



Premier Parking

Premier Parking, Hulme Hall Lane

Transport Statement

January 2025



Premier Parking

Premier Parking, Hulme Hall Lane

Transport Statement

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

PROJECT NO:
328596

DATE:
January 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250124 328596 TS RW v1.1.docx		24 January 2025	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	21 January 2025	ME	Draft for project team review
1.1	24 January 2025	ME	Final version for submission

CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Planning History	5
1.3	Methodology	5
1.4	Report Structure	5
2.	Existing Conditions	6
2.1	Site Location	6
2.2	Local Highway Network	7
2.3	Public Rights of Way	9
2.4	Air Quality	9
3.	Development Proposals	10
3.1	Proposed Use	10
3.2	Proposed Site Arrangement	11
3.3	Servicing and Delivery Arrangements	12
3.4	Parking Provision	13
4.	Sustainable Accessibility and Active Travel	15
4.1	Introduction	15
4.2	Pedestrian Accessibility	15
4.3	Cycle Accessibility	18
4.4	Public Transport Services	20
4.5	Summary	23
5.	Trip Generation	25
5.1	Proposed Bar	25
5.2	Matchday/ Event Parking	26
5.3	Conclusion	26
6.	Summary and Conclusion	27
6.1	Summary	27
6.2	Conclusion	27

