

Diecast
Ducie Street, Manchester
Transport Statement
250321/SK22213/TS01(-03)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22213	TS02	00	Draft for Comment (text only issue)	L Speers	LGS	17/01/2025
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SK22213	TS02	02	Updated Operation Information	L Speers	LGS	10/03/2025
SK22213	TS02	03	Event Management Strategy	L Speers	LGS	21/03/2025

1 Introduction

- 1.1 SK has been appointed to prepare a Transport Statement (TS) that examines a full planning application for Diecast off Ducie Street in Manchester city centre.
- 1.2 Diecast is currently operating as a mixed-use event and leisure space under a temporary planning consent granted in 2022 (ref: 133523/FO/2022). A TS was prepared as for the temporary planning submission and this assessed a mixed-use venue that provides a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace.
- 1.3 The full planning application is being submitted to make permanent the temporary use of the site. The site layout is attached as Appendix A.

2 Baseline Situation

Site Location

- 2.1 The site location is shown on Figure 2.1.
- 2.2 The site sits in the city centre, to the southwest of the A665 (Great Ancoats Street), northeast of Piccadilly station and southeast of Piccadilly Gardens.

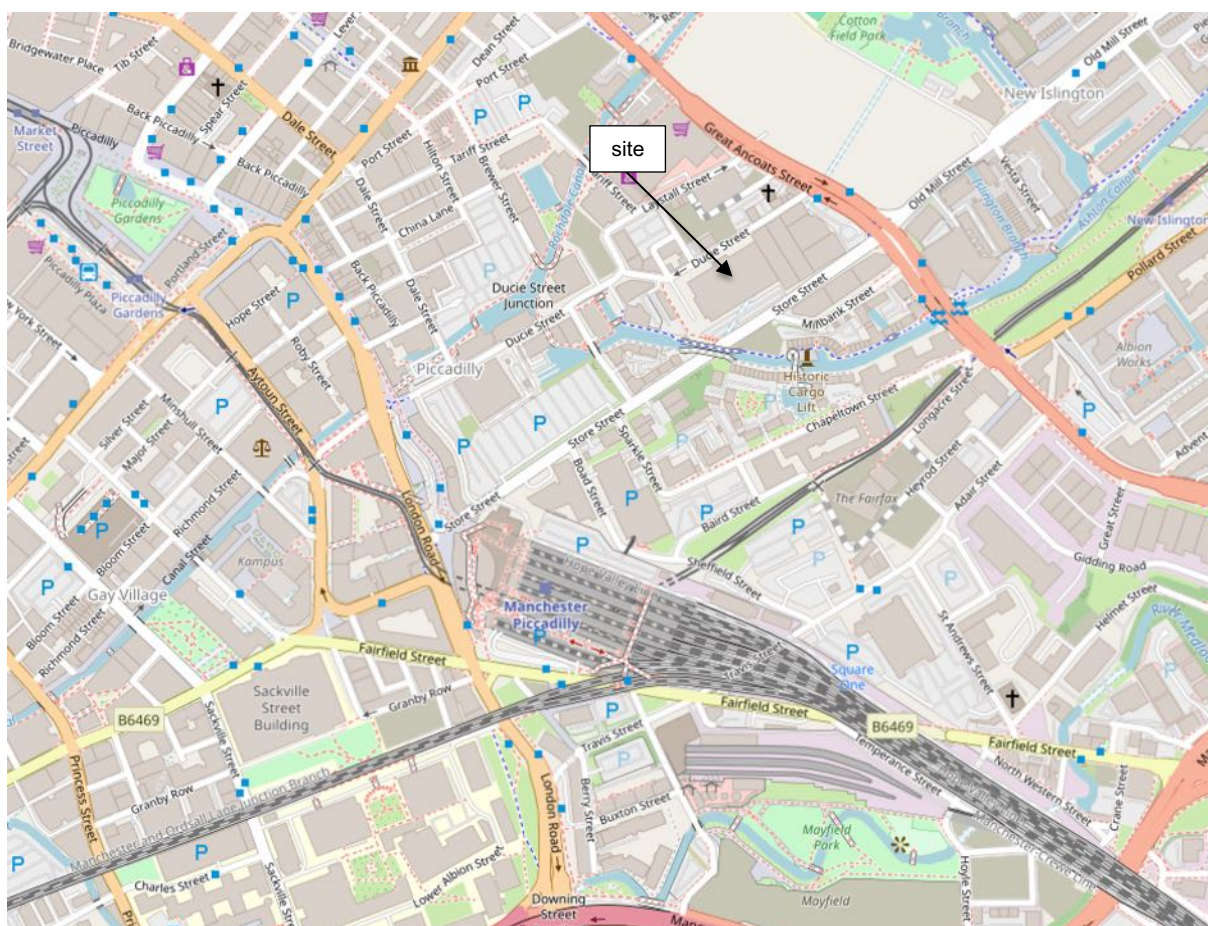


Figure 2.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Baseline Site Uses

- 2.3 The site use is currently that for which temporary planning permission was granted in 2022. As part of the planning application for the temporary use a TS was submitted which assessed 9,274sqm of floor space and the following use types:

“The development will provide Food & Beverage facilities, small artisan retail units, events space, gym, Night Market stalls, outdoor seating and bar area, office and back of house, kitchen, prep, wash up and storage space.”

- 2.4 The temporary consent also allowed the use of the site car park for EV charging, while this use has never been implemented at the site the car park is in use by staff and tenant staff.
- 2.5 The main pedestrian access to the site is provided from the main entrance on Ducie Street. The applicant has advised that servicing activity is focused on kerbside on Ducie Street and refuse collection is focused kerbside on Store Street. The applicant has advised that the car park accessed off Store Street is in use by staff and tenant staff.
- 2.6 Table 2.1 shows the traffic flows associated with the temporary consented use based on the TS submitted with the temporary planning application these were based on data from a comparable use (Box Park).

	Temporary Use – Service Vehicles		
	In	Out	Total
AM Peak Hour	1	1	2
PM Peak Hour	0	0	0
16 Hour	18	18	36

Table 2.1: Temporary Site Use Vehicle Trips –Service Vehicles

- 2.7 The temporary use also attracts vehicles associated with the site user taxi movements and, in line with the service vehicles, this has been calculated using data from Box Park.

	Temporary Use – Taxis		
	In	Out	Total
AM Peak Hour	0	0	0
PM Peak Hour	0	0	0
16 Hour	26	26	52

Table 2.2: Temporary Site Use Vehicle Trips - Taxis

- 2.8 The temporary application TS also included a trip generation forecast for an EV charging hub in the site car park. The forecast was based on data from a commuter car park in Ancoats. While the EV charging hub has not been implemented the applicant has advised that the car park is used by staff and tenant staff. A worst-case forecast of the current operation of the car park has been adopted, based on the traffic flows for the mobility hub. Based on this, Table 2.3 shows the traffic flows associated with the current use of the car park.

	Temporary Use – Car Park		
	In	Out	Total
AM Peak Hour	11	1	12
PM Peak Hour	1	10	11
12 Hour	40	39	79

Table 2.3: Temporary Site Use Vehicle Trips – Car Park

2.9 Table 2.4 shows the total current traffic flows associated with the temporary use of the site.

	Temporary Use – Service Vehicles, Taxis & Car Park Vehicles		
	In	Out	Total
AM Peak Hour	12	2	14
PM Peak Hour	1	10	11
16 Hour	84	83	167

Table 2.4: Temporary Site Use Vehicle Trips – Total

- 2.10 Historically, the site was an industrial use that employed over 300 staff. The site stopped operating in 2021. Traffic flows associated with industrial use of the site was also provided in the TS for the temporary application and is replicated in Table 2.5. The historic traffic associated with the site is the fallback baseline position as the site could revert to this use if the temporary permission was to expire.
- 2.11 The TS for the temporary application confirmed that the temporary use generates less traffic than the historic (baseline) use of the site.

	Historic Use		
	In	Out	Total
AM Peak Hour	30	8	38
PM Peak Hour	7	31	38
12 Hour	135	140	275

Table 2.5: Historic Site Use Vehicle Trips

Local Transport Network

- 2.12 Figure 2.2 shows the extent of adoption on roads bounding the site. There is a gap in adoption between the main entrance to the site and Ducie Street, but it appears to be maintained by Manchester City Council (MCC) due to the presence of Traffic Regulation Orders (TRO). A query was raised with the relevant department at MCC regarding this and MCC provided a revised highway boundary that shows more of Ducie Street in this location is adopted. This has been replicated in Figure 2.3 but confirms that not all of the footway in the vicinity of the entrance is adopted, at the point Paradise Walk emerges onto Ducie Street. This area of footway is outside the ownership of the applicant.

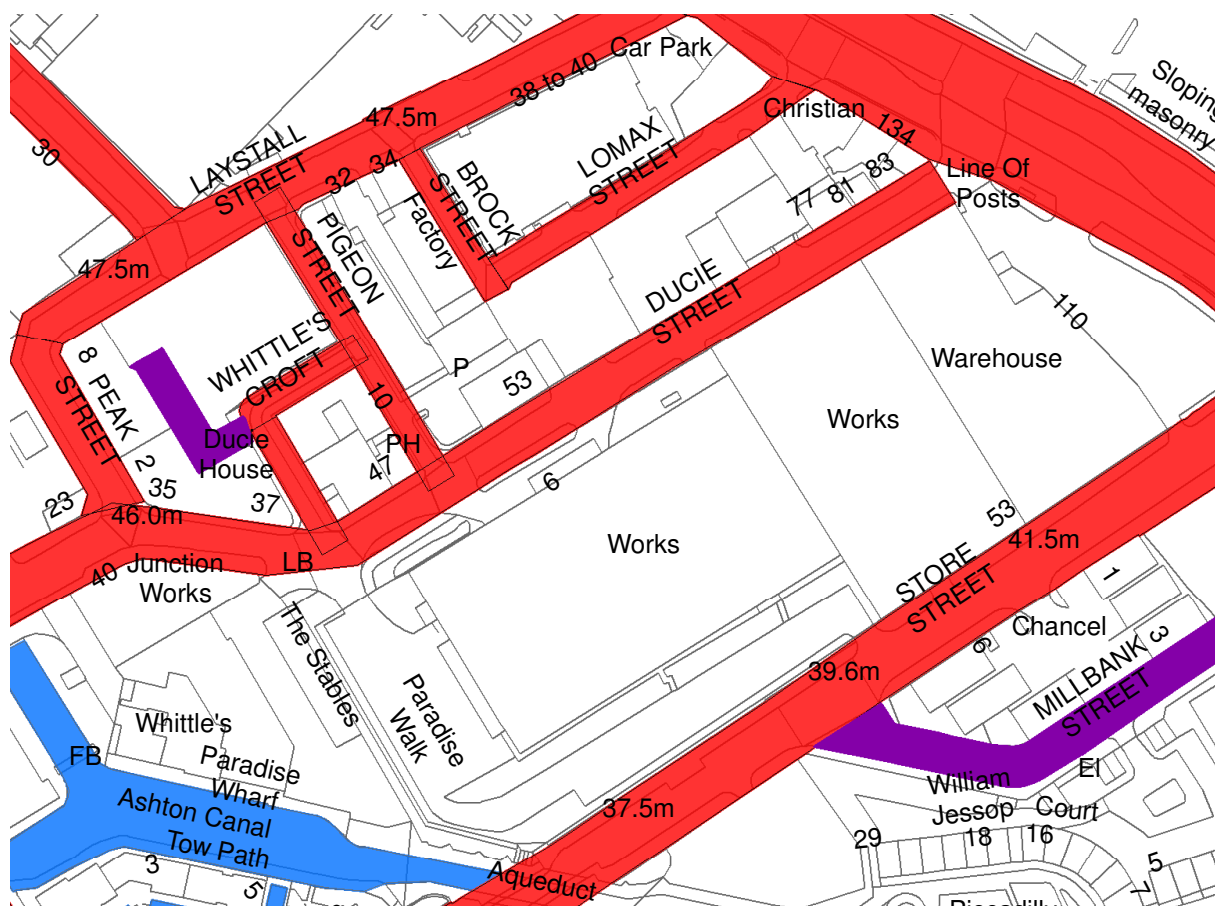


Figure 2.2: Adopted Highway Extends Plan
[source: Manchester City Council]

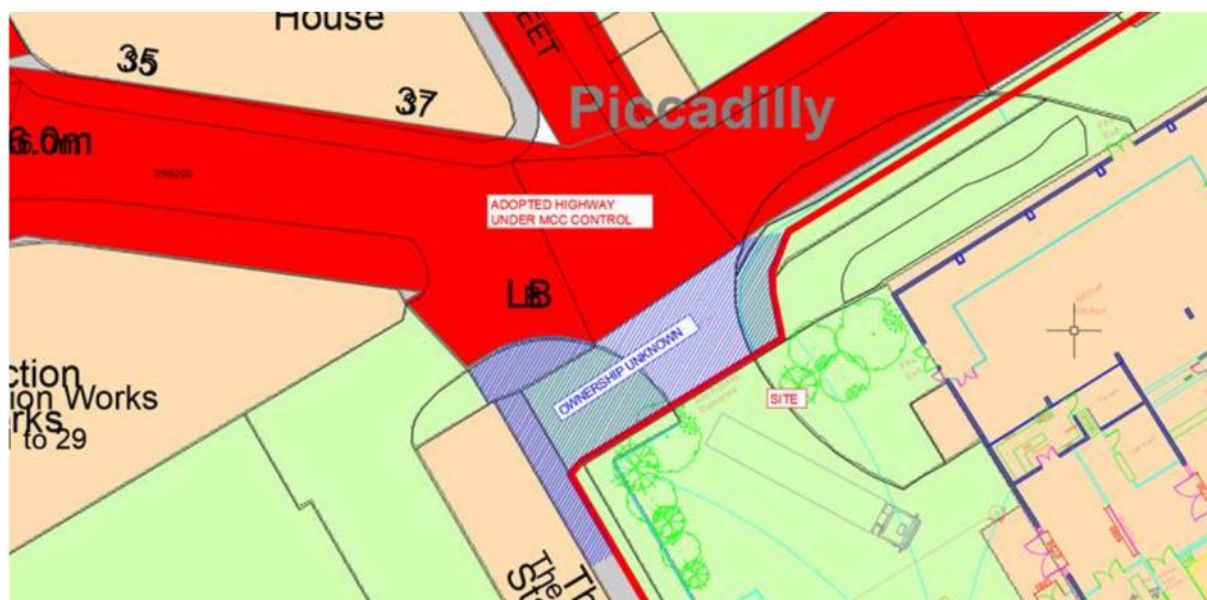


Figure 2.3: Adopted Highway Extends Plan – Updated

- 2.13 Ducie Street sits on the site's northern boundary. In the vicinity of the site, the road is one-way (westbound) with a carriageway width of 6.5m and footways of between 2m and 2.5m on the south side and 2.7m on the north side. The road is street-lit and subject to a 20mph speed limit. There is currently no tactile paving or dropped kerbs at the site access junctions on the Ducie Street frontage.

- 2.14 Store Street sits on the southern boundary of the site. In the vicinity of the site, the road is two-way with a carriageway width of 9.4m and footways of between 2.7m and 3.7m on the north side and between 3.3m and 3.7m on the south side. Tactile paving and dropped kerbs are provided at all site access junctions. The road is street-lit and subject to a 20mph speed limit.
- 2.15 A footpath is located within the site along its western edge that connects Ducie Street and Store Street with a stepped arrangement at the Store Street end of the path. Pedestrian direction signs are provided both ends of the footpath. The footpath is not part of the adopted highway and is not within the applicant's ownership.
- 2.16 A Non-Motorised User Audit was undertaken for the temporary planning submission. There have been no major changes to the local transport network since this time and therefore the Audit is still relevant. The Audit is attached as Appendix B. The Audit has been slightly modified to acknowledge the latest advice regarding the applicant's ownership and adopted highway boundary and updated road safety and traffic data, these changes are highlighted in *italics* in Appendix B.
- 2.17 The Audit shows that the predominant routes that will be used by pedestrians and cyclists accessing the site are of suitable provision. A number of recommendations were included in the Audit that were to be introduced as part of the temporary application, further information on this is set out in Section 3.

Traffic Regulation Orders

- 2.18 TRO controls are in place on Ducie Street and Store Street in the vicinity of the site. A plan has been prepared showing the TRO on the roads bounding the site and is attached as Appendix C. The summary provided below relates to the permanent TRO, rather than the temporary TRO that appear to be in use outside the site on Ducie Street that relate to the construction site opposite.
- 2.19 Store Street sits within the City Centre Controlled Parking Zone 4 and is governed by Pay & Display parking bays and double yellow lines. The parking controls operate between 8am and 8pm (Monday to Sunday), with a ten-hour maximum permitted stay.
- 2.20 Ducie Street is also within the Controlled Parking Zone with Pay & Display spaces provided. On the western section of the site frontage a single yellow line is present, with no loading restrictions, covering the service yard access and a gated access point directly onto Ducie Street. A section of double yellow lines are present, again with no loading restrictions, in the vicinity of a further gated entrance on Ducie Street.

Public Car Parks

- 2.21 Table 2.4 shows the public car parks located within a 10-minute walk of the site.

Car Park Location	Operator	No. of Spaces	Walk Time (mins)
Store Street	NCP	406	1
Piccadilly Station	APCOA	711	4
Baird Street	RCP	100	4
Piccadilly Place	Q Park	583	5
Sheffield Street	MCC	165	6
Tariff Street	CitiPark	232	6
Dale Street	CitiPark	285	7
Piccadilly Gardens	MCC	712	10

Table 2.4: Public Car Parks

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Road Safety Patterns

- 2.22 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.¹ The TfGM database states that the current data is five years to 31st December 2023.
- 2.23 The database shows that there have been no collisions on the Ducie Street or Store Street site frontages during the period assessed.

