

9 September 2025

Renaker Build Ltd.
1st Floor, NQ Building
47 Bengal Street
Manchester, M4 6BB

SLR Project No.: 410.067326.00001

RE: Vehicle Movement Strategy – Phase D2

Introduction

1. SLR Consulting has been instructed by Renaker Build Ltd to advise on the traffic and transportation issues relating to the proposed residential development known as Trinity Islands, located within Manchester City Centre.
2. The planning application (ref: 132429/FO/2021) refers to a mixed-use development known as “Trinity Islands” comprising of site C and D. Site D was proposed to accommodate Building D1 containing 532 high quality apartments and 484 in D2. The application was approved in May 2022. The scheme was then updated, and a section 73 permission was granted under 134039/JO/2022.
3. This Vehicle Movement Strategy applies specifically to **Phase D2** of the wider Site D. The Strategy has been prepared to discharge planning condition no. 188 as below.

“Prior to the first occupation of the phase D2, a Vehicle Movement Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Strategy shall include details for safe manoeuvring of vehicles associated with phase D2 particularly in respect of manoeuvring around the wind baffles. The approved Strategy shall be implemented as part of the proposals and thereafter retained as part of the proposed use of the development.”

Proposed Site Layout

4. This strategy focuses only on the Site D of the wider development. The proposed development consists of two residential buildings: D1 to the north and D2 to the south, as shown in **Figure 1**.
5. Vehicular access to the site is provided via the signalised Trinity Way/Water Street junction. As part of the development, a stop line and traffic signal are proposed at the site access, which will be located within the extent of the adopted highway.

Figure 1: Proposed Site Layout



6. The proposed development incorporates a drop-off/pick-up zone, with the circulation route running around the Portal that provides access to the basement car park. The Drop-off/Pick-up Zone is intended to be used by taxis and visitors, with a maximum stopping time of 10 minutes. To exit the drop-off/pick-up zone, cars and service vehicles will pass beneath the wind mitigation structures proposed.
7. The Wind Mitigation Structures cross the site and the northern most structure oversails the loop road and vehicles pass underneath. The elevation of the structure is given in **Appendix A** and there is height clearance of 4.2m which is sufficient for the vehicles arriving including the service expected and emergency vehicles. There is a low risk that a vehicle larger than 4.2m could arrive on site but in general terms they would not use the loop road and try to pass under the structure. That risk needs to be monitored even if it is low.



Movement Strategy

8. **Table 1** presents the estimated car park, taxi and service vehicle trips generated by the proposed development. These figures are based on trip generation data from the approved Transport Assessment.

Table 1: Estimated Taxi and Service Delivery Trips

Time Range	Car Park		Taxi		Service Delivery			
	Arr	Dep	Arr	Dep	OGVs		LGVs	
					Arr	Dep	Arr	Dep
07:00 - 08:00	9	31	2	3	1	2	1	5
08:00 - 09:00	12	30	1	1	1	1	2	1
09:00 - 10:00	15	15	1	1	1	1	2	2
10:00 - 11:00	13	18	0	0	1	1	4	5
11:00 - 12:00	11	18	3	3	0	0	3	4
12:00 - 13:00	18	18	2	2	1	1	7	4
13:00 - 14:00	13	17	2	2	1	1	5	5
14:00 - 15:00	8	7	0	0	1	1	3	4
15:00 - 16:00	17	14	1	0	1	1	2	2
16:00 - 17:00	27	15	3	3	0	1	4	5
17:00 - 18:00	35	18	3	2	1	1	1	0
18:00 - 19:00	45	27	4	4	0	0	1	1
19:00 - 20:00	18	17	2	3	0	0	0	0
20:00 - 21:00	10	10	3	3	0	0	0	0

Car Park Access

9. The car park is proposed across two basement levels and will provide a total of 296 parking spaces for residents of the wider Site D. Parking spaces will be allocated to residents on a lease basis.
10. Access to the underground parking will be provided through a portal with ramps serving both levels. Entry to the car park will be controlled by a gate and monitored with ANPR cameras to prevent unauthorised access.

Drop-Off/Pick-Up Zone

11. Taxis and visitors/guests will be able to use the Drop-Off/Pick-Up Zone, with a maximum stopping time of 10 minutes.
12. Vehicles will access the site via Trinity Way and make a right turn onto the internal loop road leading to the Drop-Off/Pick-Up Zone. To exit, vehicles will pass beneath the proposed wind



mitigation structures located to the north-west, which is designed to provide a height clearance of 4.2 metres.