APPENDICES

APPENDIX A Delivery and Service Management Plan

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

Premier Parking

Premier Parking, Hulme Hall Lane

Transport Statement



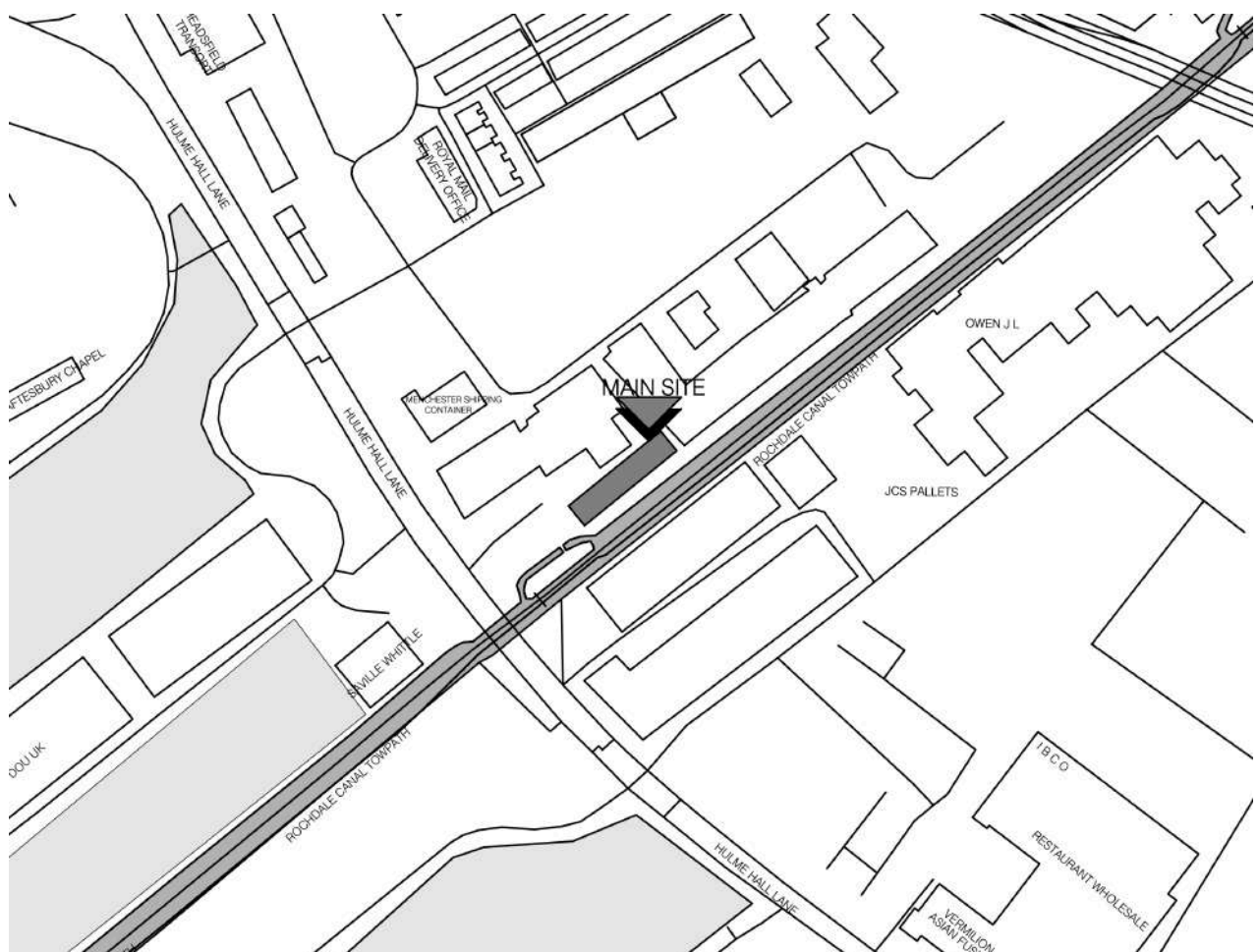
APPENDIX B Car Park Management Plan

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Premier Parking (the 'Applicant') to provide transport planning and highways advice in relation to a planning application at the Premier Parking site on Hulme Hall Lane (A6010) in Manchester.
- 1.1.2 The proposed development comprises the provision of a 601sqm bar, as well as matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena. Access to the site will continue to be taken from the existing secure gated access junction from Hulme Hall Lane.
- 1.1.3 Matchday / event parking has been operational on the site since May 2024.
- 1.1.4 The site location is shown in [Figure 1.1](#).

Figure 1.1 : Site Location Plan



1.2 Planning History

141432/FO/2024

- 1.2.1 The Applicant applied for planning permission at the site for a change of use of storage warehouse (Class B8) to drinking establishment / bar (sui generis) in November 2024. At the recommendation of Manchester City Council (MCC), the application was withdrawn in January 2025.
- 1.2.2 Comments were received from MCC regarding the information required to be submitted alongside another application for the same use. This included guidance from MCC Highways, which has guided the production of this TS.

1.3 Methodology

- 1.3.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which supersedes the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.3.2 A site visit was undertaken on Wednesday 8th January 2025.