Network Traffic Flows

- 2.24 The TS prepared for the temporary planning application daily traffic flow data for Ducie Street and Store Street. The traffic flows have been growthed from 2022 to 2025 to allow an understanding of current traffic conditions on the bounding streets. Growth from TEMPRO has been used for the area within which the site sits (Manchester 055):
- Daily Growth 2022 – 2025: 1.0322

	2022 AADT	2025 AADT
Store Street	1273	1314
Ducie Street	840	867

Table 2.5: Network Traffic Flows

3 Development Proposal

Land Use

- 3.1 The site layout is attached as Appendix A.
- 3.2 The proposal seeks permanent consent for broadly the same uses as assessed in the TS for the temporary planning application. Table 3.1 provides a summary of the uses assessed in the 2022 TS that was submitted with the temporary planning application and the uses associated with the permanent planning application.

¹ <https://www.gmtu.gov.uk/gmaccidents/>

	Temporary Use – SK 2022 TS	Permanent Use
Use Type	SQM	SQM
External		
Beer Garden	687	635
Internal		
Back of House	1365	880
Toilets	413	300
F&B	2716	2985
Event/Night Market	2899	3955
Office/Tech Hub	674	945
Retail	455	365
Gym	135	-
Total Internal + External	9344	10065

Table 3.1: Land Uses & Floor Areas

Pedestrian Proposals

- 3.3 The main pedestrian access is retained from its current location on Ducie Street. It is the applicant's preference to modify the access point to provide an improved pedestrian experience with the provision of tactile paving and dropped kerbs. However, this cannot be achieved within land the applicant controls or adopted highway, as part of the existing footway is not adopted. Dropped kerbs and tactile paving will be provided at the service layby access junctions and at the junction to the west of the site. It is also proposed to resurface the footways on Ducie Street within the limits of adoption and reinstate any redundant access points as continuous footway. A proposal has been developed showing these works and is attached as Appendix C. As this are minor footway works, it is expected that they can be undertaken by Section 184 Agreement.
- 3.4 Secondary access to the site is provided from Store Street. The Store Street footways are in good condition and there are already tactile paving and dropped kerbs at the access points on this frontage.
- 3.5 The Non-Motorised User Audit in Appendix B sets out a number of other interventions that were considered to be required on the immediate network, these include cutting back vegetation on both the Ducie Street and Paradise Walk frontages within the site. These works will be undertaken as part of the permanent application.

Vehicle Access & Car Parking

- 3.6 Given the sustainable location of the site, the temporary use of the site was not required to provide any parking for site users. In line with this, no parking is provided for site users in the permanent application. TRO are in place around the site which control parking and public car parks are available nearby. Site users will be provided with information on local parking controls and public parking areas via the Travel Plan.
- 3.7 An EV charging hub was included in the temporary planning application. This use has never been implemented due to viability reasons and does not form part of the permanent application. The car park will continue to be used by staff and tenant staff in the permanent application, in line with current arrangements.

Cyclist Proposals

- 3.8 MCC's parking standards are set out in the Local Development Framework Core Strategy.² This document states that MCC does not maintain any parking standards for city centre land uses.
- 3.9 It was agreed during the temporary consent that 20 cycle parking spaces would be a suitable level of provision. These spaces will be provided at the main entrance in a covered location. The usage of the cycle parking area will be reviewed as part of the Travel Plan monitoring system and the level of provision increased if demand levels show a need.

Service Activity

- 3.10 The service management plan that will be adopted at the site will be the same as that set out in the temporary planning application submission documents, as follows:
- Service Layby – for use by larger delivery vehicles/refuse collection
 - Main Entrance – for use by smaller delivery vehicles up to 7.5t size and outside customer hours
- 3.11 Swept paths have been undertaken of the service access movements and are attached as Appendix D.
- 3.12 The bin store is located next to the service layby and bins will be transferred from this direct to the layby on collection day. The number of bins provided in the bin store is as per the calculation set out in Appendix D. The calculation has been undertaken in line with that used for the temporary planning application and shows that there are sufficient bins proposed to serve the site.
- 3.13 A Servicing and Waste Management Strategy has been prepared and is attached as Appendix D.
- 3.14 It has been brought to SK's attention that the applicant has not implemented the Servicing and Waste Management Strategy set out in the temporary planning application, with delivery activity occurring kerbside on Ducie Street instead. The applicant agrees that this is not the most efficient or neighbourly means of servicing the site and is committed to implementing the Servicing and Waste Management Strategy for the permanent application.

Interim Travel Plan

- 3.15 A Travel Plan will be adopted at the site and an interim version has been prepared for the planning application and is attached as Appendix E.

Event Management Plan

- 3.16 Given the location of the site, attendees to events will be encouraged to travel sustainably, where practicable, and information on sustainable access routes will be provided as part of the Travel Plan and using the following communication resources:
- Website
 - Social media
- 3.17 The information provided will include details of websites with online and phone app journey planning software and locations of car parks.
- 3.18 If a private event is booked, then the organiser will be provided with the same details to distribute to attendees.
- 3.19 Many of the public transport services in the city centre operate until late in the evening and it can be expected that attendees will be able to use these to arrive and leave the site.

² Manchester City Council (2012), Manchester's Local Development Framework

- 3.20 For later events, it is likely that a number of attendees will use taxis. The applicant has advised that currently taxis drop-off/collect outside the main entrance and outside the service layby egress, and that security staff ensure that the vehicles are swift to drop-off/collect and move away in a timely fashion. This arrangement will continue for day-to-day operations and smaller events. For larger events, the applicant will consider a more formal arrangement that utilises a specific local taxi company and allows vehicles to wait in the service lay-by area. The area would then be managed by the site security team to ensure efficient through-put of vehicles and passengers.

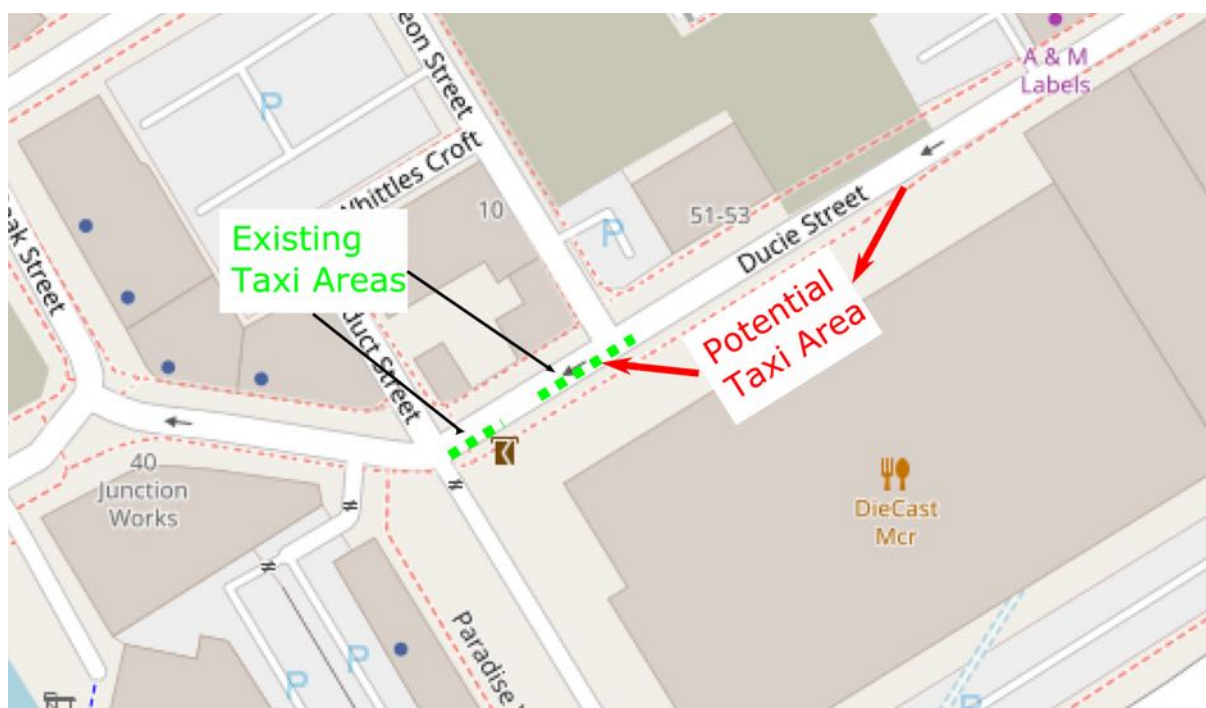


Figure 3.1: Existing Taxi Locations & Possible Large Event Taxi Location

- 3.21 An Egress and Dispersal Statement has been prepared for the site and this sets out how egress from the site will be managed to minimise disruption to the surrounding neighbourhood.

4 Sustainable Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows the active travel network serving the site from the TfGM website.³
- 4.2 The main entrance is located on Ducie Street. As noted earlier, the footways on the site frontage are all above 2m wide and the speed limit is 20mph.
- 4.3 The main pedestrian route to the site is on Ducie Street. The proposal includes localised improvements to the footways on Ducie Street within the limits of adoption and cutting back vegetation on the Ducie Street and Paradise Walk boundary within the site.
- 4.4 A secondary access to the site is provided from Store Street. The Store Street footways are in good condition and there are already tactile paving and dropped kerbs at the access points on this frontage.
- 4.5 The Non-Motorised User Audit previously submitted confirms that the principal access routes leading to the main entrance are of suitable provision, with the addition of localised modifications set out above.

³ <https://tfgm.pindarcreative.co.uk>

- 4.6 Store Street is a route on the Greater Manchester Cycle Map. It is part of the Bee Network and also Route 66 of the National Cycle Network. It is also subject to a 20mph speed limit and has a level of daily traffic is below that which LTN 01/20 states is suitable for cyclists to share the carriageway with vehicles.⁴ The collision review shows that there have been no collisions on the site frontage. There has been a single collision to the east of the site which did not involve a pedestrian or cyclist.
- 4.7 Ducie Street is not a defined route on the Greater Manchester Cycle Map, but it is a lightly trafficked, 20mph road, which again makes it suitable for shared carriageway cycle use. The collision review shows that there have been no collisions on the site frontage. There has been a single collision to the east of the site which did not involve a pedestrian or cyclist.
- 4.8 The development will provide covered cycle parking near to the main entrance.

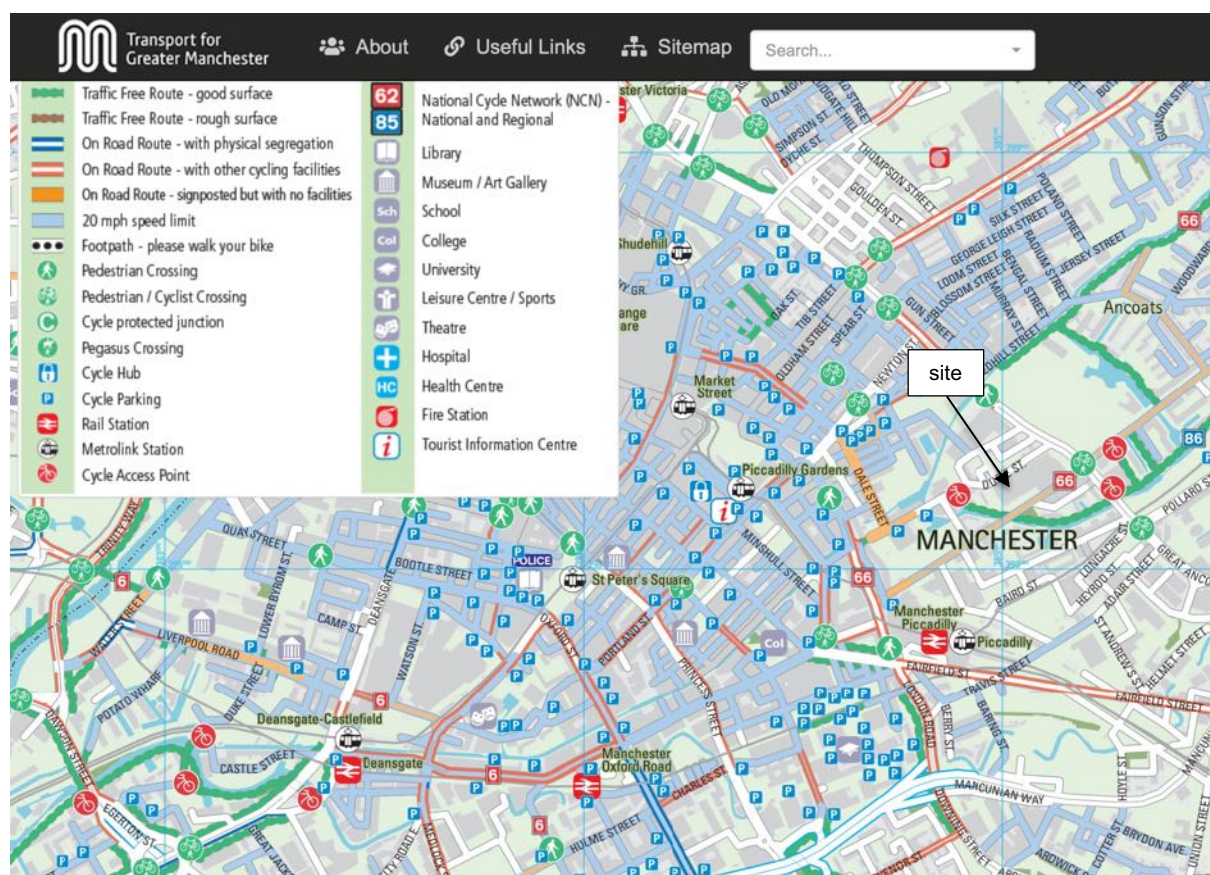


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.9 The site is also located within the [Cycle Hire Scheme Zone](#).⁵ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.10 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provides opportunities for active trips to/from the site.

Public Transport Routes

- 4.11 Figure 4.2 shows [TfGM's public transport network map](#) for the local area.⁶

⁴ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

⁵ <https://beryl.cc/scheme/greater-manchester>

⁶ <https://tfgm.com/maps>

- 4.12 The nearest bus stops to the site are located on Piccadilly and Great Ancoats Street, both less than a 5-minute walk from the site. Access can also be gained to Piccadilly Gardens Interchange is a 10-minute walk from the site where access can be gained to further bus services.

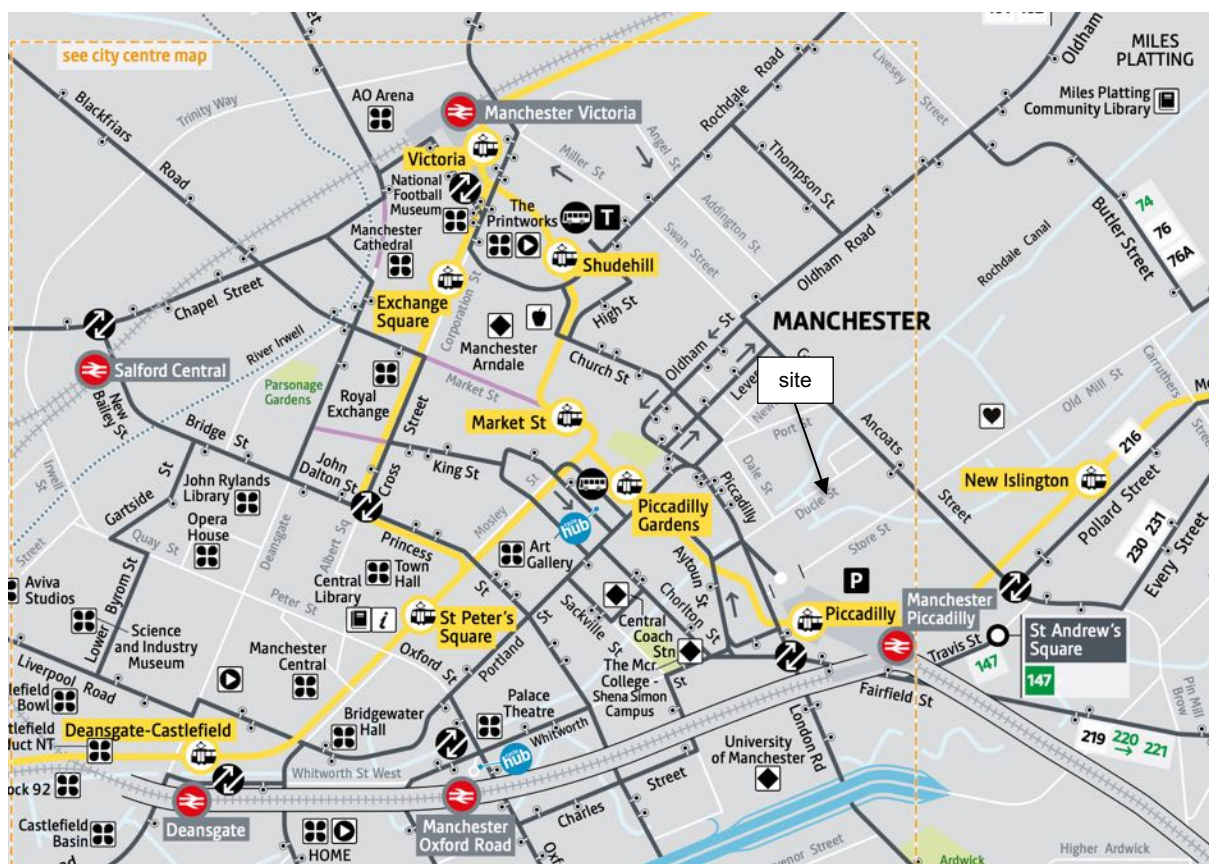


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

- 4.13 Tram services can be accessed at Piccadilly Station, a 5-minute walk from the site, and Piccadilly Gardens, a 10-minute walk from the site. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁷

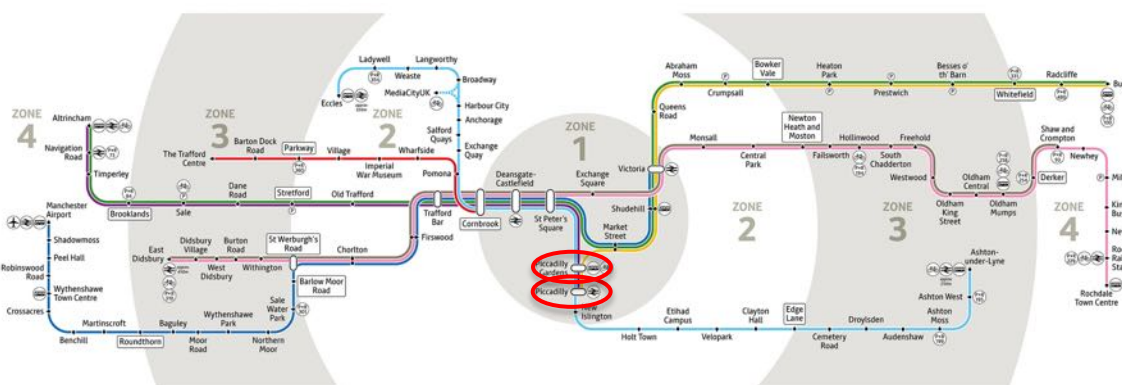


Figure 4.3: Tram Network
[source: Transport for Greater Manchester]

⁷ <https://tfgm.com/public-transport/tram>

- 4.14 Train services can also be accessed at Manchester Piccadilly Station. [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.⁸
- 4.15 The assessment confirms that the site relates well to the city centre public transport network.