13. The Drop-Off/Pick-Up Zone will be continuously monitored to ensure smooth operation. An external traffic enforcement team will manage illegal parking and overstays, while the on-site management team will also oversee the zone on an ongoing basis.

Service Yard

14. To access the service yard of Phase D2, large service vehicles will enter the site onto the internal loop road and then reverse into the service yard. For egress, vehicles approach the signal stop line, wait for a green signal then exit.
15. Alternatively large vehicles can navigate around the loop road, drive through the Drop-Off/Pick-Up Zone, and pass beneath the wind mitigation structure. It should be noted that larger vehicles will need to make a reverse to straighten up before they can safely pass under the wind mitigation structure.
16. The swept-path analysis for a large refuse vehicle accessing the service yard is illustrated in **Figure 2** and also included in **Appendix B**.

Figure 2: Swept Path Analysis (Large Refuse Vehicle)



17. For large service vehicles using the link road then, the Drop-Off/Pick-Up Zone must be kept clear while the vehicle is egressing. As mentioned earlier, the zone will be monitored by on-site management and the external traffic enforcement team to ensure the maximum stopping time of 10 minutes is adhered to.
18. On-site management will schedule large service vehicle movements to avoid overlapping with other deliveries or servicing vehicles. Banksman will be on hand to assist and ensure that all manoeuvres are carried out safely.



Conclusion

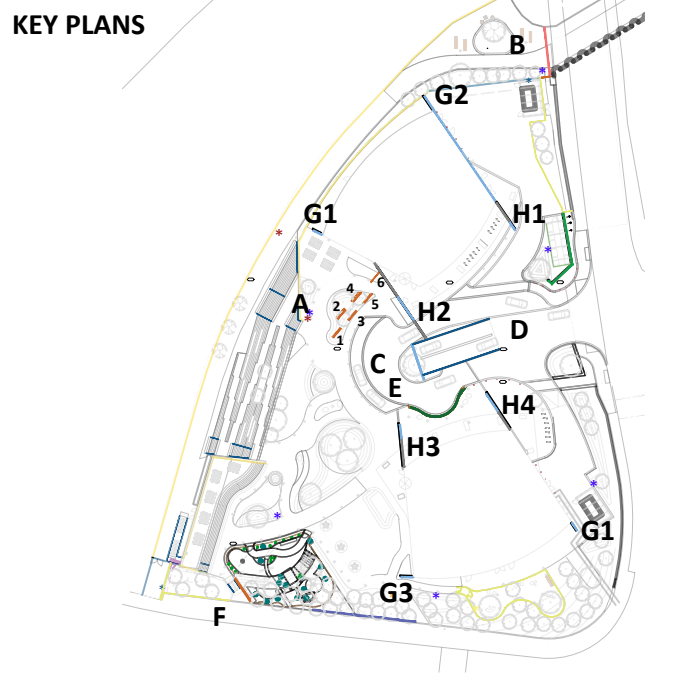
19. The proposed vehicle movement strategy demonstrates that the site layout can safely accommodate all expected vehicular movements, including taxis, delivery vehicles, service vehicles, and large refuse vehicles.
20. The access and internal circulation arrangements, combined with the proposed traffic management measures, ensure that vehicles can manoeuvre safely and efficiently throughout the site. Overall, the design is compliant with relevant guidance and provides a safe and practical solution for on-site vehicle operations.



Appendix A

Wind Mitigation Structure





— — Indicates extent of lighting within baffle - refer Artin details and TPM 411

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Rev	By	Description	Date
C1	RN	First Construction Issue	06/11/24
P3	SC	Incorporating DT comments	14/06/24
P2	SC	Incorporating DT comments	29/05/24
P1	JS	Initial Issue for Coordination	22/02/24

Drawing number Revision
ZD-TPM-G710-DE-XX-4029 418 C1

Appendix B

Swept Path Analysis



ACCESS



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EGRESS



REV.	DETAILS	DRAWN	CHECKED	DATE
-		-	-	-

Notes:

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

11.5m Large Refuse Vehicle (4 axle)

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

Trinity Islands, Manchester		Renaker Build Ltd	
Phase D2 Swept Path Analysis - Refuse Vehicle			
DRAWN: WD	CHECKED: AS / GD	DATE: 04.09.25	SCALES: 1:500 at A3
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