1.4 Report Structure

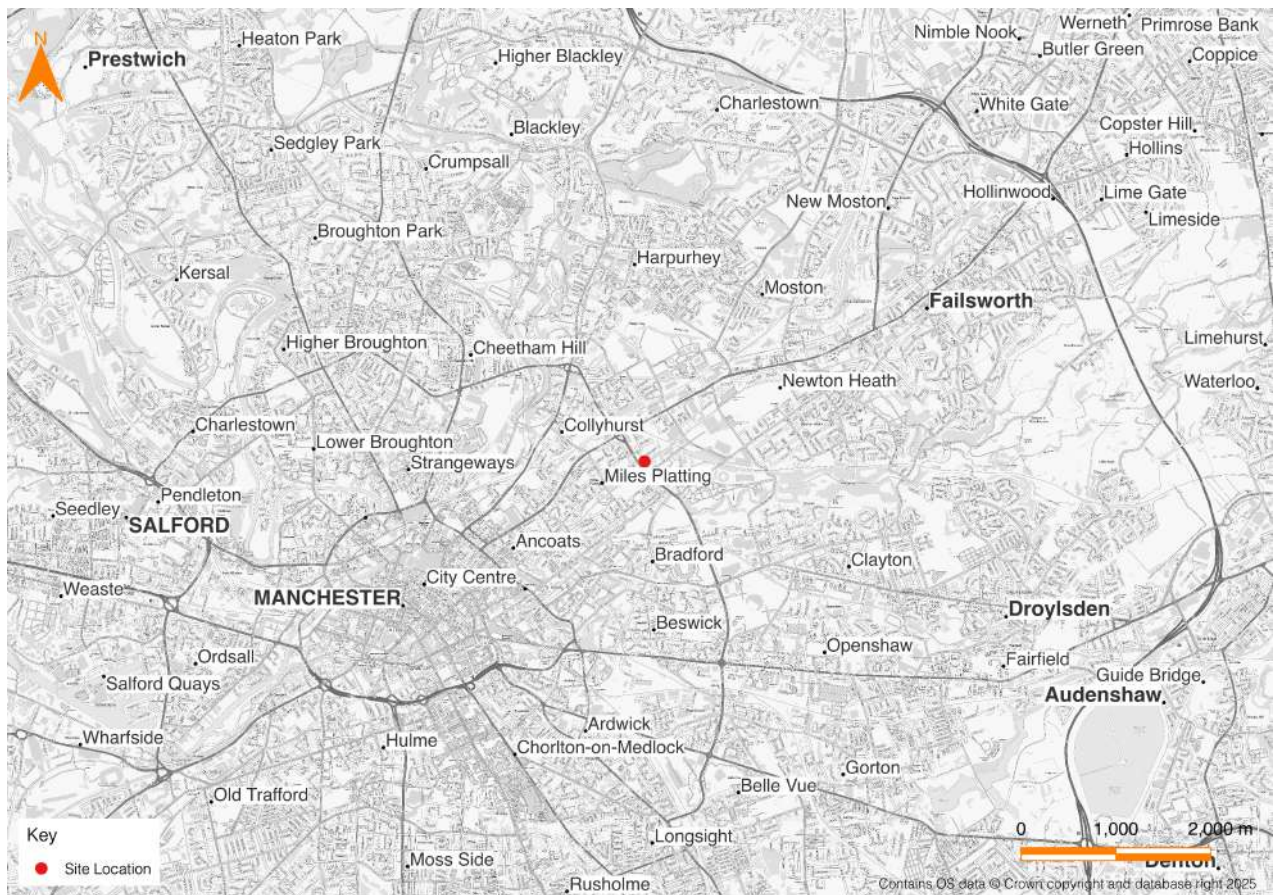
- 1.4.1 Following this introductory chapter, the TS has been structured as follows:
 - Chapter 2 describes the site location and local highway network;
 - Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
 - Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
 - Chapter 5 details the expected vehicle trip generation; and
 - Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location

2.1.1 The site is located in Manchester, c.500m northeast of the suburb of Miles Platting, c.900m southeast of the suburb of Collyhurst and c.2.8km northeast of Manchester City Centre, as shown in Figure 2.1.

Figure 2.1 : Strategic Site Location



2.1.2 The development site currently consists of an operation car park, which provides matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena and has been operational since May 2024. The site also consists of 2no. warehouses, which were previously occupied by an auctioneer.