Accessibility Assessment

- 4.16 Figure 4.4 shows a 2km walking catchment from the site.
- 4.17 Access can be gained to the residential areas surrounding the site, including New Islington, in less than 500m/6-minute walk. Access can be gained to the core areas of the city around Piccadilly Gardens, the Northern Quarter and Ancoats within 1km /12.5-minute walk. The remainder of the city centre, including the University, Victoria and Ardwick, is within a 2km/25-minute walk of the site.
- 4.18 The site's location in the city centre means that access can be gained to large areas of the city centre a short walk from the site. The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. This will be a complementary use that will enhance offer for existing visitors and the growing resident population of the city centre. The location of the site is suitable to serve such a function.



Figure 4.4: Walking Isochrones

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.19 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁹ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

⁸ <https://tfgm.com/public-transport/train>

⁹ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

- 4.20 The site has a GMAL of 8 (92.56), which is an exceptional level of accessibility by public transport.
- 4.21 People can and will live active, sustainable, low-carbon lifestyles in areas that provide a mix of uses to reduce the need to travel and that are located with ready access by active and public transport modes. The site provides complementary city centre use that will serve as a leisure, entertainment and retail destination for existing residents, visitors and workers in the city.
- 4.22 The site is located in the city centre, to the rear of Piccadilly station and within a thriving residential community. The assessment in this section shows that the site is well placed for access on foot, cycles and public transport.

5 Impact Assessment

Assessment Method

- 5.1 As agreed during consideration of the temporary planning submission, the proposal will continue to provide an ancillary city centre facility that site users can walk to from home, work, or other visitor destinations. Based on this and the highly accessible location of the site, the proposal will not generate any 'new' site user trips to the network and the trips will largely be comprised of non-primary trips from people that are already either living, working, or visiting the city centre. Based on this the TS considers movements that could be considered 'new' to the network such as servicing and taxi trips.
- 5.2 The same method has been used as presented in the TS for the temporary planning submission and agreed with MCC at this time. The TRICS database does not contain many surveys of comparable land uses to the site and in the absence of this the temporary planning submission TS utilised a single site (Boxpark) that provides a similar mixed-use destination. The paragraph below has been extracted from the previous TS:

 "Data is held on the TRICS database for Boxpark. Boxpark is a cultural, food & beverage, entertainment, seating areas, and events space with permitted uses of A1, A3, A5, D1 and office uses. Boxpark has a capacity for 2,000 people and provides 105 units operated by retail (market place), restaurant, and drinks operators."
- 5.3 The temporary planning submission TS considered the vehicle trips associated with servicing and taxi movements for the mixed-use development. This method was agreed with MCC as appropriate for the site and has therefore been replicated below.
- 5.4 As noted earlier, a separate trip generation exercise was undertaken for the EV charging hub. This does not form part of the planning application, and the car park will continue to be used by staff and tenant staff in line with current arrangements. As set out in Section 2, the trip generation for this is based on that presented with the temporary application for the EV charging hub to allow a worst-case assessment.

Service Trip Generation

- 5.5 Table 5.1 shows the temporary use service movements and the permanent use service movements based on the uplift in floor area.

	Permanent Use		
	In	Out	Total
AM Peak Hour	1	1	2
PM Peak Hour	0	0	0
16 Hour	19	19	38

Table 5.1: Service Vehicle Trips

- 5.6 As per the temporary planning application TS, 97% of the service movements will be in smaller vehicles.
- 5.7 The assessment confirms that the permanent planning application will not significantly change the level of service movements associated with the site.
- 5.8 The temporary application TS notes that the historic use of the site was forecast to be associated with a total of 36 HGV movements per day. The temporary and permanent planning applications are associated with substantially fewer HGV movements per day.

Taxi Trip Generation

- 5.9 Table 5.2 shows the temporary use taxi movements and the permanent use taxi movements based on the Boxpark data and uplift in floor area.

	Permanent Use		
	In	Out	Total
AM Peak Hour	0	0	0
PM Peak Hour	0	0	0
16 Hour	28	28	56

Table 5.2: Taxi Vehicle Trips

- 5.10 The assessment confirms that the permanent planning application will not significantly change the level of taxi movements associated with the temporary use of the site.
- 5.11 Table 5.3 shows that the taxi trips are mainly spread across the evening, with the maximum number of taxis at the site being five vehicles between 11pm and midnight.

Time Period	Taxi Arrivals (per hour)
08:00-09:00	0
09:00-10:00	0
10:00-11:00	1
11:00-12:00	0
12:00-13:00	1
13:00-14:00	0
14:00-15:00	0
15:00-16:00	0
16:00-17:00	1
17:00-18:00	0
18:00-19:00	3
19:00-20:00	3
20:00-21:00	3
21:00-22:00	2
22:00-23:00	4
23:00-24:00	5

Table 5.3: Profile of Taxi Arrivals

Car Park Trip Generation

- 5.12 Table 5.4 shows the vehicle trip generation associated with the car park based on the temporary application forecast.

	Car Park Traffic Flows		
	In	Out	Total
AM Peak Hour	11	1	12
PM Peak Hour	1	10	11
16 Hour	40	39	79

Table 5.4: Car Park Traffic Flows

Total Vehicle Trip Generation

- 5.13 Table 5.5 shows the total vehicle trip generation associated with the development.

	Permanent Use		
	In	Out	Total
AM Peak Hour	12	2	14
PM Peak Hour	1	10	11
16 Hour	87	86	173

Table 5.5: Total Vehicle Trips

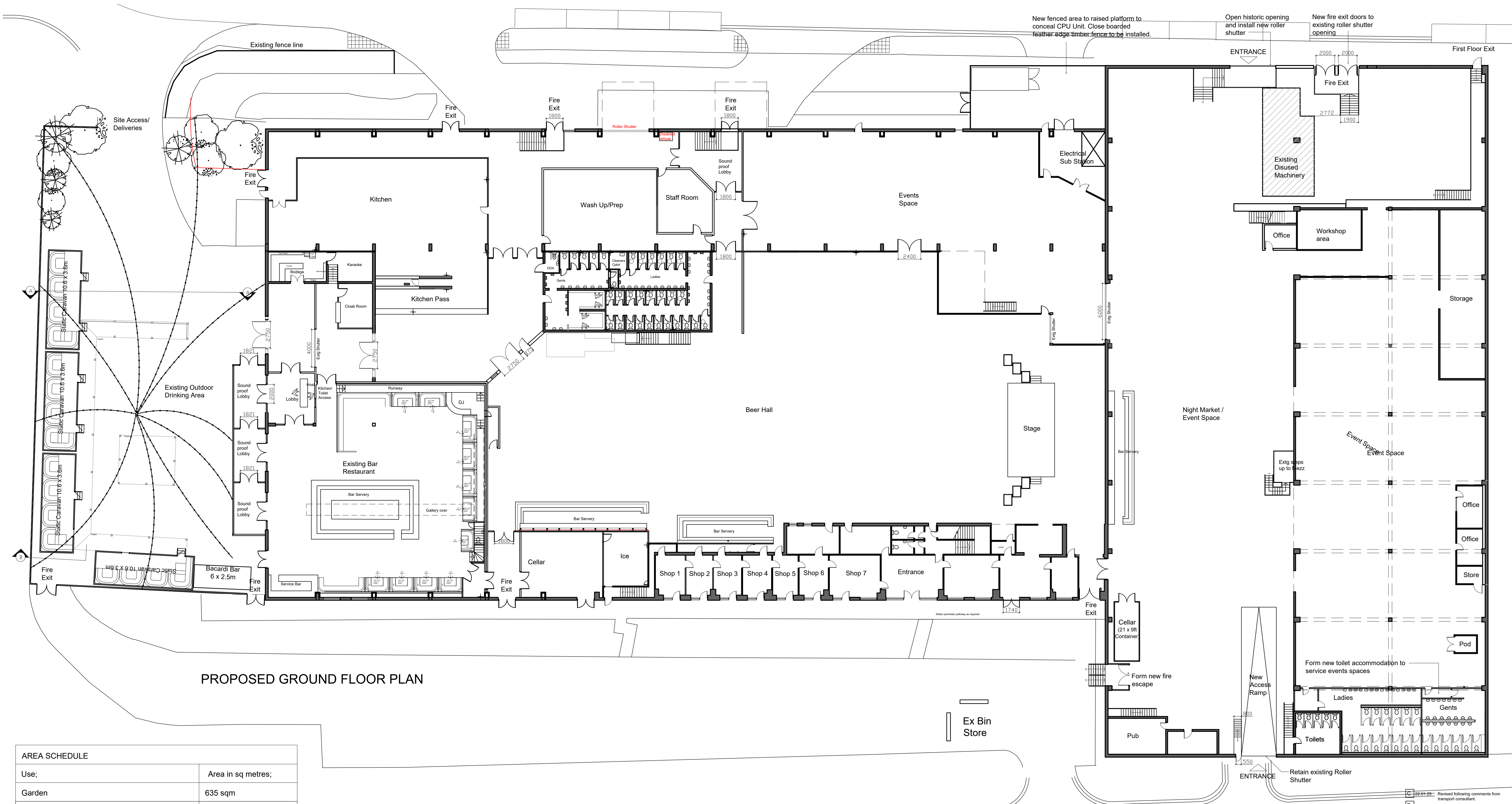
- 5.14 Table 5.3 confirms that the site will continue to generate a similar level of traffic to that associated with the current temporary use. It was agreed during consideration of the temporary planning application that this is not a significant level of traffic and would not have an impact on highway operation.

- 5.15 The level of vehicles generated by the planning application is also significantly lower than that associated with the historic use of the site, which is the fallback (baseline) position against which the development should be assessed as the site could revert to this use if the temporary permission lapses. Based on the assessment in Section 2, the development generates 24 fewer trips in the AM peak hour, 27 fewer trips in the PM peak hour and 102 fewer trips across the day. The development also generates 35 fewer HGV movements across the day.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS that assesses the implications of full planning application for a recreation and leisure facility at Diecast on Ducie Street in Manchester city centre. Comparable land uses at the site were granted planning permission in 2022. Diecast provides a complementary city centre facility that is used by city centre residents, workers, and visitors.
- 6.2 The accessibility analysis shows that the site is well located to allow all site users to easily access by sustainable modes of travel. Access can be gained to frequent bus, tram and train services and the site has a GMAL of 8. The proposal is underpinned by a Travel Plan and cycle parking is provided. Localised pedestrian route improvements are proposed on Ducie Street within the limits of adoption.
- 6.3 The development will be operated in accordance with a Service Management & Delivery Strategy that focuses all such movements within the site. The applicant is committed to the adoption of said strategy.
- 6.4 The traffic impact and road safety assessments show that the proposal will not have an impact on existing highway operation or road safety patterns, both when considered in isolation and when compared to the temporary consented and historic situations.

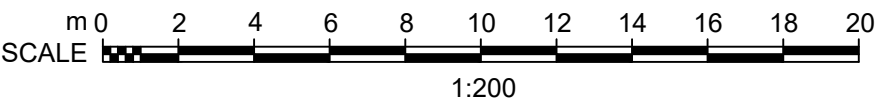
Appendix A



PROPOSED GROUND FLOOR PLAN

AREA SCHEDULE	
Use;	Area in sq metres;
Garden	635 sqm
F & B	2985 sqm
Event Space inc. Night Market	3955 sqm
Tech Hub	595 sqm
Office space	350 sqm
Retail	365 sqm
Back of house	880 sqm
Toilets	300 sqm

All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to JSA Design.
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C 22-01-25 - Revised following comments from transport consultant.	
B 27-11-24	Client layout revisions
A 08-10-24	Client layout revisions
Client A Very. Inc	
Date	Sept 2024
Drawn	LS
Scale	1:200
Rev.	C
Drawing Title Proposed GF Plan	
Project Title Presbar Diecasting Ltd Store St Manchester - M1 2WD	
JSA DESIGN	

Appendix B

Technical Note

Date: 23 January 2024

Project: The Foundry, Manchester

Title: Non-Motorised User Audit

1. Introduction

- 1.1 This Note has been prepared to set out the pedestrian and cycle audit of the routes providing access to the Foundry. The audit sets out the existing facilities available and condition of these facilities and identifies mitigation measures.

2. Pedestrian Route Audit

Site Frontage Footways

- 2.1 The main pedestrian entrance to the site is provided from Ducie Street with a secondary pedestrian entrance provided to the eastern end of the Ducie Street frontage. Ducie Street will be the focus of pedestrian activity. A pedestrian entrance is also provided from the Store Street frontage to the gym and access can also be gained from the car park access point.
- 2.2 Appendix A shows the type of footway routes on the site frontage and the existing condition of the routes. Table 2.1 provides audit details for the site frontages.

Section	Commentary	Recommendations
Site Frontage – Ducie Street Photographs 1-2	• 20mph speed limit • 6.5m carriageway (one-way westbound) • 2m-2.5m footway south side • 2.7m footway north side • No tactile/dropped kerbs at site access junctions • Overhanging site boundary vegetation impacting on effective footway width • Tarmac footway surfacing – damaged in locations • Street lighting present • Pedestrian direction signs provided adjacent to Paradise Walk	• Trim back and maintain vegetation on site boundary • <i>Not possible to provide dropped kerbs and tactile paving at Ducie Street site access junction due to part of the footway not being adopted</i> • <i>Introduce dropped kerbs and tactile paving at service access junction on Ducie Street</i> • <i>Resurface footways on Ducie Street site frontage</i>
Site Frontage – Store Street Photographs 3-4	• 20mph speed limit • 9.4m carriageway (with chicane traffic calming to west of site and build-outs) • 2.7m-3.7m footway north side • 3.3m-3.7m footway south side • Tactile/dropped kerbs at all site access junctions • No overhanging site boundary vegetation • York Stone footway surfacing along car park frontage – in good condition • Tarmac footway surfacing along remainder of site frontage – in good condition • Street lighting present • Pedestrian direction signs provided adjacent to Paradise Walk	• No intervention required

Table 2.1: Site Boundary Pedestrian Audit

- 2.3 A footpath (Paradise Walk) is located outside the western boundary of the site. This provides a connection between Ducie Street and Store Street, with a stepped arrangement at the Store Street end of the path. While this route provides a connection between the two roads fronting the site, the stepped arrangement does limit the usefulness of this route for inclusive access to the

site. The route is not adopted or in the applicant's control. Vegetation within the site that hangs over the footpath will be cut back and maintained by the applicant.

- 2.4 The accident data included in the TS shows that there have been no accidents on Ducie Street frontage during the five-year period assessed to December 2023.
- 2.5 Key routes leading to the site have also been audited to evaluate the presence and standard of infrastructure available. These are the routes between the site and Piccadilly Station to the west and the route to the bus stops in either direction on Great Ancoats Street to the east of the site. These routes are shown in Figure 2.1.

