land shown on the drawing referred to above, using powers contained within the Town and Country Planning Act, 1990.

13 Car Park Geometry

13.1 As indicated earlier, as part of the proposed development a 116-space private car park would be constructed, arranged over three basement levels.

13.2 Whilst the number of spaces differs on each of the three levels, the general arrangement of spaces is similar. Spaces are generously proportioned, being 5.0m in length and 2.5m wide relative to a typical standard of 4.8m x 2.4m respectively. This additional space per bay would facilitate manoeuvring that is otherwise often compromised in multi-storey parking structures as a result of the presence of columns and walls. Generally, aisle widths are similarly generous, with a minimum width of over 6m between the majority of bays. Inevitably, due to the constraints imposed by the structure and the irregular-shaped footprint of the site, manoeuvring into and out of some spaces is restricted, especially for larger cars, but a thorough swept path analysis has been conducted of every space to demonstrate their accessibility.

13.3 Basement Levels 1 and 2 and Basement Levels 2 and 3 are connected by single, two-way ramps to provide vehicle access and egress. A system of CCTV is to be installed to manage vehicle conflicts that might otherwise arise as a result of restricted forward visibility for drivers negotiating these ramps. This situation does not arise between the Ground Floor Level and Basement Level 1, where separate In and Out ramps are proposed.

14 Construction Phase Traffic Management Arrangements

14.1 This section of the Transport Assessment deals with the temporary traffic management arrangements that would be required during the demolition and construction phases of the project, should planning approval be granted.

14.2 The details provided below are, of necessity, provisional at this stage, pending the appointment of a Main Contractor. However, they are considered to provide an indication of the likely measures that the Main Contractor would need to put in place to enable the project to proceed without compromising the safety of the public and, in particular, users of the highway.

14.3 Upon appointment the Main Contractor would ensure that a dialogue is established with representatives of Manchester City Council in its role as highway authority. This would ensure that the proposed temporary traffic management arrangements that are required during the demolition and construction phases of the project are agreed in a timely fashion and that sufficient advance notice is given to the Council to enable any necessary temporary traffic regulation or highway closure orders to be processed without impacting upon the Contractor's programme.

14.4 In conjunction with the City Council, the Contractor would conduct a condition survey of the highways and associated infrastructure in the immediate vicinity of the site, producing a written and photographic record agreed with the Council, prior to the Contractor's occupation of the site.

14.5 The following details represent the 'normal' temporary traffic management arrangements that would be implemented during the construction phase of the project. There are likely to be occasions when departures from these arrangements are required in order to deal with exceptional circumstances, for example the erection and dismantling of cranes on the site or the delivery of bulky items of plant and equipment. Such instances would be the subject of prior negotiation and agreement with the highway authority.

14.6 There would be no vehicular or pedestrian access to the site from Oxford Street under normal circumstances during the demolition or construction phase of the project.

14.7 It is envisaged that the Contractor's compound would be established on the existing surface car park to the rear of the Odeon Cinema building. Subject to the requirement to maintain adequate access to the Elizabeth House redevelopment, it is proposed that the compound access would be from George Street, using the existing vehicular access point. In order to facilitate the works. It is proposed that part of George Street would be closed to vehicular traffic by means of a temporary traffic regulation order and the existing one way traffic order would be temporarily revoked. This would allow the secure compound area to be extended into George Street, enabling construction vehicles to be loaded and unloaded within the compound area, segregated from the public. It is likely that the disabled persons' and pay and display parking bays on George Street would be suspended for the duration of the works.

14.8 As George Street is currently a one-way street, (from Oxford Street to Dickinson Street in that direction), a suitable diversion route exists for northbound traffic via Oxford Street, Portland Street and Dickinson Street. This diversion route would be signed appropriately throughout the duration of the closure.

14.9 The effect of the above proposals would also be to close to pedestrians the south easterly footway of George Street. It is proposed that the north westerly footway of George Street should remain open at all times for its full length from Oxford Street to Dickinson Street so as to maintain a pedestrian route along this length of highway. The hoarding forming the secure boundary to the compound area where it abuts this footway would be provided with external bulkhead lighting, illuminating the retained footway for the convenience and personal security of pedestrians.