2.1.3 An ariel view of the existing site is shown in Figure 2.1.

Photograph 2.1 : Existing Site

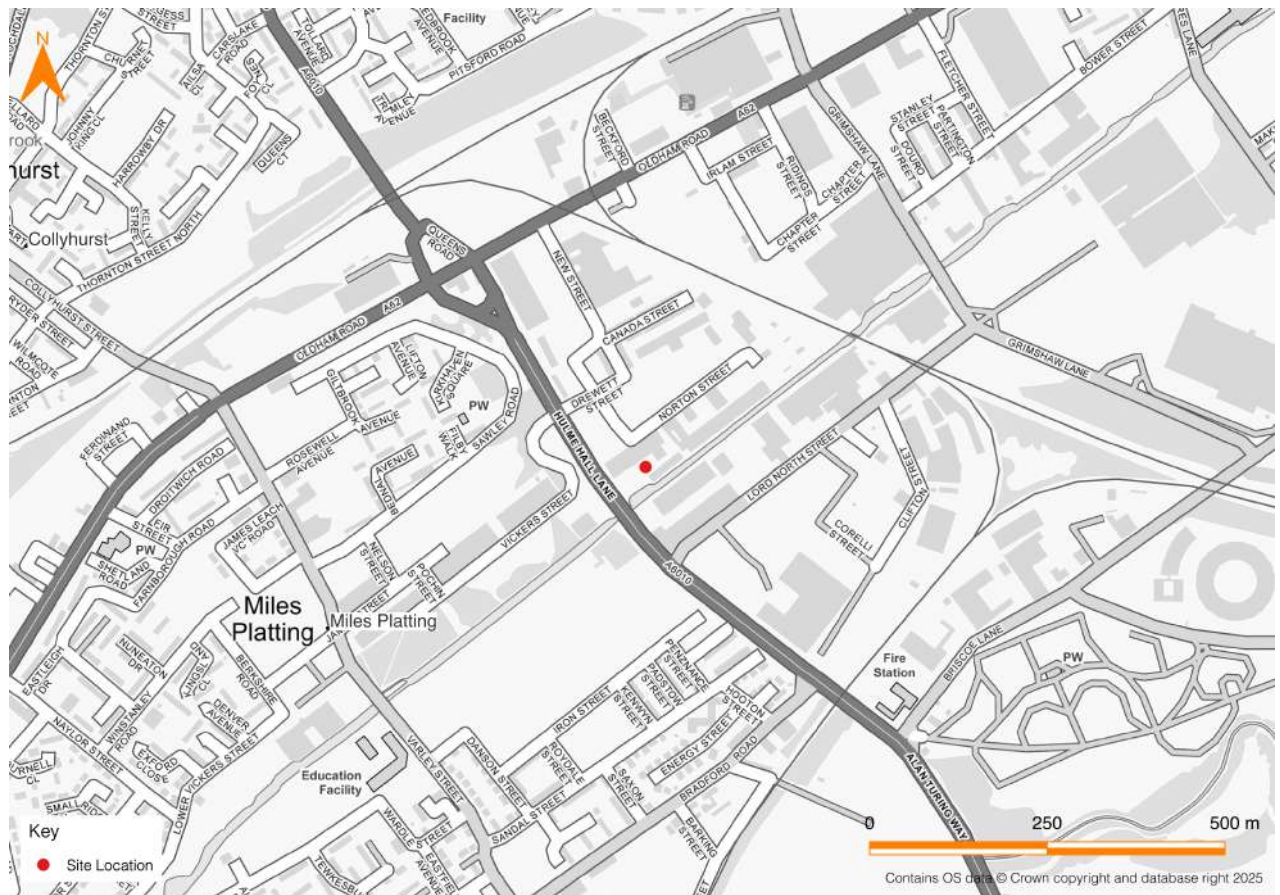


2.2 Local Highway Network

2.2.1 The site is bound to the west by Hulme Hall Lane (A6010), to the south by the Rochdale Canal, and to the north and east by existing commercial properties along Norton Street.

2.2.2 **Figure 2.2** shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Hulme Hall Lane (A6010)

2.2.3 Access to the site will be taken from Hulme Hall Lane, which runs in a broadly north-to-south alignment to the west of the site between the A6010 / Oldham Road roundabout to the north and the A6010 / A662 signalised crossroads to the south.

2.2.4 The existing conditions along Hulme Hall Lane are summarised in [Table 2.1](#).

Table 2.1 : Hulme Hall Lane (A6010) – Existing Conditions

Road Classification	A-road (A6010)	Footway Width	c.2.0m
Road Type	Two-way dual carriageway	Pedestrian Facilities	Pedestrian crossings at junction with Lord Street N
Speed Limit	30 mph	Cycle Facilities	Kerbed segregated cycle lanes and on-road cycle lanes
Carriageway Width	c.20.0m, including c.6m wide kerbed central reservation	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.3 Public Rights of Way