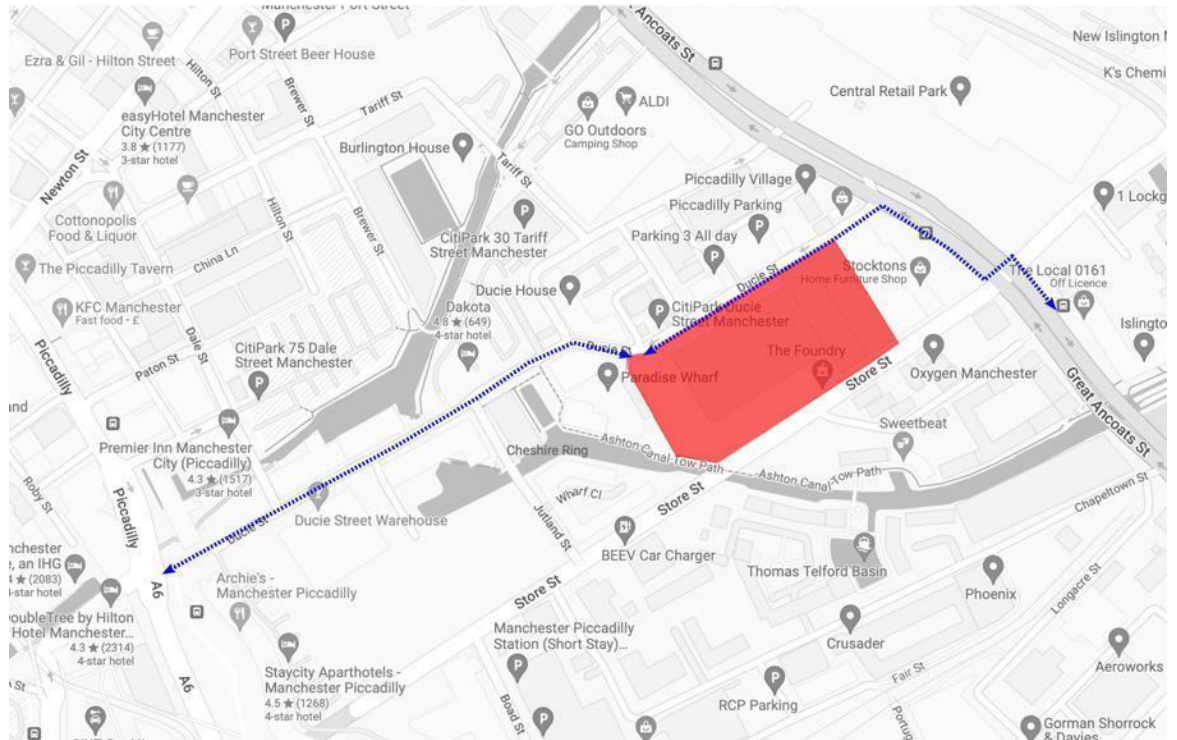


Figure 2.1: Audited Pedestrian Routes

- 2.6 Detailed descriptions of the routes are set out below.

Footway Route to Piccadilly

- 2.7 The principal distribution of pedestrian trips to the site will be from existing city centre destinations and public transport nodes to the southwest of the site towards Piccadilly and eastwards to the bus stops on Great Ancoats Street.
- 2.8 Photographs referenced in the table below are included in Appendix B. It is possible to access Piccadilly Station and the core areas of the city from the site using the southern side of Ducie Street only to Station Approach for the main entrance.

Section	Commentary	Recommendations
Paradise Walk junction to Peak Street junction Photograph 5-6	• 20mph speed limit • 3.2m footway south side • York Stone footway surfacing – in good condition • Street lighting present • Bollards present to prevent parking	• No intervention required
Peak Street junction to Jutland Street junction Photographs 7-8	• 20mph speed limit • 3.2m footway (narrowing to 2m over bridge to provide half layby arrangement, layby is block paved) • Street lighting present • York Stone footway surfacing – in good condition • Pedestrian signage provided adjacent to access to Rochdale Canal towpath	• No intervention required
Jutland Street junction to Ducie Street Warehouse access Photographs 9-10	• 4.5m footway narrowing to 2.5m where layby present adjacent to commercial units • Sheffield stands present in wider sections • Dropped kerbs and tactile paving present at private access points • York Stone footway surfacing – in good condition • Street lighting present	• No intervention required
Ducie Street Warehouse access to Station Car Park Photographs 11-12	• 5m footway narrowing to 3m where layby present • Dropped kerb crossing with tactile paving at small public car park entrance • Uncontrolled N-S crossing with dropped kerbs and tactile paving present at western end of Warehouse • York Stone footway surfacing – in good condition • Street lighting present	• No Intervention required
Station Car Park to Station Approach Photographs 13-14	• Footway widths 4.5m-6m • Cycle hire hub present on station car park frontage • Dropped kerb crossings with tactile paving at car park access • York Stone footway surfacing – in good condition • Street lighting present • N-S raised table crossing point with cycle only filter on Ducie Street adjacent to Station Approach, tactile paving provided	• No intervention required

Table 2.2: Route to Piccadilly

- 2.9 Footway provision on the northern side of Ducie Street is similarly of a good width and in good condition. North-south crossing points are available on Ducie Street as noted above to provide pedestrian connection to City Centre areas north of the station.
- 2.10 The routes to the west of the site are of a high standard, recently improved to a modern specification and with a high-quality finish. There is no need for any intervention on these routes to provide suitable access to the site.

Footway Route to Great Ancoats Street Bus Stops

- 2.11 Pedestrians may also access the site from the northeast of the site to New Islington, Ancoats, and the nearest bus stops on Great Ancoats Street (A665). Great Ancoats Street has recently been upgraded to improve the pedestrian and cycle environment. A signalised crossing is provided at the Store Street/Great Ancoats Street junction so that access can be gained to the southbound bus stop.

2.12 The route is broken into sections and described in Table 2.3.

Section	Commentary	Recommendations
Edge of site frontage to Great Ancoats Street Photographs 15-16	2.2m footway with tarmac surface, generally in reasonable condition, some small, patched areas - Dropped kerbs present at private access points, no tactile paving but accesses not in use - Street lighting present	No intervention required
Ducie Street to Store Street (west side) Photographs 17-18	3m-3.5m footway present - Dropped kerb crossing with tactile paving at Ducie Street junction - Dropped kerbs but no tactile paving at private access (Stocktons), appropriate as part of Great Ancoats Street improvement scheme - Tarmac footway surfacing – in good condition - Street lighting present	No Intervention required
Store Street junction to Southbound Bus Stop Photographs 19-20	- Footway widths 3m-4.5m - Controlled crossings with dropped kerbs and tactile paving provided to N, E, S junction arms - Uncontrolled dropped kerb crossing with tactile paving on W arm - Tarmac footway surfacing – in good condition - Street lighting present	No intervention required

Table 2.3: Route to Great Ancoats Street

- 2.13 The section of Ducie Street footway between the site and Great Ancoats Street is in reasonable condition, the two private access points present have dropped kerb provision but without tactile paving. These are currently not in use - given the nature of these access points and the temporary use of the development proposal no intervention is considered necessary.
- 2.14 Footways and junctions on this section of Great Ancoats Street have recently been reconstructed to a modern specification providing a high standard pedestrian environment. Cycle infrastructure also present. All remains in excellent condition and no intervention should be necessary.

3. Cycle Route Audit

Site Frontage Routes

- 3.1 Store Street and Ducie Street are both 20mph roads with street lighting present. Both roads are surfaced with tarmac which is in reasonable condition.
- 3.2 *Traffic flow data from the TS is presented in Table 3.1.*

	2022 AADT	2025 AADT
Store Street	1273	1314
Ducie Street	840	867

Table 3.1: Store Street & Ducie Street Traffic Flows

- 3.3 DfT's 'Cycle Infrastructure Design' (LTN 1/20) states that:

'Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic... Most people, especially younger children will not feel comfortable

on-carriageways with more than 2,500 vehicles per day and speeds of more than 20mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway.'

- 3.4 The analysis above shows that the existing roads providing immediate access to the site are suitable for use by cyclists.

Wider Routes

- 3.5 At Piccadilly, new cycle infrastructure has been introduced including cycle lanes and a raised table crossing point combined with a cycle only connection between Ducie Street and the A6, providing a dedicated connection to wider cycle routes west of the site.
- 3.6 To the west of the site access can also be gained to Route 86 of the National Cycle Network which provides a segregated route along the canal towpath. Access to Route 86 can also be gained on Great Ancoats Street. Great Ancoats Street has recently been upgraded to improve the pedestrian and cycle environment. This includes a toucan crossing at the junction of Store Street/Great Ancoats Street.

Pedestrian & Cyclist Audit - APPENDIX A

Photo 1



Photo 2



Photo 3



Photo 4



Pedestrian & Cyclist Audit - APPENDIX B

Photo 5



Photo 6



Photo 7

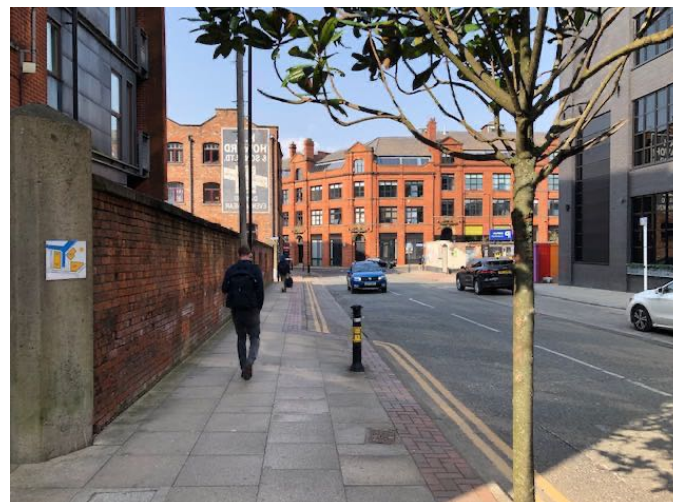


Photo 8

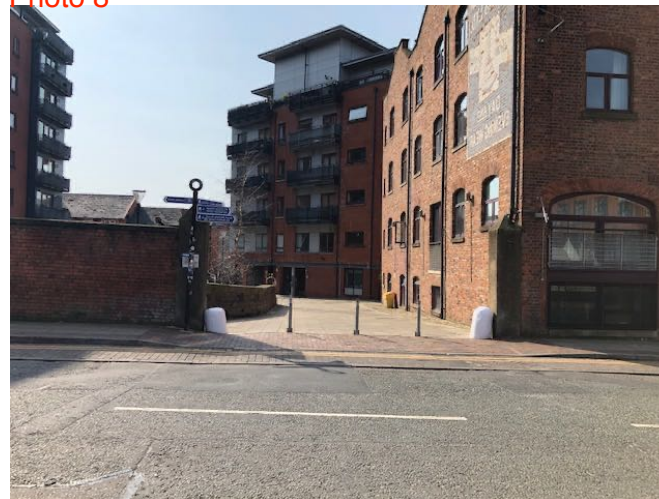


Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14

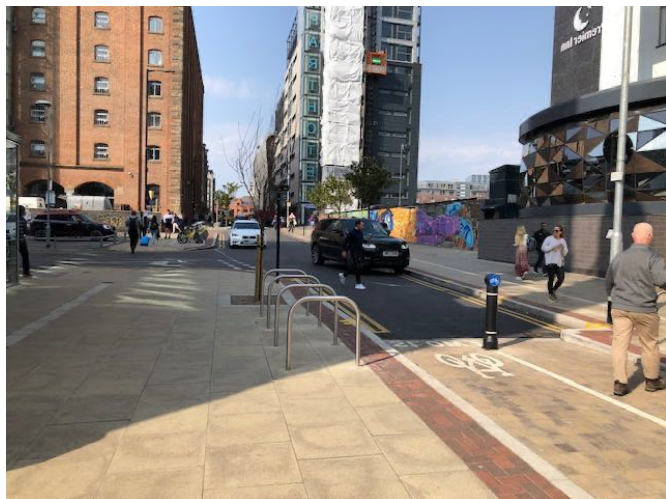


Photo 15



Photo 16



Photo 17



Photo 19



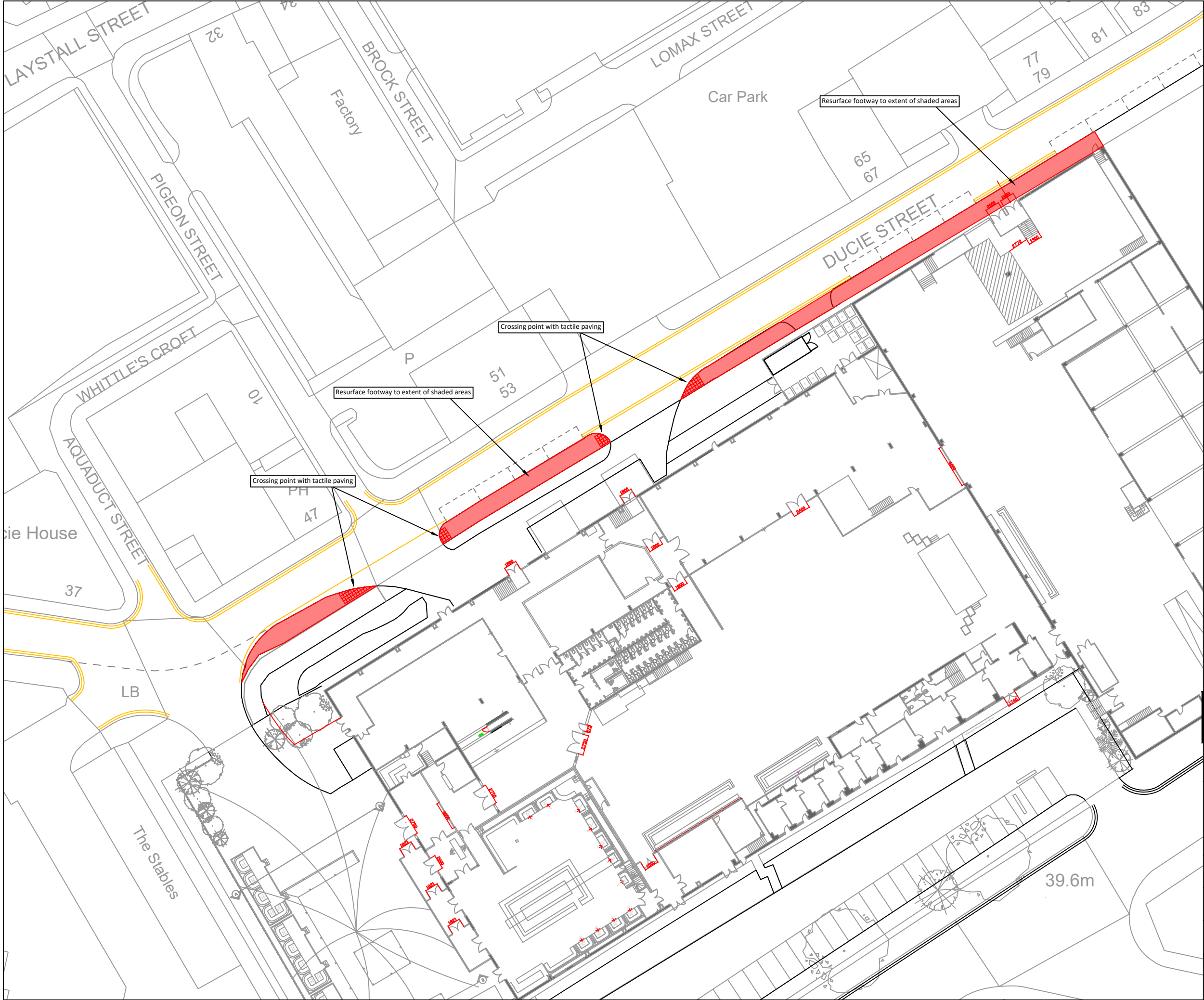
Photo 18



Photo 20



Appendix C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES
Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details		By	Date	Suffix
		Check		
Drawing Number				
SK22213-101				
Diecast, Manchester				
Drawing Title				
Proposed Footway Improvements				
Scale at A3				
1:500				
Drawn		Approved		
JAT		LGS		
Check		Date		
LGS		23.01.25		
SK SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509				

Appendix D

Diecast
Ducie Street, Manchester
Servicing & Waste Management Strategy
250123/SK22213/SS02(-01)

Contents

	Page
1 Background	1
2 Delivery Locations & Management	1
3 Vehicle Types & Frequency	3
4 Refuse Collection & Waste Generation	5

Appendices

- A Swept Paths
- B Waste Generating Floor Areas & Waste Generation Calculation
- C MCC Waste Proforma

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22213	SS02	00	Draft	L Speers	LGS	17/01/2025
SK22213	SS02	01	Submission	L Speers	LGS	23/01/2025

1 Background

- 1.1 SK has been appointed to prepare a Servicing & Waste Management Strategy for a full planning application at Diecast off Ducie Street in Manchester.
- 1.2 This document sets out the location of loading/unloading areas, vehicle routes to be used to access the areas and management measures that will be adopted to ensure that safe and suitable access can be maintained, and that the arrival/departure of large vehicles can be managed to reduce interference with other site users and surrounding network users.
- 1.3 The Servicing & Waste Management Strategy sets out the overarching strategy that will be used by the site management co-ordinate loading and refuse requirements for the whole building.
- 1.4 A Transport Statement (TS) has been prepared for the application and should be referred to for more detail of the development and its impact.