14.10 Whilst the proposed temporary closure of this length of George Street would mean that pedestrians wishing to cross from the closed footway to the retained footway would not be in conflict with general traffic there would be a degree of conflict between pedestrians and construction traffic. Depending upon the precise extent of the secure compound, the highway authority may consider it appropriate that a temporary zebra crossing is installed to facilitate pedestrian crossing movements and to manage these conflicts in as safe a manner as possible.

14.11 Should, in the course of subsequent discussions with the highway authority, it be agreed that such a measure would be appropriate the developer would ensure that it is provided and maintained.

14.12 The reversing of construction traffic from George Street onto Oxford Street would be inappropriate, potentially hazardous and would not be permitted.

14.13 It is envisaged that construction traffic would enter the compound area from the Oxford Street end, pass through the secure compound and exit onto Dickinson Street. Again, depending upon the precise configuration and extent of the compound area, it is proposed that vehicles would only be allowed to emerge from the hoarded area under the supervision of a banksman, thereby ensuring that any conflicts with pedestrians crossing George Street at the Dickinson Street junction are safely managed.

14.14 Working space would clearly be required outside the site boundary and the footprint of the new building. Suitable, secure hoardings would be established to the boundaries of the site. There is an existing broad footway to the Oxford Street frontage of the site and the erection of a suitable hoarding and scaffolding to this frontage, subject to the necessary permissions of the highway authority under the Highways Act 1980, would not, it is considered, have an adverse impact on the safety or free movement of pedestrians along this frontage. There is a comparatively narrow footway to the north west side of St James Street and it is envisaged that this would need to be closed to pedestrians for its full length for a temporary period to allow demolition and

some construction operations to proceed. It may be possible for this footway to be re-opened during the later stages of construction.

14.15 The developer is conscious of the potential impact of his proposed works on neighbouring premises and is committed to establishing a good working relationship with those businesses, keeping them informed of site activities that might affect them and endeavouring, wherever possible, to mitigate any adverse effects of the works on neighbours' access and servicing arrangements.

15 Residual Issues

15.1 Following completion of the works for which renewal of planning permission is sought, and prior to occupation of the proposed development, it is proposed that in conjunction with the City Council as highway authority, the condition survey of the highways in the vicinity of the site and associated infrastructure would be repeated and any agreed remedial works carried out at the developer's expense. It is anticipated that, as a minimum, parking bays and waiting restrictions would be remarked and traffic signs re-erected in accordance with the approved scheme of traffic regulation arising from consideration of this present planning application.

16 Summary

16.1 It is proposed to provide a total of 116 car parking spaces on the site. This is a relatively low level of provision, but is considered appropriate and satisfactory in this instance, given the application site's City Centre location and the measures that the developer would take, including the development and implementation of a workplace Travel Plan, to manage the travel demand that would be created by the proposed development.

16.2 It is concluded that the proposed level of on-site car parking would not lead to unacceptable levels of on-street parking due to the existing parking

restrictions and on-street parking charges that are in force in the vicinity of the application site.

16.3 On-site secure cycle parking together with showering and changing facilities would be provided, as would ten parking spaces for the use of disabled drivers, representing 8% of the provision of spaces for general use in line with prevailing advice and standards.

16.4 Based on the use of 85th percentile trip rates, the proposed development could be expected to generate 164 car and 531 non-car trips inbound in the morning peak hour and 108 car and 351 non-car trips outbound in the evening peak hour. Based on the more representative mean trip rates obtained from the screened sample of 27 sites, the proposed development would be expected to generate 104 car and 337 non-car trips inbound in the morning peak hour and 88 car and 285 non-car trips outbound in the evening peak hour. Not all of the predicted car trips would travel to and from the site of the proposed development; many would travel to and from other City Centre locations where, in particular, off-street car parking is available.

16.5 Based on a TRICS assessment of mean trip rates per parking space, the vehicle trips directly associated with the proposed development and use of the car park would be 55 in the morning peak hour (51 arriving and 4 departing) and 48 in the evening peak hour (5 arriving and 43 departing). It is concluded that these vehicle movements are low in number and would not have a significant impact on the local highway network.