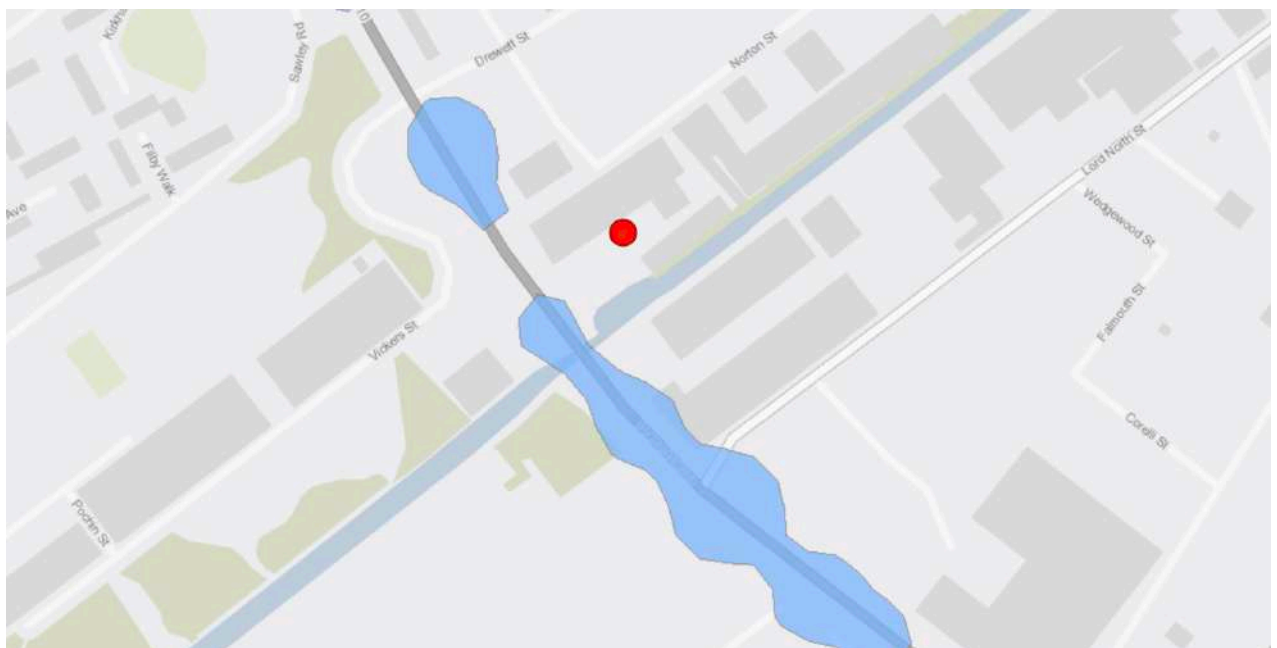
2.3.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.4 Air Quality

2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

2.4.2 Areas of the local highway network, including Hulme Hall Lane (A6010) are located within an AQMA, as shown in Figure

Figure 2.3 : Air Quality Management Area Map (source : DEFRA)