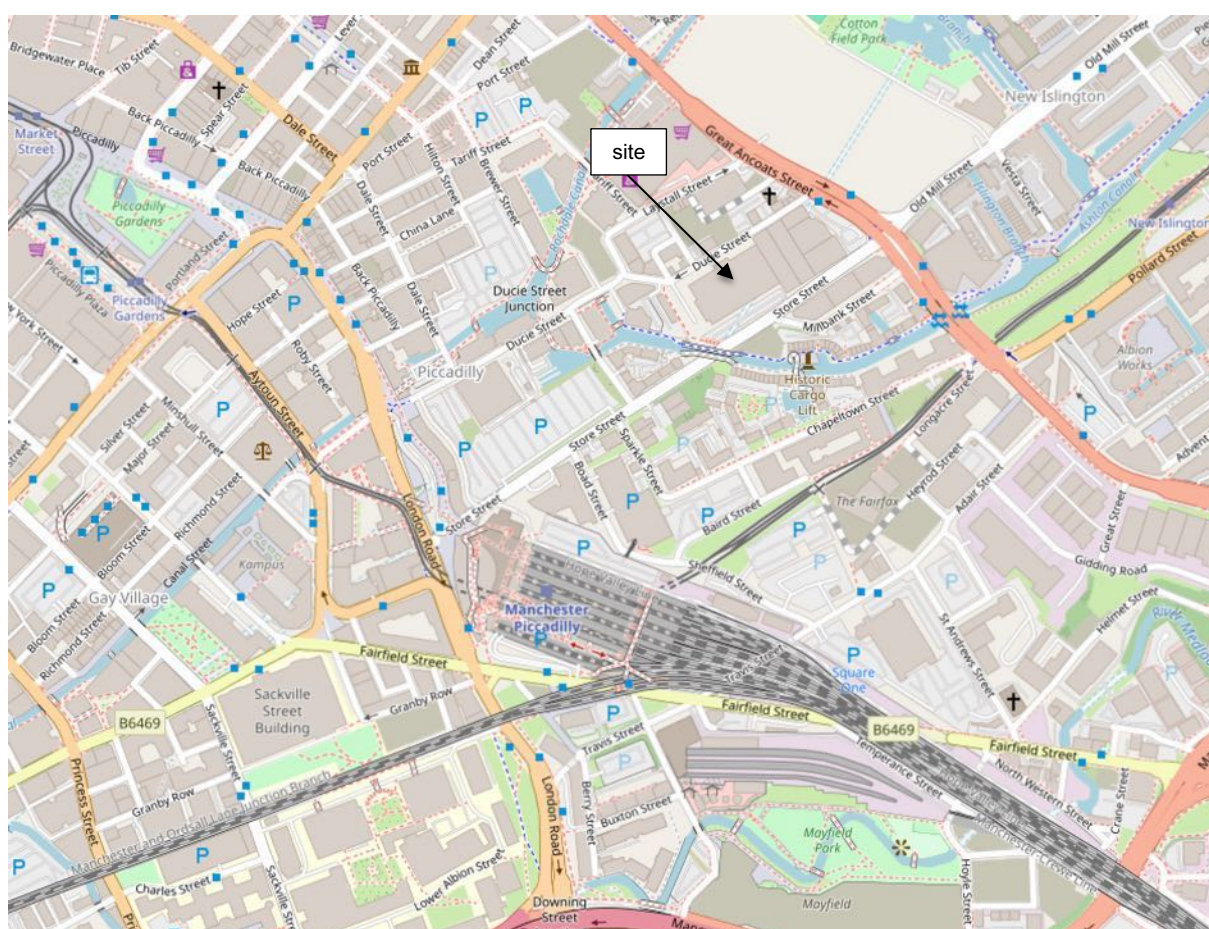


Figure 1.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

2 Delivery Locations & Management

Delivery Locations

- 2.1 Delivery vehicles up to 7.5t size can be accommodated in Service Area 1 shown on Figure 2.1. Access to Service Area 1 will be limited to the periods outside peak visitor activity to reduce incidence of conflicts between vehicles and pedestrian.
- 2.2 Both small and large vehicle deliveries can be accommodated in Service Area 2. Smaller vehicles will use this location if delivering when customers are present at the site.

- 2.3 The proposed service locations are identical to those presented in the temporary planning submission documents and found acceptable by MCC when considering that application.

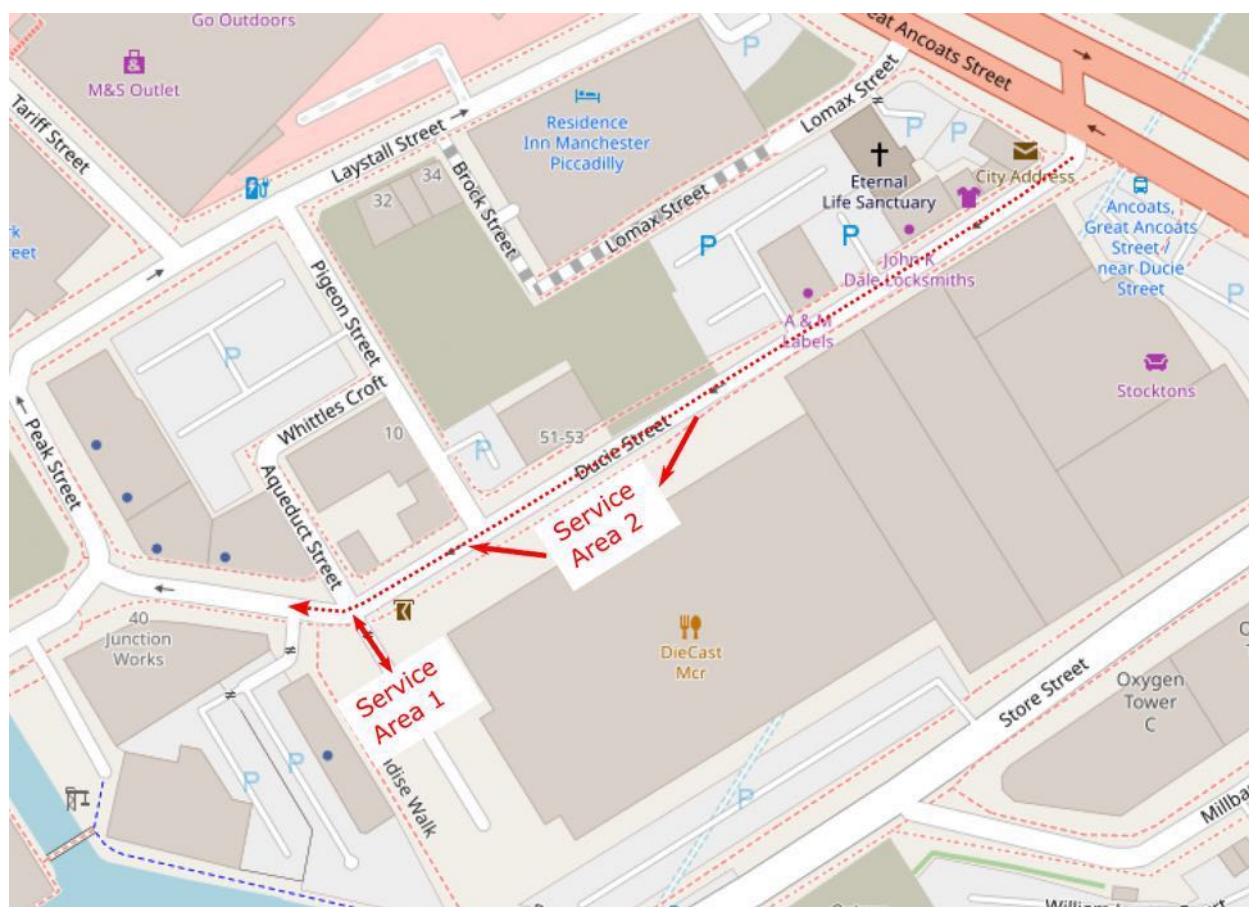


Figure 2.1: Servicing Locations

Swept Paths

- 2.4 Appendix A shows a swept path of the maximum size vehicle that will use the Service Area 1. This shows that the vehicle can access and leave the site in a forward gear.
- 2.5 Appendix A also shows a swept path of a large rigid vehicle accessing Service Area 2. This shows that the vehicle can access and leave the site in a forward gear.

Delivery Equipment

- 2.6 Figure 2.2 shows the types of equipment that may be used to move goods to and from the loading bay.



Figure 2.2: Delivery Equipment

- 2.7 The building management company do not provide this type of equipment and delivery companies will be required to bring this equipment with them.

Management Team Responsibilities

- 2.8 The management team will provide people responsible for taking receipt of deliveries or organising waste a copy of the Servicing & Waste Management Strategy. They will be required to ensure that deliveries
- 2.9 The people responsible for organising deliveries will be responsible for advising the delivery companies of the service area locations to be used.
- 2.10 For each delivery a member of staff will be responsible for taking receipt of the deliveries. Where possible deliveries will be timed to occur outside key periods of site activity.
- 2.11 No empty packaging or pallets will be allowed to be stored outside the building or on the adopted highway. The person responsible for deliveries will be responsible for clearing up any spillages and removing any packaging.
- 2.12 The management team will ensure that the adopted highway is kept clear of any goods and is accessible at all times.
- 2.13 Any third-party operators at the site will be required to accord with the measures set out above.

Driver Responsibilities

- 2.14 The following considerate driver practices will be expected of all vehicles loading/unloading at the site:
- Final approach and exit to/from the building will be made with a minimal amount of noise
 - Reversing beepers on vehicles will all be 'white noise' where possible rather than conventional reversing alarms
 - Stationary vehicles waiting to unload will have their engines and refrigeration units on slumber setting or turned off
 - While vehicles are unloading/loading engines will be switched off
 - During hours of darkness headlights will be switched off
 - All servicing must occur in the defined loading areas

3 Vehicle Types & Frequency

Vehicle Types

- 3.1 Table 3.1 shows the types of vehicles that will deliver to the site. These vehicles will largely be smaller vans (transit and below), with only intermittent access by larger vehicles, including waste collection and beer delivery vehicles. The TS shows that 97% of servicing at the site during a typical day will be undertaken by smaller vehicles.

Bicycle/Motorcycle Courier		Typical length 2m
Light Goods Vehicle		Typical length 6m
Light Goods Vehicle		Typical length 6m
Medium Goods Vehicle		Typical length 8m
Heavy Goods Vehicle		Typical length 9m
Heavy Goods Vehicle		Typical length 10m
Heavy Goods Vehicle		Typical length 10-11m

Table 3.1: Service & Refuse Vehicle Types

Overall Time Management

- 3.2 The management company will co-ordinate refuse collection for the site, including any third-party operator requirements.
- 3.3 Where practicable, deliveries will also be co-ordinated to reduce the number of vehicles requiring access to the site.

Service Access Operating Hours

- 3.4 To be confirmed as part of planning permission. Where possible, deliveries and servicing will be timed to occur outside periods of key site activity.

Typical Delivery Frequencies

- 3.5 Table 3.2 sets out typical delivery frequencies for the uses at the site.

Types of Deliveries	Frequency	Vehicle Type
Post/Courier	Daily	Light Goods Vehicle
Stationery	Ad Hoc	Light Goods Vehicle
Food	Daily	Light Goods Vehicle/Medium Goods Vehicle
Beer	Weekly	Heavy Goods Vehicle
Other Drink	Bi-weekly	Medium Goods Vehicle
Product Supplies	Bi-weekly	Light Goods Vehicle
Document Management	Ad Hoc	Light Goods Vehicle
Cleaning supplies	Monthly	Light Goods Vehicle
Hygiene Services	Monthly	Light Goods Vehicle
Waste Collection	5 per Week	Heavy Goods Vehicle

Table 3.2: Delivery Frequencies & Vehicle Types

4 Refuse Collection & Waste Generation

Refuse Store Locations & Collection Location

- 4.1 Refuse collection will be undertaken by private contract.
- 4.2 The building will be served by a single bin store on the Ducie Street frontage. The bin store is located next to Service Area 2 (shown in Figure 2.1) and bins will be transferred directly from this location to the loading area on collection day. 18 bins are provided in the bin store.
- 4.3 Refuse vehicles will undertake the same manoeuvres as large delivery vehicles to get into position in the loading/unloading area as shown in Appendix A.

Waste Generation Rates

- 4.4 A weekly waste forecast has been undertaken for the waste generating areas of the site for each use type proposed. The method used in the forecast is based on that used for the temporary planning submission and agreed with MCC at that time.
- 4.5 Weekly waste forecast rates are based on advice in MCC's GD04 and British Standard BS5906-2005. Advice from the London Authorities is also used where relevant.
- 4.6 Appendix B shows the waste generating areas and land uses considered, with a summary provided in Table 4.1. The only areas excluded from the waste generating space calculations are the toilets and back of house areas.
- 4.7 MCC's requires developers to complete a Waste Proforma and this is attached as Appendix C.

Land Use	Location	Floor Area (sqm)
Beer Garden	External	635
F&B	Internal	3955
Event/Night Market	Internal	3955
Office/Tech Hub	Internal	945
Retail	Internal	365

Table 4.1: Waste Generating Areas & Land Uses

Office/Tech Hub Weekly Waste Arising

- 4.8 Table 4.2 shows the weekly waste generation rate for office uses. It has been assumed that the gym will generate a similar waste level, which is considered to provide a worst-case assessment.

Land Use	Floor Area (sqm)	Weekly Waste Rate	Weekly Waste Arising (litres)
Office/Tech Hub	945	2600 litres per 1000sqm	2457

Table 4.2: Office/Tech Hub Weekly Waste Generation

Retail Weekly Waste Arising

- 4.9 Table 4.3 shows the weekly waste generation rate for retail uses. The brewery is an industrial use, which has a waste rate of 5,000 litres per 1,000sqm, the same as a retail use. The uses have been combined for the purposes of this calculation.

Land Use	Floor Area (sqm)	Weekly Waste Rate	Weekly Waste Arising (litres)
Retail	365	5000 litres per 1000sqm	1825

Table 4.3: Retail Weekly Waste Generation

Food & Beverage/External Space/Events Space Weekly Waste Arising

- 4.10 The Food & Beverage offer at the site is not a conventional restaurant for which a waste generation per cover is calculated. To allow for the fact that many people will be seated in the building who will not be eating and to allow for customers standing and the event space, the waste rate used by many London Authorities based on floor area has been used instead (10,000 litres per 1,000sqm).
- 4.11 As shown in Appendix B, the above rate has been applied to the floor areas associated with all food and beverage preparation and sales, the main Foundry area, the Night Market area and the external seating area.

Land Use	Floor Area (sqm)	Weekly Waste Rate	Weekly Waste Arising (litres)
Food & Beverage/Events (Internal/External Areas)	7575	10000 litres per 1000sqm	75750

Table 4.4: Internal/External Food & Beverage/Events Areas Weekly Waste Generation

Total Weekly Waste Arising

- 4.12 Table 4.5 shows the total weekly waste arising at the site.

Land Use	Weekly Waste Arising (litres)
Office/Tech Hub	2457
Retail	1825
Food & Beverage/Events (Internal/External Areas)	75750
Total Site	80032

Table 4.5: Total Weekly Waste Generation

Waste Streams

- 4.13 The building will operate a multi-streamed waste system based in the bin store area, as shown in Figure 4.1.
- 4.14 Site staff will be required to implement the same waste streams within the bins in their demise/area of the site and to move waste to the bin store for collection.

Waste Stream Proportions

- 4.15 Table 4.6 shows typical waste stream proportions previously accepted by MCC.

Waste Stream	Office/Tech Hub	Retail	Food & Beverage/Events Space
General	30%	50%	12%
Paper/Card	50%	25%	24%
Mixed Dry Recycling	15%	25%	7%
Mixed Glass	0%	0%	14%
Organic (Food)	5%	0%	43%

Table 4.6: Waste Stream Proportions

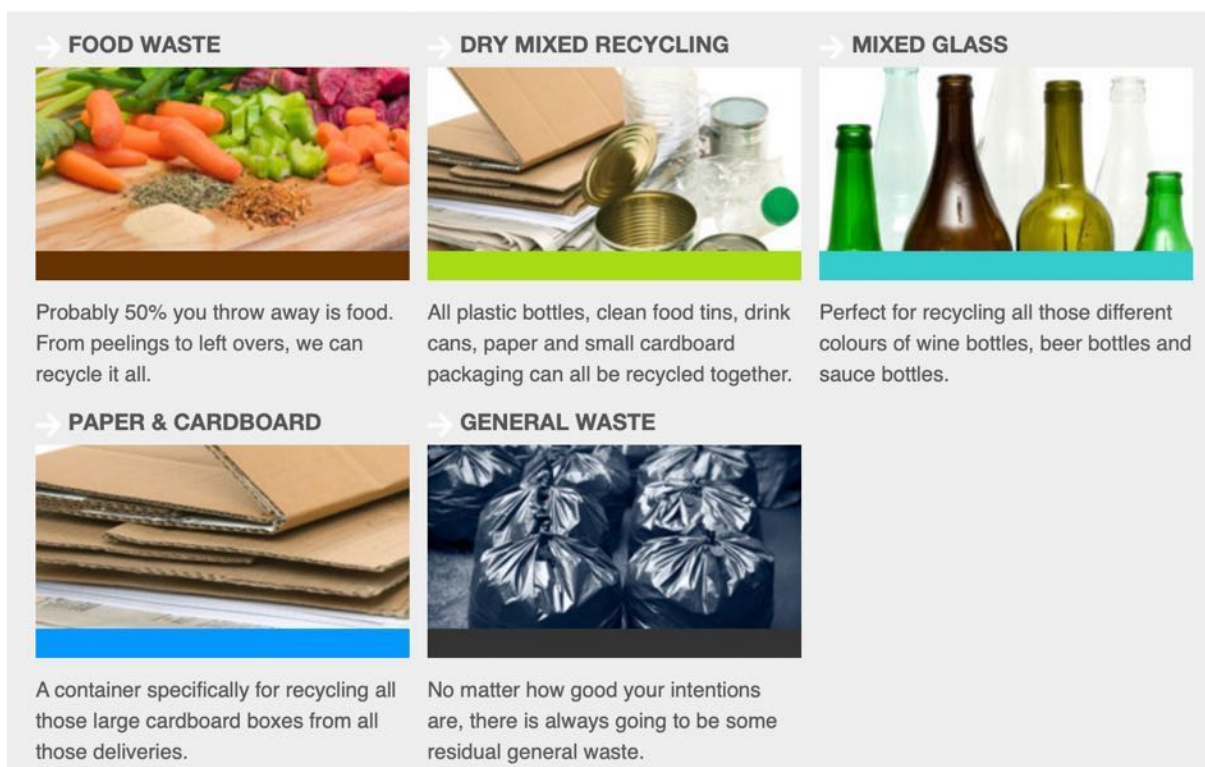


Figure 4.1: Waste Streams
[source: [Select Enviro 2022](#)]

Weekly Waste Stream Generation

- 4.16 Table 4.7 shows that the waste stream proportions have been applied to the total waste arising for each land use type.