16.6 Vehicular access to the on-site car parking would be from George Street, with separate ‘in’ and ‘out’ ramps providing access from the highway to the first basement level. As George Street is a one-way street, (from Oxford Street towards Dickinson Street), and subject to a 20mph speed limit, a 2.4m x 33m visibility splay would be provided to the left of the car park exit. To protect this visibility splay from obstruction by parked vehicles it is proposed that five existing on-street pay and display parking bays and one bay for the use of disabled drivers would be revoked, to be replaced by a combination of No Waiting At Any Time and No Loading restrictions. To mitigate this loss of on-

street parking it is proposed that three new pay and display parking bays are provided on the north west side of George Street, which can be accommodated without interfering with the free flow of traffic on George Street or prejudicing access to the on-site car park.

16.7 Driver/pedestrian intervisibility at the exit from the car park would be provided, with a 2.4m x 2.4m visibility splay to the left of the exit lane and a 3.14m x 5.6m visibility splay to the right, although the latter would be subject to the intrusion of a column at the northerly corner of the proposed building.

16.8 It is proposed to provide a loading bay door at the north easterly corner of the building. A vehicle loading area would be provided adjacent to this with access from St James Street. The loading bay has been designed to accommodate typical 4.6T medium sized light vans, which are understood to be the largest vehicles that would normally be expected to service the proposed development. Vehicles would reverse into the loading area from St James Street, an arrangement similar to other properties with service access from St James Street.

16.9 The refuse store would be located on the north westerly side of the building with pedestrian access from George Street. Refuse collection vehicles would be loaded on the highway.

16.10 It is recognised that the previously agreed detailed arrangements for access and servicing and the associated amendments to traffic management and on-street parking described above may need to be changed as a result of the various transport and redevelopment proposals currently being progressed. The developer will, as before, be prepared to accept a condition attached to any renewed planning approval requiring the details of servicing and access to be reviewed and amended as necessary in consultation with the City Council prior to the commencement of development.

16.11 At either end of the Oxford Street frontage, the proposed building would project outside the footprint of the former Odeon Cinema building, occupying two small triangular shaped footway areas that are currently part of the

adopted public highway. Subject to the renewal of planning approval, it is therefore proposed to apply for a Stopping Up Order under powers contained in the Town and Country Planning Act to allow the development to be constructed as designed.