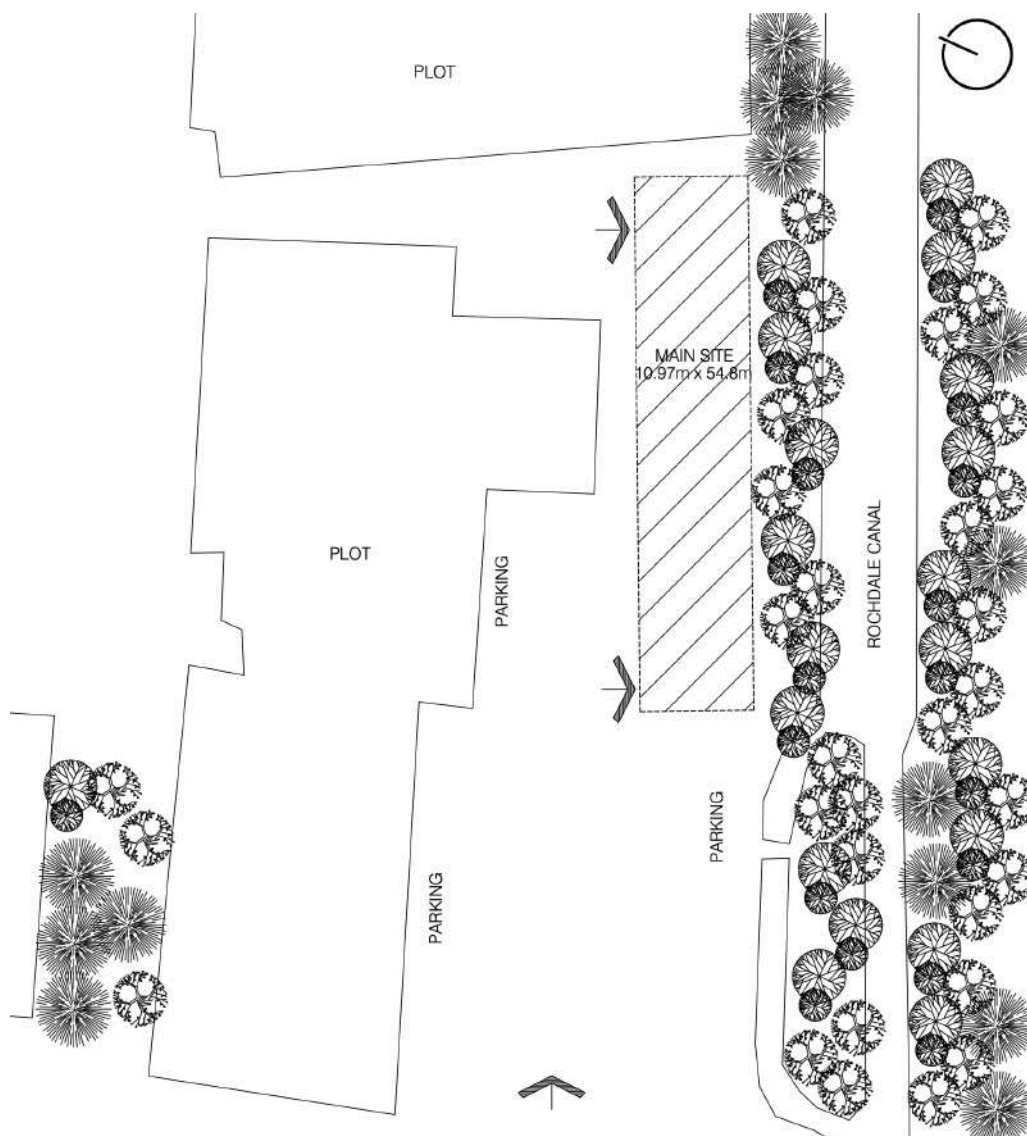


3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development comprises the provision of a 601sqm bar, as well as matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena for up to 240no. vehicles.
- 3.1.2 During year 1, the Applicant hopes to provide parking for up to 150 events, rising to 180 by Year 2 and 200+ by Year 3. This is in line with the assumption that the number of events at each arena will increase.
- 3.1.3 The bar will be open to the public on non-matchdays / event days.
- 3.1.4 The proposed site plan is shown in [Figure 3.1](#).

Figure 3.1 : Proposed Site Layout