	Office/Tech Hub (litres)	Food & Beverage/Events Space (litres)	Retail (litres)	Total (litres)
Total Waste (litres)	2457	75750	1825	80032
General	737	9090	913	10740
Paper/Card	1229	18180	456	19865
Mixed	369	5303	456	6127
Glass	0	10605	0	10605
Organic	123	32573	0	32695

Table 4.7: Weekly Waste Arising by Waste Stream

Collection Frequency

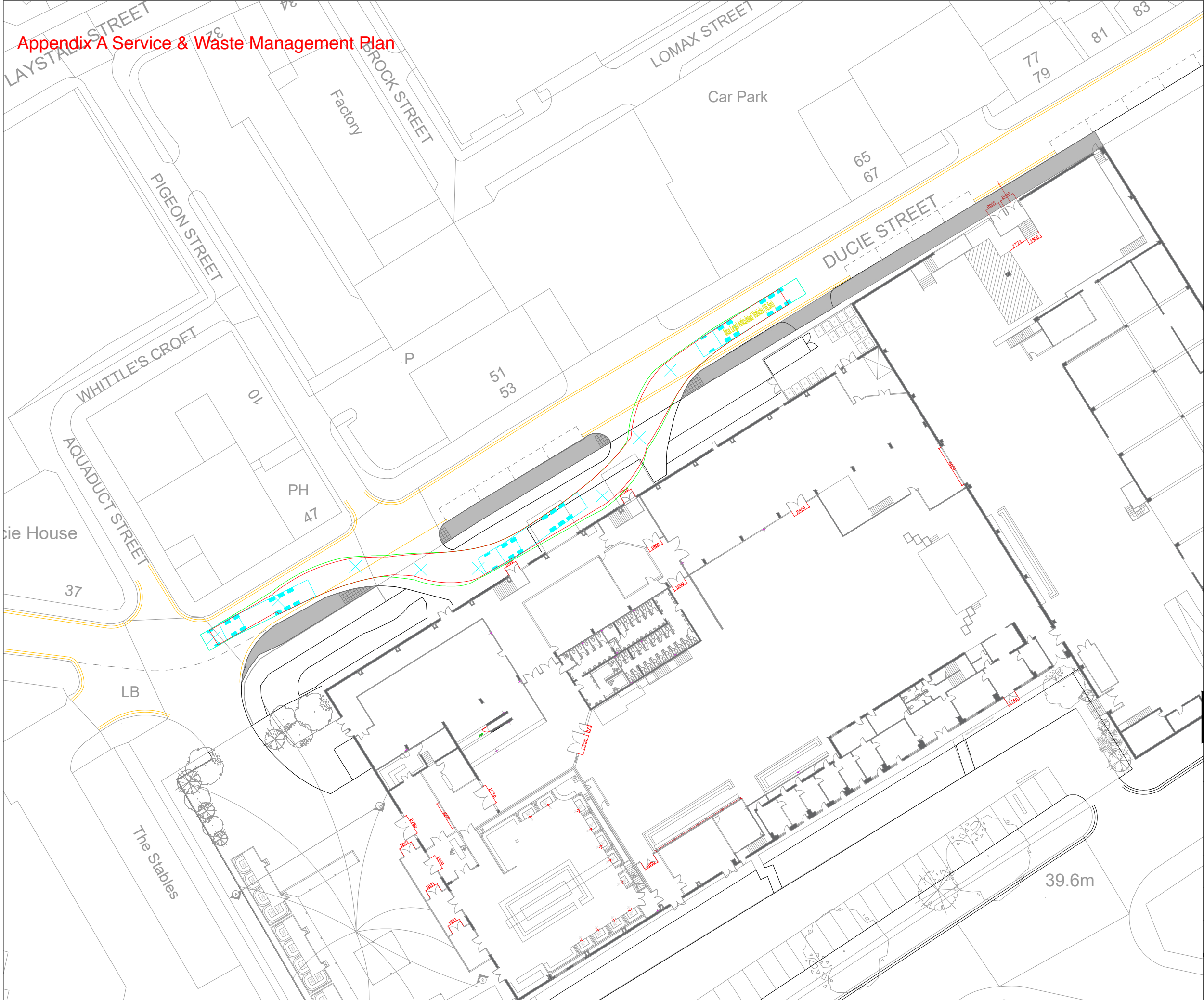
- 4.17 The applicant has advised that bins are currently collected six days per week and the site currently uses 15 bins. Table 4.8 confirms that this provision is suitable for the waste arising from the uses proposed at the site. Notwithstanding, the bin store provides 18 bins to ensure sufficient capacity.

Total	Total Waste Arising (litres)	Number of Bins
	80032	14
General	10740	2
Paper/Card	19865	4
Mixed	6127	1
Glass	10605	2
Organic	32695	5

Table 4.8: Number of Bins

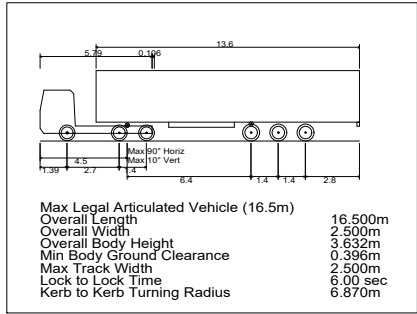
4.18 MCC's Waste Proforma is attached as Appendix C.

Appendix A Service & Waste Management Plan



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NOTES
Vehicle Profile



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22213-102

Diecast, Manchester

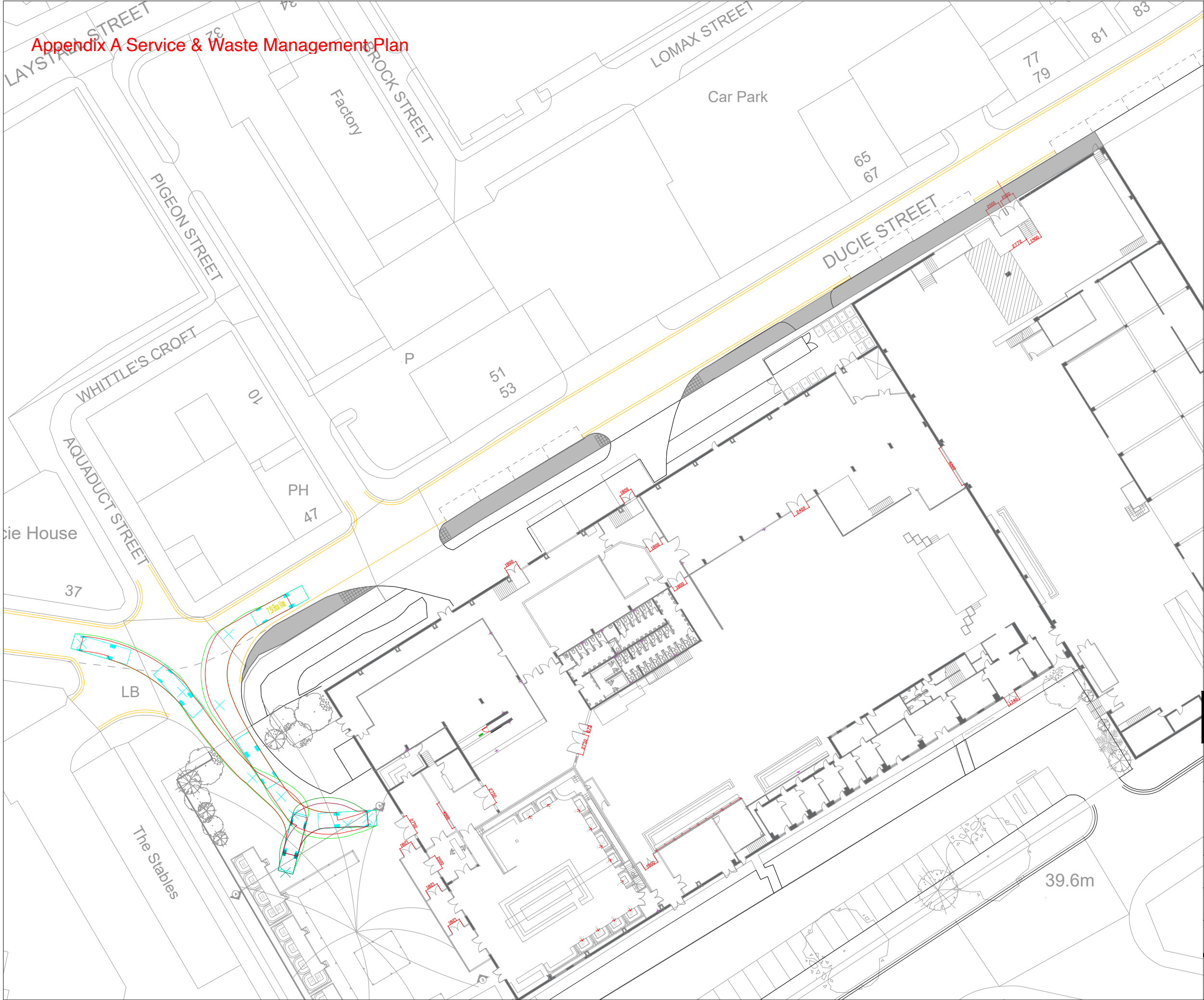
Drawing Title
Swept Path Analysis Large Articulated Vehicle

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	23.01.25

Appendix A Service & Waste Management Plan



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NOTES
Vehicle Profile

7.5t Box Van	8.01m
Overall Length	2.10m
Overall Width	3.55m
Overall Body Height	0.35m
Min Body Ground Clearance	2.06m
Track Width	4.00 sec
Lock to Lock Time	7.40m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22213-103

Diecast, Manchester

Drawing Title
Swept Path Analysis
7.5T Delivery Vehicle

Scale at A3
1:500

Drawn	JAT	Approved	LGS
Check	LGS	Date	23.01.25

Appendix B Service & Waste Management Plan

The Foundry Waste Calculation

	Temporary Use	Permanent Use
Use Type	SQM	SQM
External		
Beer Garden	687	635
Internal		
Back of House	1365	880
Toilets	413	300
F&B	2716	2985
Event/Night Market	2899	3955
Office/Tech Hub	674	945
Retail	455	365
Gym	135	-
Total	9344	10065

Schedule of Generating Areas

Retail	SQM
Foundry	365
Total	365

F&B	SQM
Main F&B	2985
Event/Night Market	3955
Garden	635
Total	7575

Office	SQM
Office Tech	945
Total	945

Waste Streams

[Based on waste stream % previously accepted by MCC]

	F&B	Retail	Office
General	12%	50%	30%
Paper/Card	24%	25%	50%
Mixed	7%	25%	15%
Glass	14%	0%	0%
Organic	43%	0%	5%
Total	100%	100%	100%

Waste Generation Rates (per week)

[MCC GD04 / BS5906-2005 / London Authorities Waste Guidance]

Per Week	Guidance	Litres per SQM	Land Use Used
Retail	5000l per 1000sqm	5	MCC retail
F&B / Event*	10000l per 1000sqm	10	London F&B
Office	2600l per 1000sqm	2.6	MCC office

*London Councils Guidance used to allow for fact not conventional restaurant and to allow for standing customers, bar areas & event space.

Weekly Waste Generation

	Weekly Waste Arising (litres)				Bin Numbers [Based on 1100l bins / 6 x week]
	Office/Tech Hub	F&B/Garden/Events	Retail	Weekly Total	
Total Waste (litres)	2457	75750	1825	80032	14
General	737	9090	913	10740	2
Paper / Card	1229	18180	456	19865	4
Mixed	369	5303	456	6127	1
Glass	0	10605	0	10605	2
Organic	123	32573	0	32695	5



Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number: **Diecast Ducie Street**

Date Submitted: **January 2025**

Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	Yes / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	N/A
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	N/A
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	N/A
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	N/A
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	N/A

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / No (delete as appropriate) N/A How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) _____ x pulvable Recycling x 1100 litre (based on 55 litres per apartment) _____ x mixed recycling x 1100 litre (based on 55 litres per apartment) _____ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / No (delete as appropriate) N/A

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

Please see waste generation calculation in Service Management Plan - site will provide a total of 18 bins, of which 15 are required as follows.	
General Waste -	2 x 1100l
Dry recycling (include material type details) -	1 x 1100l Mixed 2 x 1100l Glass 4 x 1100l Paper/ Card
Food Waste -	5 x 1100l
Industrial Waste -	N/A
Other -	N/A

Has / will a contract be obtained with a licenced waste carrier?	Yes / No (delete as appropriate)
---	--

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / No (delete as appropriate)
--	-------------------------------------

N/A

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Small bin containers will be provided in back of house areas and will be moved to bin storage area.
Bins will be separated in line with waste streams set out above.

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Bin storage area provided within the site next to service area 2.

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Bin store is located externally within the site.

Hygiene - The management team will be responsible for cleaning the bin store area.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

Internal bins in back of house areas will be emptied into main bins at the end of each day by the management team. Bins will be collected directly from the store by private contract with refuse vehicle entering service area 2 via the segregated in/out loading Bay Area.

Please ensure that you have attached:

Detailed plans of bin stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☒

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023

Appendix E

Diecast
Ducie Street, Manchester
Framework Travel Plan
250321/SK22213/FTP02(-03)

Contents

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22213	FTP02	00	First Draft	LGS	LGS	17/01/2025
SK22213	FTP02	01	Submission	LGS	LGS	23/01/2025
SK22213	FTP02	02	Submission	LGS	LGS	10/03/2025
SK22213	FTP02	03	Event Management	LGS	LGS	21/03/2025

1 Introduction

Background

- 1.1 SK has been appointed to prepare a Framework Travel Plan for a full planning application for Diecast off Ducie Street in Manchester city centre.
- 1.2 Diecast is currently operating as a mixed-use event space under a temporary planning consent granted in 2022 (ref: 133523/FO/2022). A TS was prepared as for the temporary planning submission and this assessed a mixed-use venue that provides a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace.
- 1.3 The full planning application is being submitted to make permanent the temporary use of the site.
- 1.4 A Transport Statement (TS) has been prepared for the planning application and should be referred to for more detail on the site, development proposals and information on the forecast transport implications of the development. The site layout is attached as Appendix A of the TS.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following guidance and best practice:
 - Department for Transport (2007), Making Residential Travel Plans Works
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Manchester's Local Development Framework
 - Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2024), Planning Practice Guidance
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.5 This version of the Travel Plan is a Framework that sets out the general principles that will be taken forward in the full version on occupation of the development. The requirement to prepare a full Travel Plan will be a condition of planning.
- 2.6 The full Travel Plan will be a living document that will be updated periodically as required.

Travel Plan Pyramid

- 2.7 The Department of Transport (DfT) states that:

“... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.”¹

- 2.8 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 2.9 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access arrangements and cycle parking provision. This information is as set out above in Section 1 and also in Section 6.
- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding commitments.

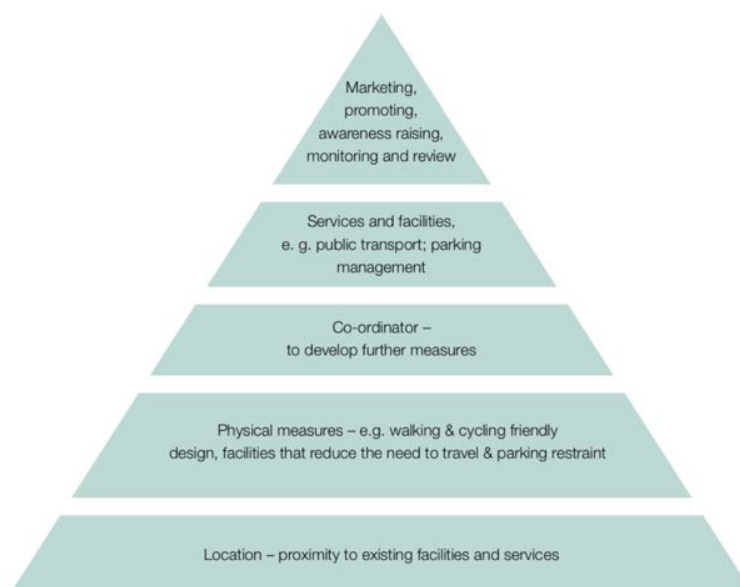


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

- 2.14 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.

¹ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The objectives of the Travel Plan are to:

Objective 1:

To raise awareness of the travel choices available.

Objective 2:

To provide travel information packs to staff and to provide a publicly available travel page on the website for site visitors.

Objective 3:

To investigate measures to promote the use of alternative modes of travel.

Objective 4:

To periodically evaluate the transport needs of staff and site users.

Objective 5:

To periodically update communications resources to ensure that staff and site users have relevant and up to date travel information.

Objective 6:

To reduce single occupancy private car trips and support sustainable trip making.

3 Site Characteristics

Site Location

- 3.1 The site location is shown on Figure 3.1.
- 3.2 The site sits in the city centre, to the southwest of the A665 (Great Ancoats Street), northeast of Piccadilly station and southeast of Piccadilly Gardens.
- 3.3 The site is well located to serve surrounding city centre residential, employment and other leisure uses, and in line with its function as an ancillary city centre destination.