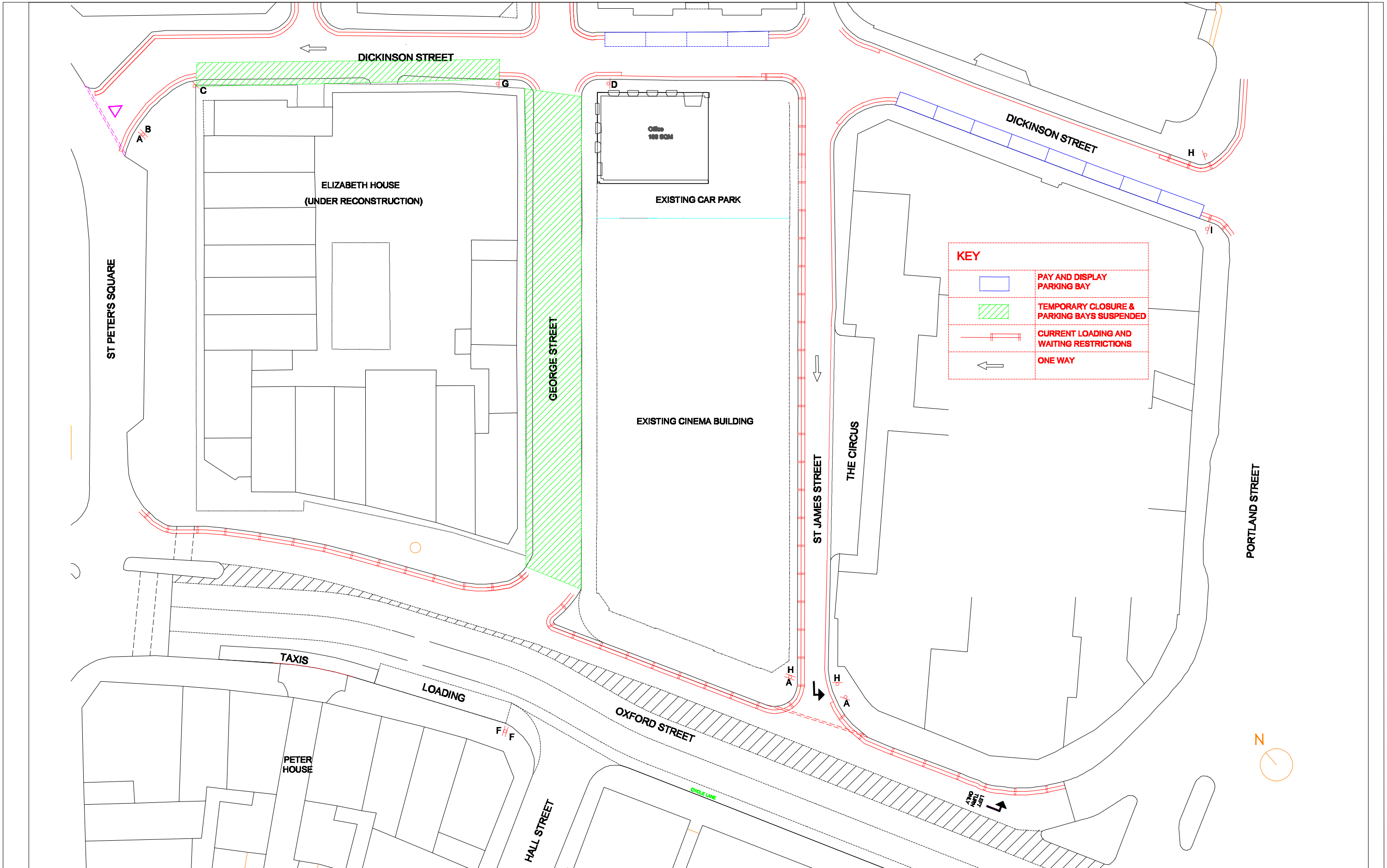
16.12 All parking bays within the development are proposed to be 5.0m long by 2.5m wide with aisle widths generally in excess of 6m. The entry and exit ramps between the highway and the first basement level would have a maximum gradient of 1 in 7 and incorporate a threshold area adjacent to the highway with a maximum gradient of 1 in 12.

16.13 Temporary traffic management arrangements would be required during the demolition and construction phases of the project. These would be discussed and agreed with the highway authority well in advance to allow sufficient time for the processing of any temporary traffic regulation orders. Following completion of construction operations it is anticipated that some remedial works to the highway would be required which would be carried out at the developer's expense.

16.14 In view of the above it is concluded that the proposed development should continue to be acceptable in transport terms to the City Council.