3.1.5 It should be noted that the main operational use on the site is matchday/ event day parking, and the operator, Premier Parking, has been successfully managing the use of the car park since May 2024. The continued operation of the parking will continue to alleviate parking pressures on matchdays / event days in the area.

3.2 Proposed Site Arrangement

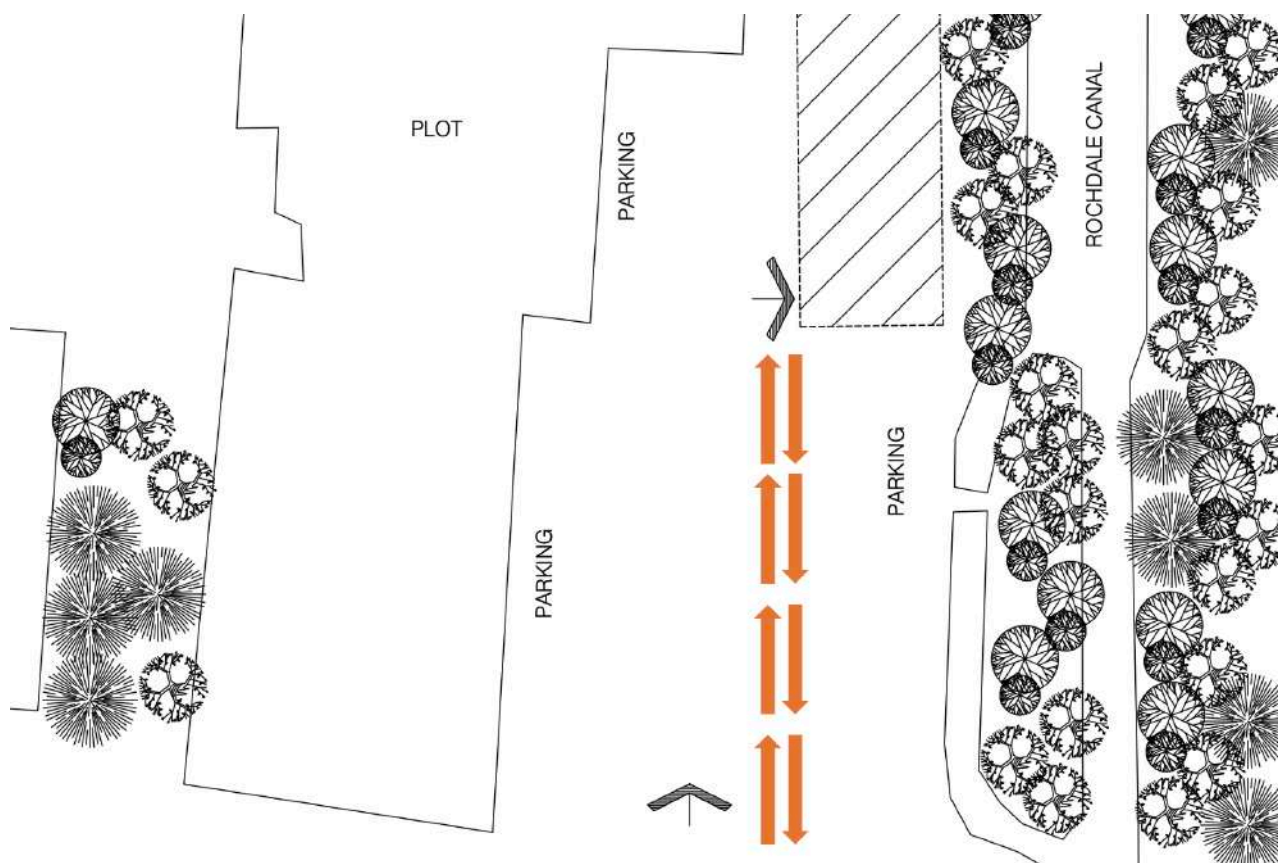
3.2.1 Access to the site will continue to be taken from the existing secure gated access junction on Hulme Hall Lane. As existing, the gate will only open inwards into the site, as to not obstruct the footway or highway.