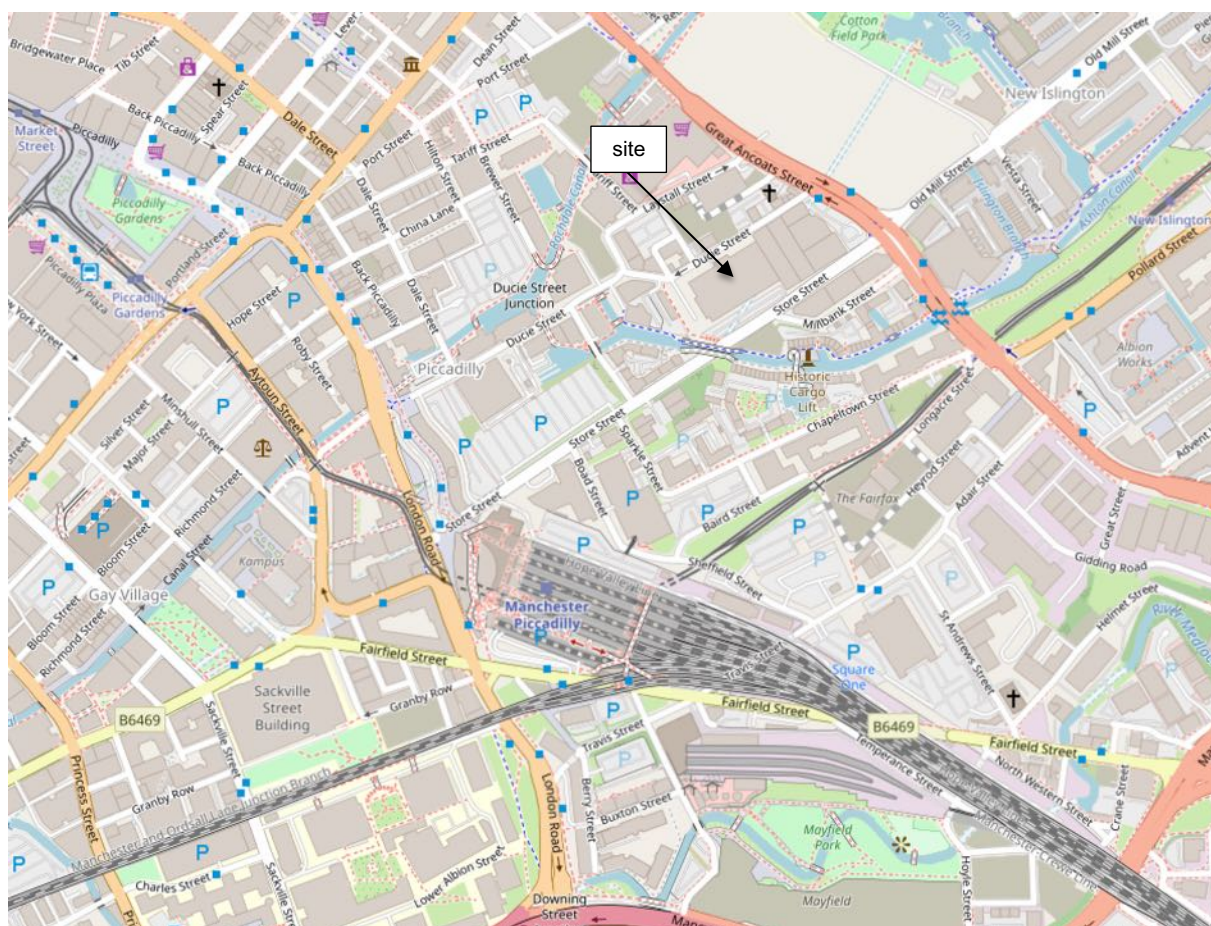


Figure 3.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Baseline Site Uses

- 3.4 The site use is currently that granted temporary planning consent in 2022. As part of the temporary planning application a TS was submitted which assessed 9,274sqm of floor space and the following use types:
- “The development will provide Food & Beverage facilities, small artisan retail units, events space, gym, Night Market stalls, outdoor seating and bar area, office and back of house, kitchen, prep, wash up and storage space.”
- 3.5 The temporary consent also allowed the use of the site car park for EV charging, while this use has never been implemented at the site the car park is in use by staff and tenant staff.
- 3.6 The main pedestrian access to the site is provided from the main entrance on Ducie Street. The applicant has advised that servicing activity is focused on kerbside on Ducie Street and refuse collection is focused kerbside on Store Street. The applicant has advised that the car park accessed off Store Street is not in use for parking.
- 3.7 Historically, the site was an industrial use that employed over 300 staff. The site stopped operating in 2021.

Local Transport Network

- 3.8 Section 2 of the TS shows the extent of adoption on roads bounding the site. There is a gap in adoption between the main entrance to the site and Ducie Street, but it appears to be maintained by Manchester City Council (MCC) due to the presence of Traffic Regulation Orders (TRO). A query was raised with the relevant department at MCC regarding this and MCC provided a

revised highway boundary that shows more of Ducie Street in this location is adopted. This has been replicated in Section 2 of the TS but confirms that not all of the footway in the vicinity of the entrance is adopted, at the point Paradise Walk emerges onto Ducie Street. This area of footway is outside the ownership of the applicant.

- 3.9 Ducie Street sits on the site's northern boundary. In the vicinity of the site, the road is one-way (westbound) with a carriageway width of 6.5m and footways of between 2m and 2.5m on the south side and 2.7m on the north side. The road is street-lit and subject to a 20mph speed limit. There is currently no tactile paving or dropped kerbs at the site access junctions on the Ducie Street frontage.
- 3.10 Store Street sits on the southern boundary of the site. In the vicinity of the site, the road is two-way with a carriageway width of 9.4m and footways of between 2.7m and 3.7m on the north side and between 3.3m and 3.7m on the south side. Tactile paving and dropped kerbs are provided at all site access junctions. The road is street-lit and subject to a 20mph speed limit.
- 3.11 A footpath is located within the site along its western edge that connects Ducie Street and Store Street with a stepped arrangement at the Store Street end of the path. Pedestrian direction signs are provided both ends of the footpath. The footpath is not part of the adopted highway and is not within the applicant's ownership.
- 3.12 A Non-Motorised User Audit was undertaken for the temporary planning submission. There have been no major changes to the local transport network since this time and therefore the Audit is still relevant. The Audit is attached as Appendix B of the TS. The Audit has been slightly modified to acknowledge the latest advice regarding the applicant's ownership and adopted highway boundary, these changes are highlighted in *italics* in Appendix B of the TS.

Traffic Regulation Orders

- 3.13 TRO controls are in place on Ducie Street and Store Street in the vicinity of the site. A plan has been prepared showing the TRO on the roads bounding the site and is attached as Appendix C. The summary provided below relates to the permanent TRO, rather than the temporary TRO that appear to be in use outside the site on Ducie Street that relate to the construction site opposite.
- 3.14 Store Street sits within the City Centre Controlled Parking Zone 4 and is governed by Pay & Display parking bays and double yellow lines. The parking controls operate between 8am and 8pm (Monday to Sunday), with a ten-hour maximum permitted stay.
- 3.15 Ducie Street is also within the Controlled Parking Zone with Pay & Display spaces provided. On the western section of the site frontage a single yellow line is present, with no loading restrictions, covering the service yard access and a gated access point directly onto Ducie Street. A section of double yellow lines are present, again with no loading restrictions, in the vicinity of a further gated entrance on Ducie Street.

Public Car Parks

- 3.16 Table 3.3 shows the public car parks located within a 10-minute walk of the site.

Car Park Location	Operator	No. of Spaces	Walk Time (mins)
Store Street	NCP	406	1
Piccadilly Station	APCOA	711	4
Baird Street	RCP	100	4
Piccadilly Place	Q Park	583	5
Sheffield Street	MCC	165	6
Tariff Street	CitiPark	232	6
Dale Street	CitiPark	285	7
Piccadilly Gardens	MCC	712	10

Table 3.3: Public Car Parks

Road Safety Patterns

- 3.17 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.² The TfGM database states that the current data is five years to 31st December 2023.
- 3.18 The database shows that there have been no collisions on the Ducie Street or Store Street site frontages during the period assessed.
- 3.19 There has been a single, slight collision to the east of the site on Ducie Street. The collision occurred in 2021, prior to the temporary use being active.
- 3.20 There has been a single, slight collision to the east of the site on Store Street. The collision also occurred in 2021, prior to the temporary use being active.

Network Traffic Flows

- 3.21 The TS prepared for the temporary planning application daily traffic flow data for Ducie Street and Store Street. The traffic flows have been growthed from 2022 to 2025 to allow an understanding of current traffic conditions on the bounding streets. Growth from TEMPRO has been used for the area within which the site sits (Manchester 055):
- Daily Growth 2022 – 2025: 1.0322

	2022 AADT	2025 AADT
Store Street	1273	1314
Ducie Street	840	867

Table 3.4: Network Traffic Flows

4 Sustainable Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.³
- 4.2 The main pedestrian route to the site is on Ducie Street. The proposal includes localised improvements to the footways on Ducie Street within the limits of adoption and cutting back vegetation on the Ducie Street and Paradise Walk boundary within the site.

² <https://www.gmtu.gov.uk/gmaccidents/>

³ <https://tfgm.pindarcreative.co.uk>

- 4.3 A secondary access to the site is provided from Store Street. The Store Street footways are in good condition and there are already tactile paving and dropped kerbs at the access points on this frontage.
- 4.4 The Non-Motorised User Audit previously submitted has been updated and is attached as Appendix B of the TS. This shows that the principal access routes leading to the main entrance are of suitable provision, with the addition of localise modifications set out above.
- 4.5 Store Street is a route on the Greater Manchester Cycle Map. It is part of the Bee Network and also Route 66 of the National Cycle Network. It is also subject to a 20mph speed limit and has a level of daily traffic is below that which LTN 01/20 states is suitable for cyclists to share the carriageway with vehicles.⁴ The collision review shows that there have been no collisions on the site frontage. There has been a single collision to the east of the site which did not involve a pedestrian or cyclist.
- 4.6 Ducie Street is not a defined route on the Greater Manchester Cycle Map, but it is a lightly trafficked, 20mph road, which again makes it suitable for shared carriageway cycle use. The collision review shows that there have been no collisions on the site frontage. There has been a single collision to the east of the site which did not involve a pedestrian or cyclist.
- 4.7 The development will provide covered cycle parking near to the main entrance.
- 4.8 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester).⁵ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.

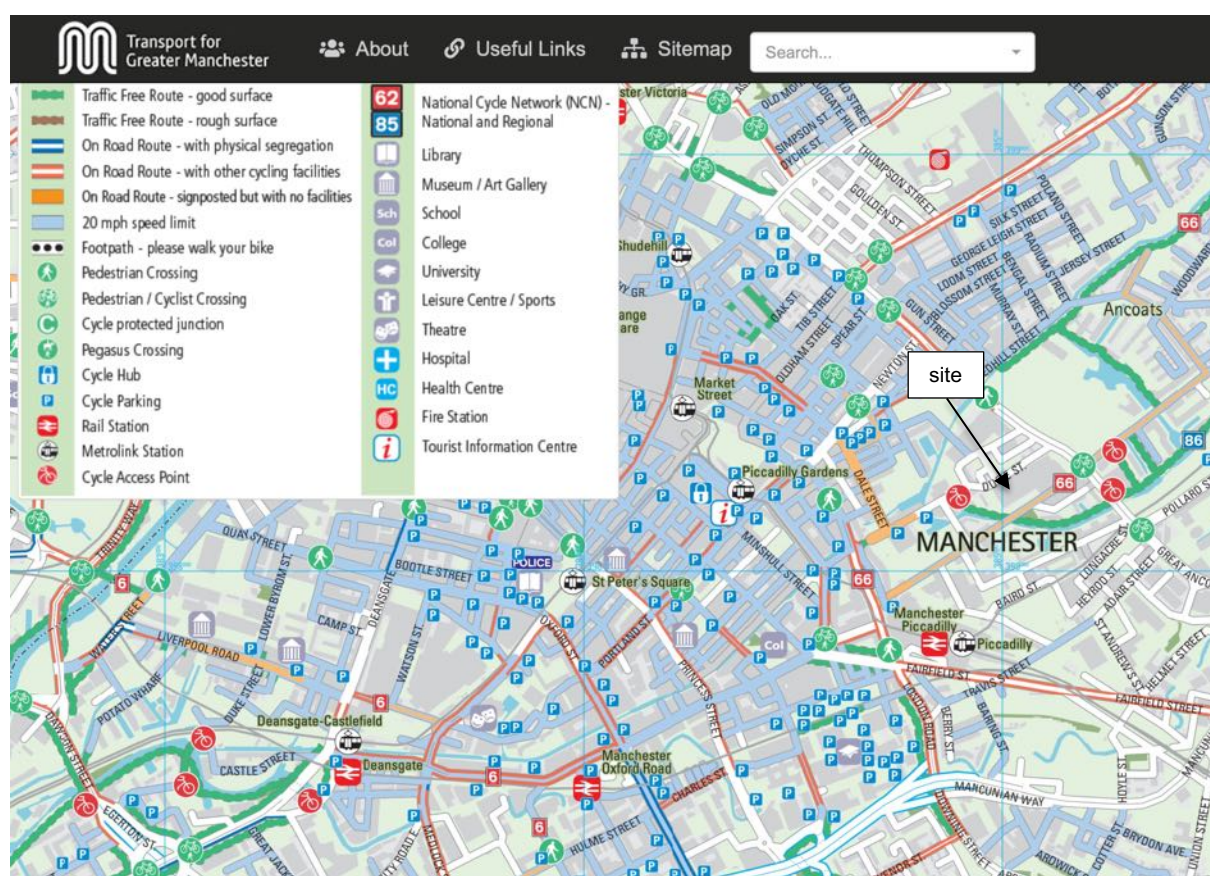


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

⁴ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

⁵ <https://beryl.cc/scheme/greater-manchester>

Public Transport Routes

- 4.9 Figure 4.2 shows [TfGM's public transport network map](#) for the local area.⁶
- 4.10 The nearest bus stops to the site are located on Piccadilly and Great Ancoats Street, both less than a 5-minute walk from the site. Access can also be gained to Piccadilly Gardens Interchange is a 10-minute walk from the site where access can be gained to further bus services.

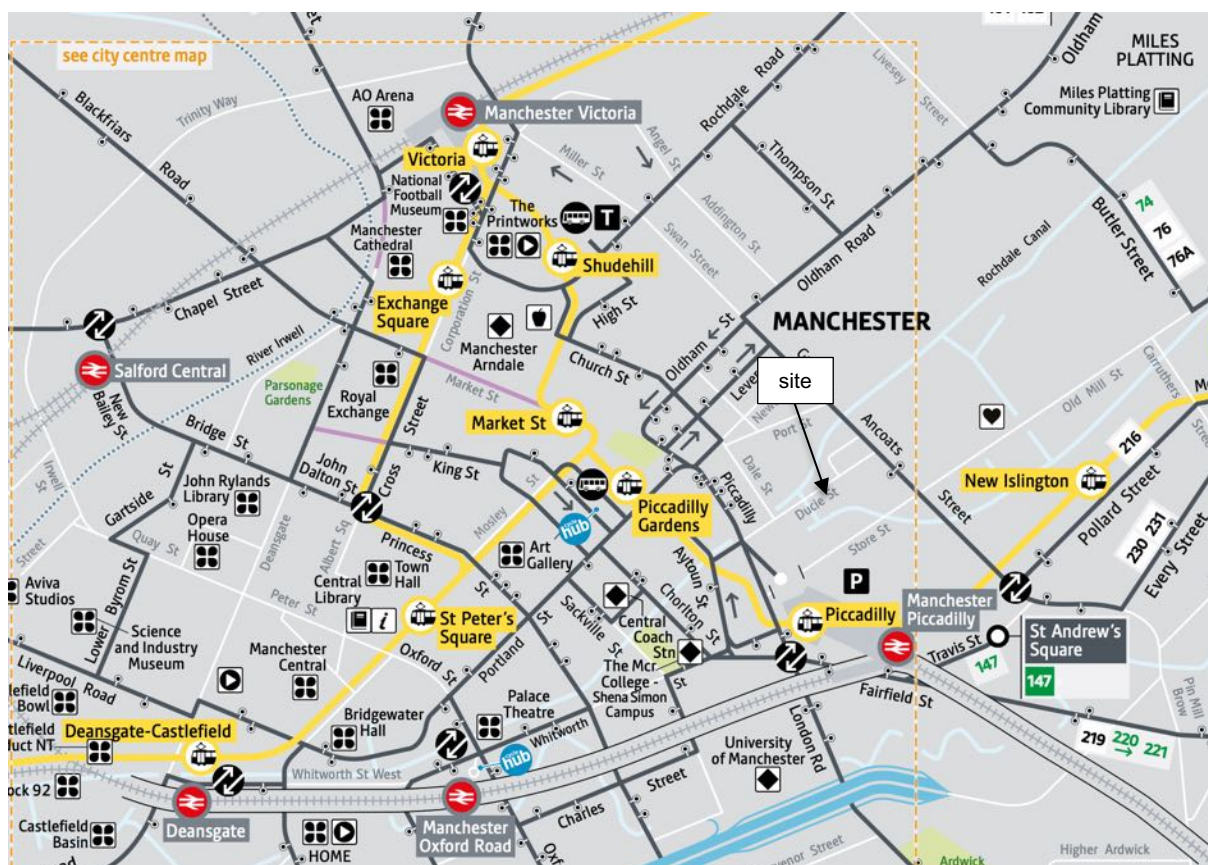


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

- 4.11 Tram services can be accessed at Piccadilly Station, a 5-minute walk from the site, and Piccadilly Gardens, a 10-minute walk from the site. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁷

⁶ <https://tfgm.com/maps>

⁷ <https://tfgm.com/public-transport/tram>

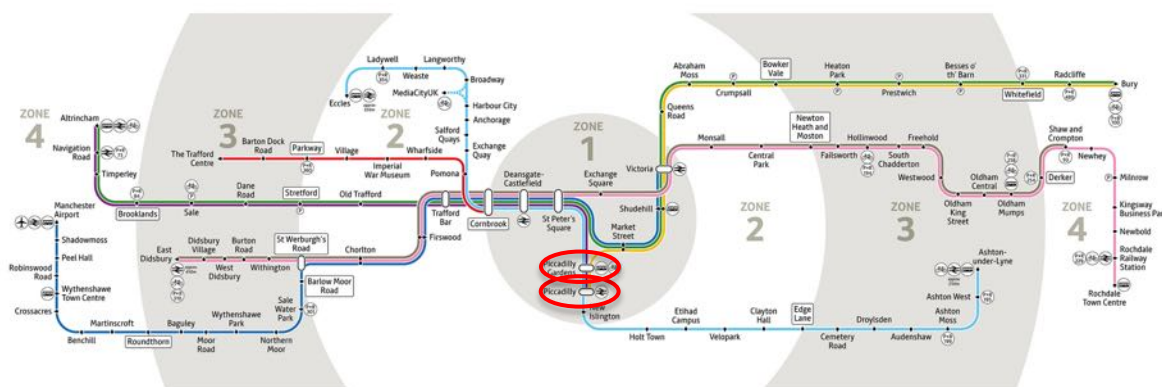


Figure 4.3: Tram Network
[source: Transport for Greater Manchester]

- 4.12 Train services can also be accessed at Manchester Piccadilly Station. [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.⁸
- 4.13 The assessment confirms that the site relates well to the city centre public transport network.