Transportation Planning Partnership
2283/04
June 2013

Appendix:
Drawings



TPP Transportation Planning Partnership

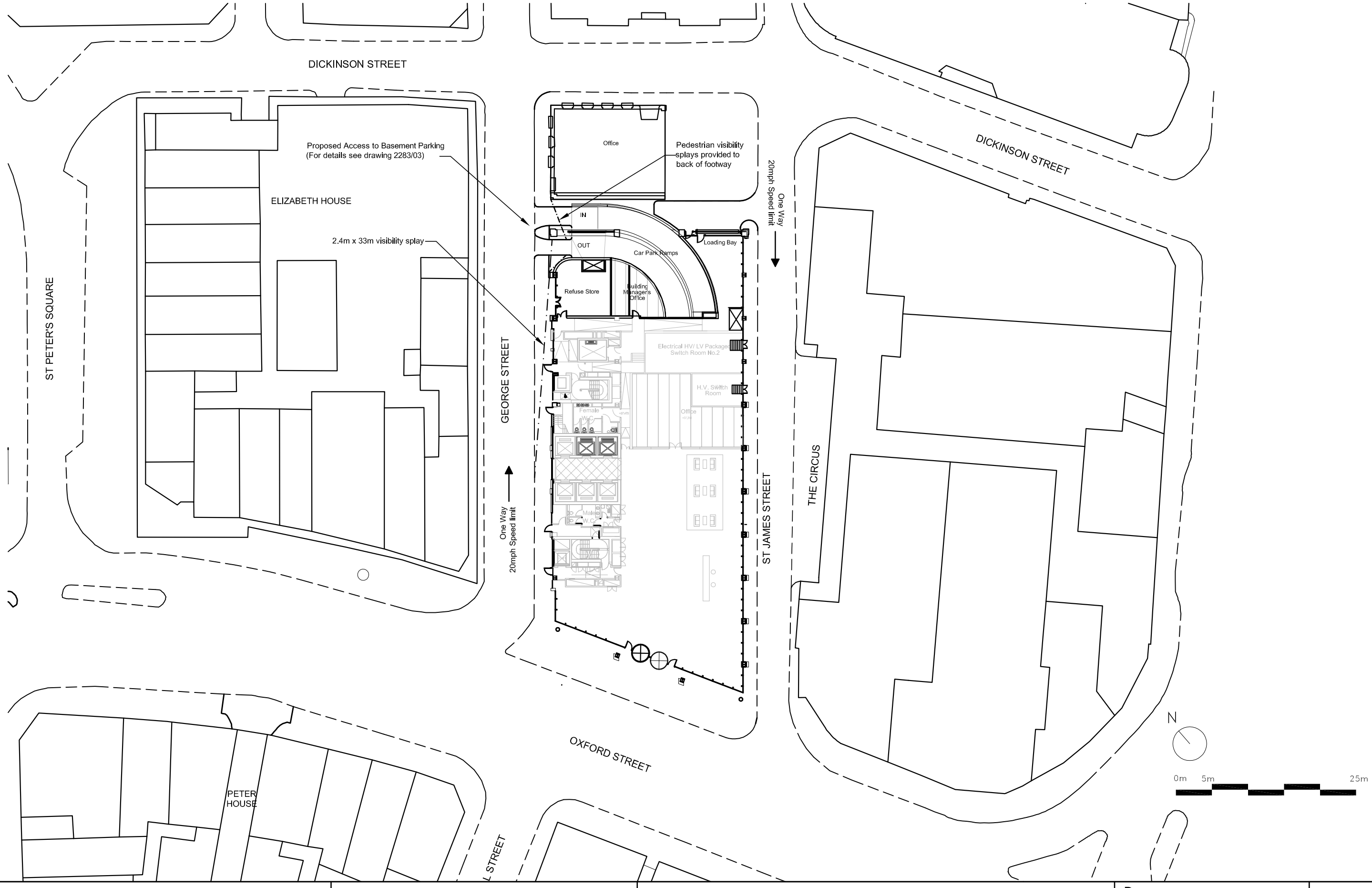
Client:

Hines UK / M & M P

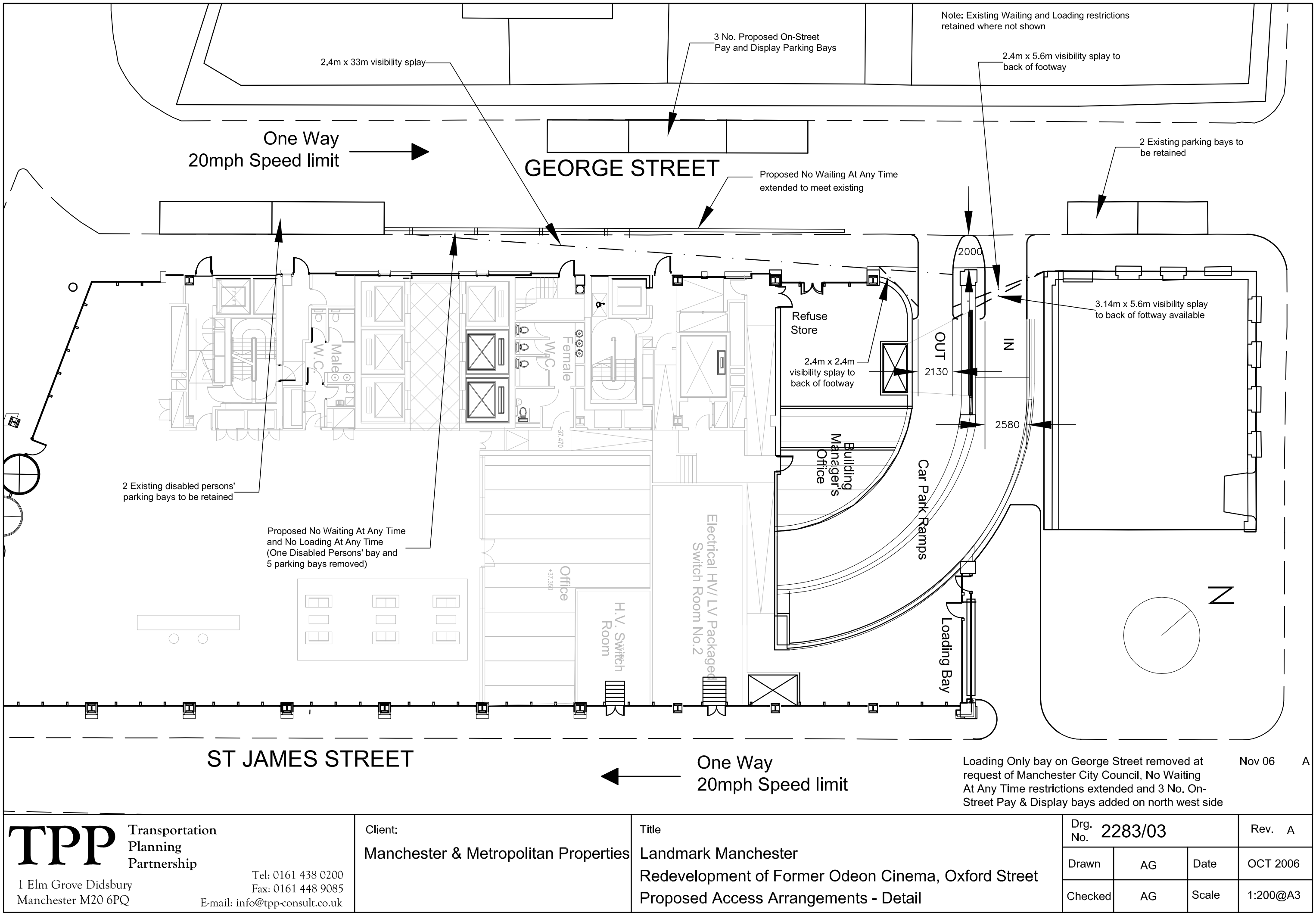
Title

Landmark Manchester
Existing Traffic Management

Drg. No.	2283/01		Rev. B
Drawn	DWM	Date	Jun 2013
Checked	AG	Scale	NTS



TPP Transportation Planning Partnership 1 Elm Grove Didsbury Manchester M20 6PQ Tel: 0161 438 0200 Fax: 0161 448 9085 E-mail: info@tpp-consult.co.uk	Client: Manchester & Metropolitan Properties	Title Landmark Manchester Redevelopment of Former Odeon Cinema, Oxford Street Proposed Access Arrangements	Drg. No. 2283/02 — Rev. - Drawn: AG — Date: OCT 2006 Checked: AG — Scale: 1:500@A3



Loading Only bay on George Street removed at request of Manchester City Council, No Waiting At Any Time restrictions extended and 3 No. On-Street Pay & Display bays added on north west side — Nov 06 — A