Accessibility Assessment

- 4.14 Figure 4.4 shows a 2km walking catchment from the site.
- 4.15 Access can be gained to the residential areas surrounding the site, including New Islington, in less than 500m/6-minute walk. Access can be gained to the core areas of the city around Piccadilly Gardens, the Northern Quarter and Ancoats within 1km /12.5-minute walk. The remainder of the city centre, including the University, Victoria and Ardwick, is within a 2km/25-minute walk of the site.
- 4.16 The site's location in the city centre means that access can be gained to large areas of the city centre a short walk from the site. The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. This will be a complementary use that will enhance offer for existing visitors and the growing resident population of the city centre. The location of the site is suitable to serve such a function.

⁸ <https://tfgm.com/public-transport/train>

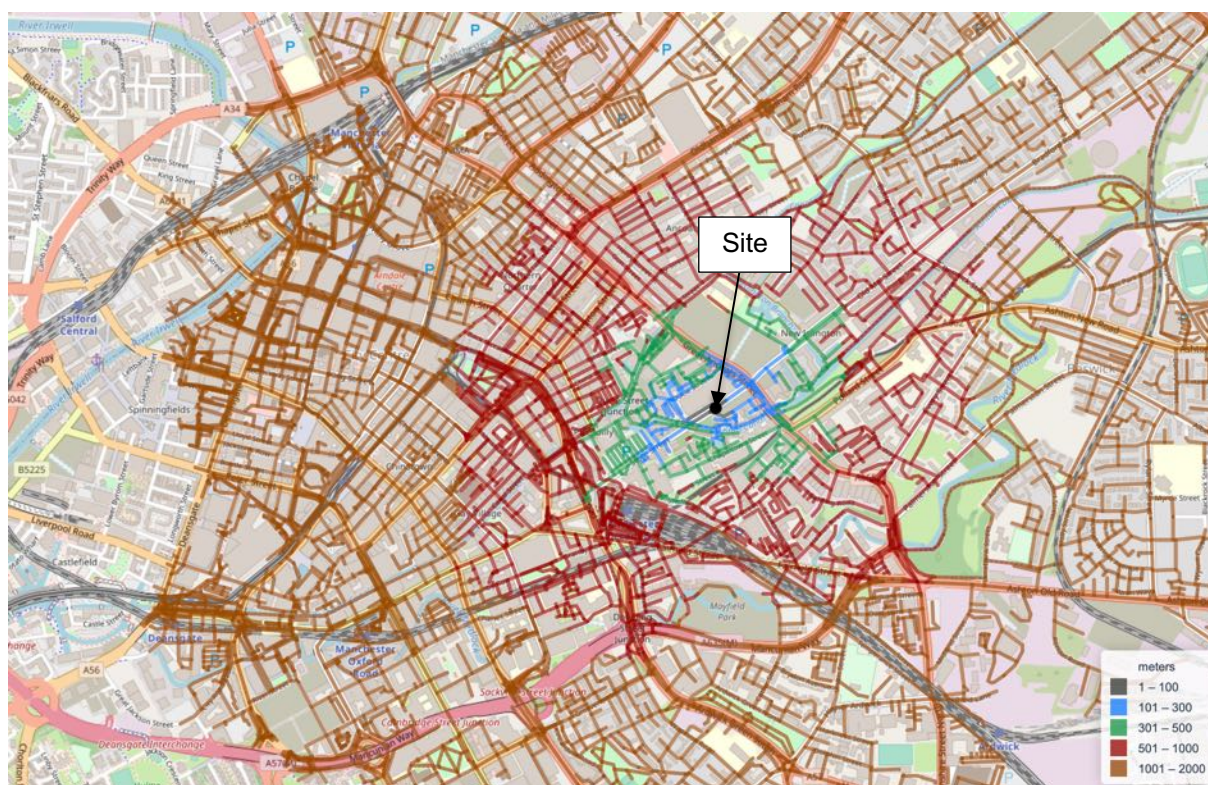


Figure 4.4: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 4.17 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁹ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.18 The site has a GMAL of 8 (92.56), which is an exceptional level of accessibility by public transport.
- 4.19 People can and will live active, sustainable, low-carbon lifestyles in areas that provide a mix of uses to reduce the need to travel and that are located with ready access by active and public transport modes. The site provides complementary city centre use that will serve as a leisure, entertainment and retail destination for existing residents, visitors and workers in the city.
- 4.20 The site is located in the city centre, to the rear of Piccadilly station and within a thriving residential community. The assessment in this section shows that the site is well placed for access on foot, cycles and public transport.

5 Management Structure

Applicant Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The Applicant has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is the Applicant.
- 5.2 The Applicant will identify a Travel Plan Co-ordinator for the site prior to occupation.
- 5.3 The Applicant will make sure that any third-party operators are aware of the Travel Plan and have the contact details of the Travel Plan Co-ordinator.

⁹ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

- 5.4 The Applicant will be responsible for making available necessary funding and resources for the Travel Plan.

Travel Plan Co-ordinator

- 5.5 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation.
- 5.6 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.
- 5.7 In summary, the Travel Plan Co-ordinator's main responsibilities are:
- Implementing the Plan measures.
 - Providing a point of contact for staff, site users and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel packs and information for the website travel page.
 - Providing regular updates to staff and site users on any changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Reporting to the Council.
- 5.8 Should the Travel Plan Co-ordinator at the site change then the Applicant will provide the Council with the replacement's full contact details in a timely manner.

Handover Arrangements

- 5.9 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

- 6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.
- 6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to staff and site users.
- 6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Promotional Materials	Distribution of materials/updates to staff and site users
Travel Packs	Preparation and issue of travel packs for staff.
Website Travel Page	Preparation of information for the site's website travel page.
Social Media	Social media and the website will be used to provide details of any route changes.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are an effective means of disseminating information and making sure that staff and site users are aware of the travel choices available to them.

- 6.5 The travel packs will be issued to staff on occupation and to all new staff as part of induction training. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. A local area map showing key routes and interchange points.
 3. Information on on-line and phone app journey planning software.
 4. Information on cycle and walking routes.
 5. Information on bus/tram/train routes and nodes.
 6. Information on bus/tram ticketing arrangements.
 7. Details of any site or local travel campaigns/initiatives.
- 6.6 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date and provided to all new staff in a timely fashion.
- 6.7 The Travel Plan Co-ordinator will also provide travel information for inclusion on the site's website, which will provide links to TfGM journey planning software, other information sources and active/sustainable travel maps. The website travel page will provide the same information as contained in the travel packs.
- 6.8 The Travel Plan Co-ordinator will also periodically distribute information and travel updates to site users and staff, as necessary, by the most suitable means (such as the website, social media, etc).

Journey Planning

- 6.9 Staff and site users will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](https://tfgm.com/plan-a-journey)¹⁰
 - [Public transport maps](https://tfgm.com/maps)¹¹
 - [Active Travel route software](https://beeactive.tfgm.com)¹²
 - [Walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹³
 - Links to [Google Play](https://play.google.com/store/apps/details?id=com.tfgm.beenetwork)¹⁴ and [Apple Store](https://apps.apple.com/gb/app/bee-network/id1669705230)¹⁵ Bee Network app
- 6.10 Details of the journey planning resources will be provided in the travel packs and on the website.

Active Travel Measures

- 6.11 Table 6.2 summarises the active travel measures that will be adopted in the Travel Plan.

¹⁰ <https://tfgm.com/plan-a-journey>

¹¹ <https://tfgm.com/maps>

¹² <https://beeactive.tfgm.com>

¹³ <https://tfgm.pindarcreative.co.uk>

¹⁴ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁵ <https://apps.apple.com/gb/app/bee-network/id1669705230>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide the localised pedestrian improvements and cycle parking at the site as set out in the TS.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme.
Cycle Hire	The Travel Plan Co-ordinator will provide information on local bike hire and loan schemes.

Table 6.2: Active Travel Initiatives

6.12 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

- 6.13 The Travel Plan Co-ordinator will provide information on the benefits of active travel via the travel packs and website travel page.
- 6.14 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes via the travel pack and website travel page.
- 6.15 The development will provide a secure cycle store and will deliver localised footway improvements as set out in the TS.
- 6.16 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack and website travel page.
- 6.17 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing the resources provided by [TfGM](https://beeactive.tfgm.com)¹⁶, [GMWalking](https://gmwalking.co.uk)¹⁷, [Sustrans](http://www.sustrans.org.uk/)¹⁸ and [Cycling UK](http://www.cyclinguk.org/)¹⁹.
- 6.18 TfGM provides [cycle training sessions](#) for adults.²⁰ This scheme will be promoted to via the communications strategy.
- 6.19 The Travel Plan Co-ordinator will provide information on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include [TfGM's Bike Libraries](#)²¹ lending scheme, and the [Bike Hire Scheme](#)²².

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://gmwalking.co.uk>

¹⁸ www.sustrans.org.uk/

¹⁹ www.cyclinguk.org/

²⁰ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²¹ <https://beeactive.tfgm.com/cycling/bike-libraries/>

²² <https://beryl.cc/scheme/greater-manchester>

Public Transport Measures

6.20 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will raised awareness of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users and staff.

Table 6.3: Public Transport Initiatives

6.21 Section 4 shows that access can be gained to the site via bus, tram and train. The Travel Plan Co-ordinator will provide information on these routes via the travel pack and website travel page.

6.22 The Travel Plan Co-ordinator will raise awareness of ticketing arrangements available using information from [TfGM ticketing information](#).²³

6.23 The following ticketing incentives are currently offered in Greater Manchester:

- [Bus Travel](#)²⁴
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
- [Tram Travel](#)²⁵
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
- [Train Travel](#)²⁶
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

6.24 The following concessionary ticketing arrangements are available:

- [Concessionary Travel](#)²⁷
Free bus travel passes are available to people living in Greater Manchester that are state pension age.
- [Disabled Travel](#)²⁸
Certain disabilities and levels of disability qualify for low cost or free travel across Greater Manchester.

6.25 The Travel Plan Co-ordinator will be responsible for periodically reviewing the TfGM database to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will then update appropriate communications resources, such as the website and/or Instagram.

Sustainable Servicing Measures

6.26 Table 6.4 shows the measures that will be used to encourage sustainable servicing at the site.

²³ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁴ <https://tfgm.com/get-on-board>

²⁵ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁶ <https://www.northernrailway.co.uk/tickets/flexi>

²⁷ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/travel-pass-for-older-people>

²⁸ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/disabled-people>

Initiative	Description
Servicing Locations	The development will be serviced from within the site.
Service Management Strategy	The development will adopt a service management strategy.

Table 6.4: Sustainable Servicing Initiatives

- 6.27 The development will be serviced from the pull in loading area and the main entrance to remove service activity from kerbside.
- 6.28 The development will adopt the Service Management Strategy set out in Appendix E of the TS. All people responsible for arranging/receiving deliveries and handling waste, including any third-party operators, will be trained on the site's servicing practices and will be provided with a copy of the strategy.

Sustainable Car Use Measures

- 6.29 Table 6.5 shows the measures that will be used to encourage sustainable car use associated with the site.

Initiative	Description
Sustainable Access	Staff and site users will be provided with information on sustainable access modes to reduce car use.
Parking Locations	Site users will be provided with information on street parking controls/public car park locations.
Car Sharing	Staff and site users who need to drive will be encouraged to car share.

Table 6.5: Sustainable Car Initiatives

- 6.30 Staff and site users will be provided with information via the Travel Plan communications strategy to remind them that the site is located in an area of the city that can be accessed easily by active and public transport modes.
- 6.31 Site users (customers) will be provided with information via the Travel Plan communications strategy that sets out clearly that street parking is controlled and enforced in the city and will be provided with information on the locations of public car parks.
- 6.32 The Travel Plan Co-ordinator will promote the benefits of car sharing to residents using the travel packs:
- Reducing fuel costs and parking fees
 - Increasing personal security and providing company on your journey to work/school
 - Improving air quality and lowering carbon emissions per capita
 - Reducing congestion
- 6.33 The Travel Plan Co-ordinator will promote the use of the [Lift Share](https://liftshare.com/uk) database.²⁹

Event Management Plan

- 6.34 Given the location of the site, attendees to events will be encouraged to travel sustainably, where practicable, and information on sustainable access routes will be provided as part of the Travel Plan and using the following communication resources:
- Website
 - Social media

²⁹ <https://liftshare.com/uk>

- 6.35 The information provided will include details of websites with online and phone app journey planning software and locations of car parks.
- 6.36 If a private event is booked, then the organiser will be provided with the same details to distribute to attendees.
- 6.37 Many of the public transport services in the city centre operate until late in the evening and it can be expected that attendees will be able to use these to arrive and leave the site. For later events, it is likely that a number of attendees will use taxis. The applicant has advised that currently taxis drop-off/collect outside the main entrance and outside the service layby egress, and that security staff ensure that the vehicles are swift to drop-off/collect and move away in a timely fashion. This arrangement will continue for day-to-day operations and smaller events. For larger events, the applicant will consider a more formal arrangement that utilises a specific local taxi company and allows vehicles to wait in the service lay-by area. The area would then be managed by the site security team to ensure efficient through-put of vehicles and passengers.

7 Monitoring Plan

Travel Surveys

- 7.1 Monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Initial travel surveys will be undertaken within six months of occupation. Following this, surveys will be undertaken every two years over the for the five-year life of the Plan (initial/year one, year three and year five).
- 7.3 The travel surveys will be undertaken using an online survey form (website or phone app), such as Survey Monkey, and will collect the following information:
 - 1. Mode of travel
 - 2. Home location
 - 3. Parking location, if private vehicle driver
- 7.4 An appropriate incentive will be offered to encourage survey completion, such as the chance to enter a prize draw to win a shopping voucher.
- 7.5 Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within one month of each survey closes.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs/ Upload of website travel page	Dissemination of travel information and travel survey to staff and site users	Prior to occupation	Travel Plan Co-ordinator
Initial/Year 1 Surveys	Data to be used to establish baseline trip patterns	Within 6 months of occupation(Year 1)	Travel Plan Co-ordinator
Initial/Year 1 Cycle Parking Audit	To establish usage of cycle parking area	Within 6 months of occupation(Year 1)	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	1 month after Year 1 survey close	Travel Plan Co-ordinator
Monitoring Surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Monitoring Cycle Parking Audit	Date to establish whether increased capacity is required	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	1 month after each survey close	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Baseline Travel Patterns

7.6 Baseline travel patterns will be established following the first travel survey.

Targets

- 7.7 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.8 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.9 The following Output Targets have been set for the Travel Plan:
- Identify a Travel Plan Co-ordinator once consent received.
 - Provide the travel pack/website travel page two months after consent received.
 - Undertake travel surveys in line with monitoring programme.
- 7.10 The initial travel surveys at the site that will be undertaken within six months of occupation will allow a more targeted approach to the Outcome Target and the setting of a final quantifiable target for discussion with the Council.
- 7.11 Table 7.2 summarises the Output and Outcome SMART Targets set for the Plan.

Provision of Travel Packs & Website Travel Page

Specific	The Travel Plan Co-ordinator will provide staff with a travel pack and will provide a publicly available travel page on the website. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The travel packs will be provided to all staff. The website travel page will be publicly available.
Timebound	Ongoing.

Travel Surveys & Cycle Parking Audit

Specific	Travel patterns and cycle parking usage will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Table 7.2: Travel Plan SMART Targets (Preliminary)

8 Funding & Action Plan

Budget & Funding

- 8.1 The Applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. The Applicant has confirmed that it will fund the costs associated with the operation and implementation of the Travel Plan. The Applicant will also fund the Travel Plan Co-ordinator's costs. This funding will not only be made available for the measures identified in this version of the Travel Plan, including allowance for additional time spent by the Travel Plan Co-ordinator and for additional measures identified going forward.

Action Plan

- 8.2 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Provide Contact Details to Council	Applicant	On occupation
Communications	Distribute Travel Packs	Travel Plan Co-ordinator	On occupation
	Upload Travel Information to Website	Travel Plan Co-ordinator	Prior to occupation
	Travel Campaigns	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Provide Development Infrastructure as Set out in TS	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Promote TfGM Cycle Training	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Promote Cycle Hire Facilities	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates
Public Transport	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Provide Ticketing Arrangement Information	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Regular Review	Travel Plan Co-ordinator	On-going – periodic updates via social media, etc
Sustainable Servicing	Servicing Within the Site	Applicant	On occupation
	Adopt Servicing Strategy	Travel Plan Co-ordinator	Issue Servicing/Strategy – on occupation On-going – periodic updates via social media, etc
Sustainable Car Use	Promote Sustainable Access	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Provision of Parking Information to Customers	Travel Plan Co-ordinator	Travel pack/Website

Event Management			– on occupation On-going – periodic updates via social media, etc
	Promote Car Sharing	Travel Plan Co-ordinator	Travel pack/Website – on occupation On-going – periodic updates via social media, etc
	Promotion of Sustainable Access	Travel Plan Co-ordinator	Website/Social Media – on occupation On-going – periodic updates for specific events
		Diecast Event Organiser	Provide travel and parking information to event organiser
	Taxi Arrangements	Diecast Event Organiser/Site Security Team	On-going when required

Table 8.1: Preliminary Action Plan