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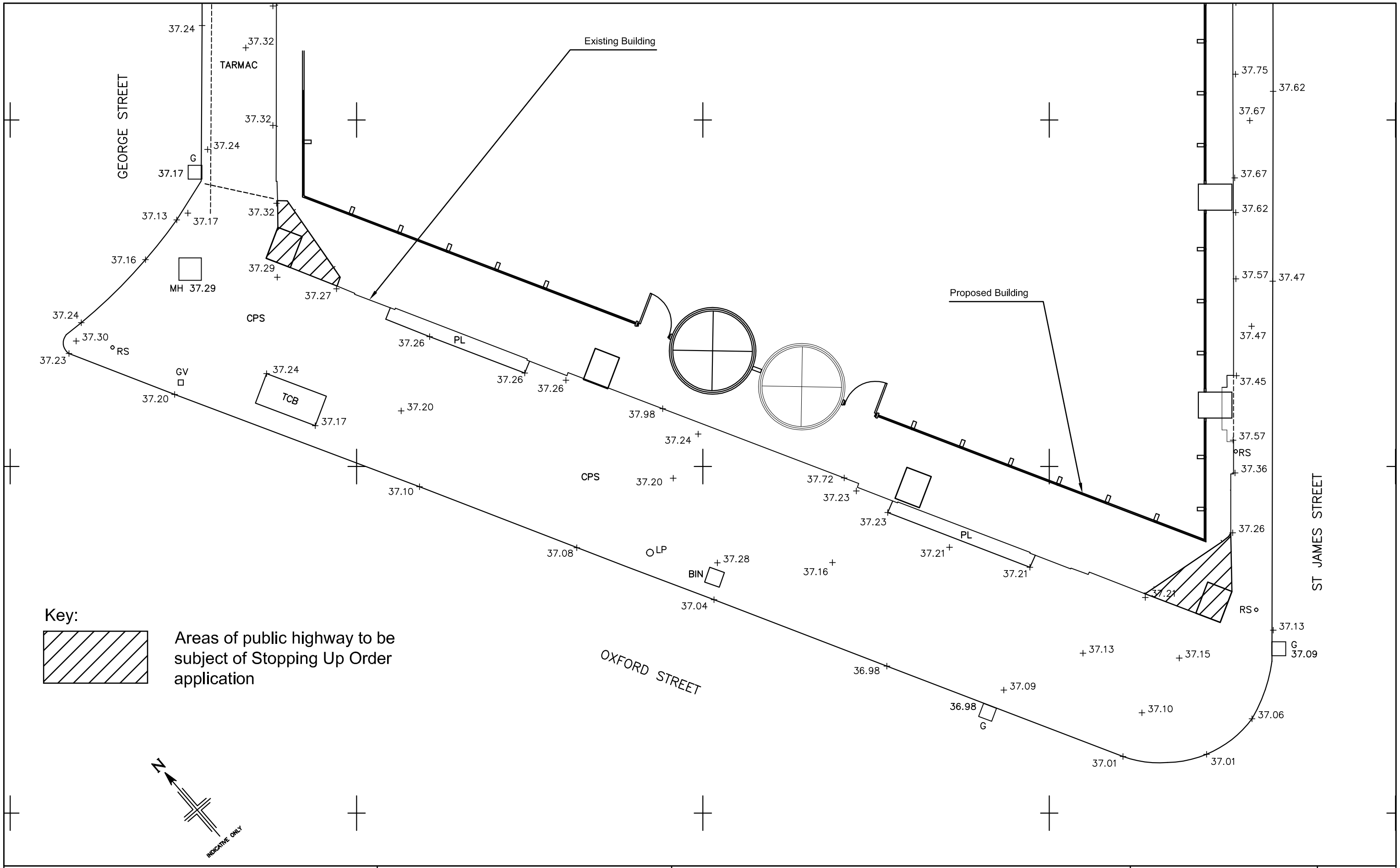
Client:
Manchester & Metropolitan Properties

Title
Landmark Manchester
Redevelopment of Former Odeon Cinema, Oxford Street
Proposed Access Arrangements - Detail

Drg. No.	2283/03		Rev. A
Drawn	AG	Date	OCT 2006
Checked	AG	Scale	1:200@A3



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Client:
Manchester & Metropolitan Properties

Title
Landmark Manchester
Redevelopment of Former Odeon Cinema, Oxford Street
Areas Subject to Proposed Stopping Up Order

Drg. No.	2283/04		Rev. -
Drawn	AG	Date	NOV 2006
Checked	AG	Scale	1:100@A3