3.2.2 Hulme Hall Lane is a dual carriageway standard, meaning the site access operates as a left-in/ left-out arrangement.

3.2.3 This access previously served the auctioneer/ warehouse use on the site, as well as the car park use that is currently operational. No changes are proposed to the site access; therefore, junction radii, widths and visibility splays remain as existing.

3.2.4 Pedestrian access to the bar will be provided via dedicated pedestrian route that is formally demarcated, as shown in Figure 3.2, as well as Photograph 3.1 and Photograph 3.2.

Figure 3.2 : Pedestrian Route to Bar



Photograph 3.1 : On-Site Pedestrian Route to Bar



Photograph 3.2 : On-Site Pedestrian Route to Bar



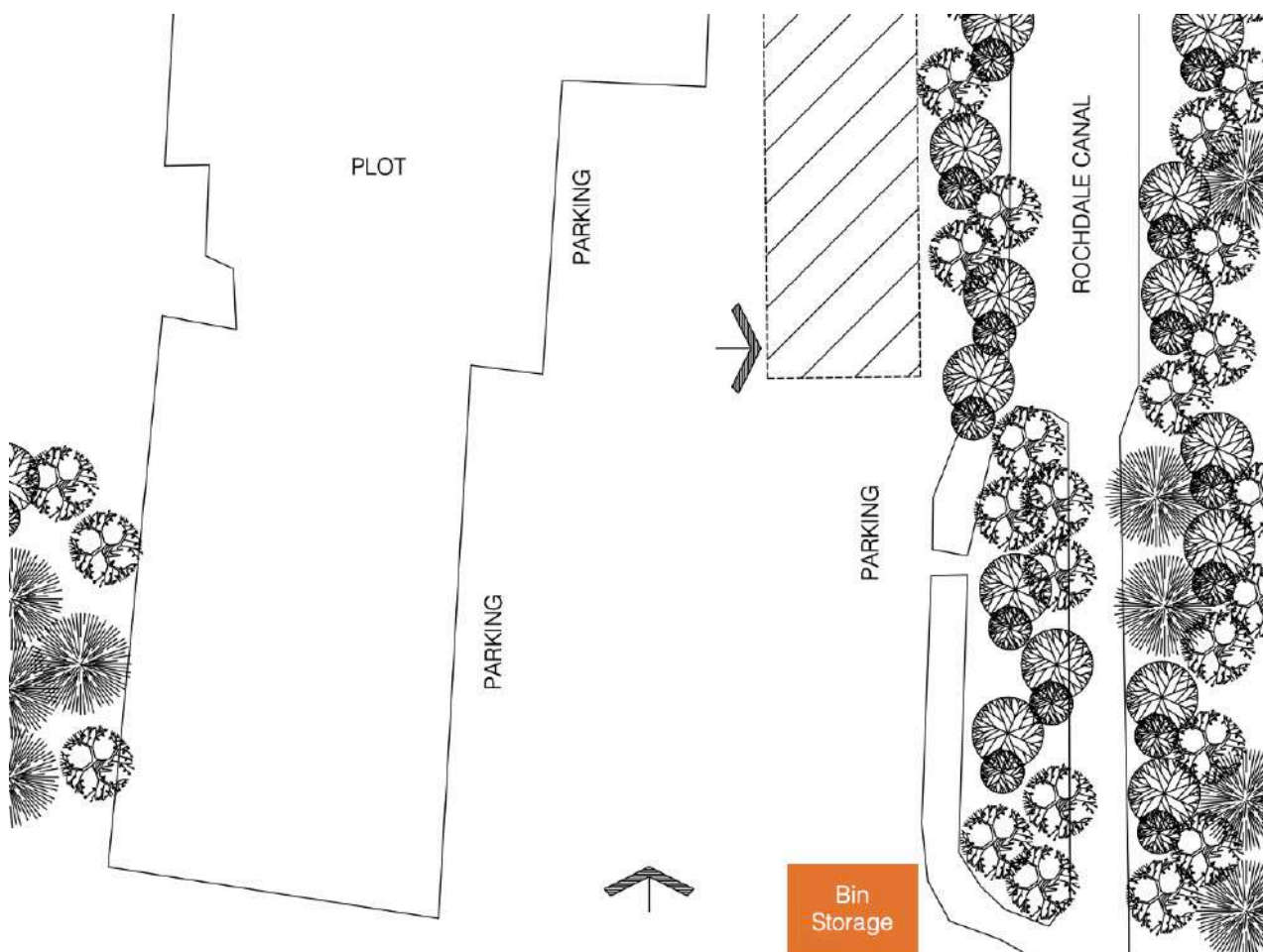
3.3 Servicing and Delivery Arrangements

- 3.3.1 Waste will be stored internally within the bar building, before being transferred to an external bin storage and collection point adjacent to the site access. This will be the responsibility of the commercial business.

3.3.2 Refuse collection will occur within the site by a private refuse collector. Collections will be arranged to occur outside of operating times and on non-matchdays / event days to avoid conflict with customers / users.

3.3.3 The location of the bin storage and collection point is shown in [Figure 3.3](#).

Figure 3.3 : Bin Storage and Collection Point



3.3.4 A Delivery and Servicing Management Plan is attached in [Appendix A](#).

3.4 Parking Provision

3.4.1 240no. car parking spaces will be provided on site, as per the existing arrangement. No additional parking is proposed to what is already provided on site.

3.4.2 In the absence of local parking standards for this land use, 10no. spaces will be dedicated for bar users on matchday / event; they will be located at the back of the facility and to the side of the bar in designated bays. The remaining 230no. spaces will be available for matchday / event parking, which are provided in a linear formation.

3.4.3 All on-site parking will be available for bar users on non-matchdays / event days.

3.4.4 A Car Park Management Plan is provided in **Appendix B**.

3.4.5 In addition, a total of 10no. sheltered cycle spaces are provided across 5no. Sheffield stands; these are shown in **Photograph 3.3**.

Photograph 3.3 : On-Site Sheltered Cycle Parking



4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government’s planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, ‘*Promoting Sustainable Transport*’, sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.”*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.
- 4.1.5 Whilst it is recognised that the promotion of sustainable travel in reference to the matchday / event parking is not appropriate, sustainable travel could be used by employees and those accessing the proposed bar. The Applicant has advised that current staff at the site tend to travel sustainably, either by bus or tram.
- 4.1.6 It should be highlighted that the provision of matchday / event parking will continue to alleviate parking pressures associated with matchdays and events.

4.2 Pedestrian Accessibility

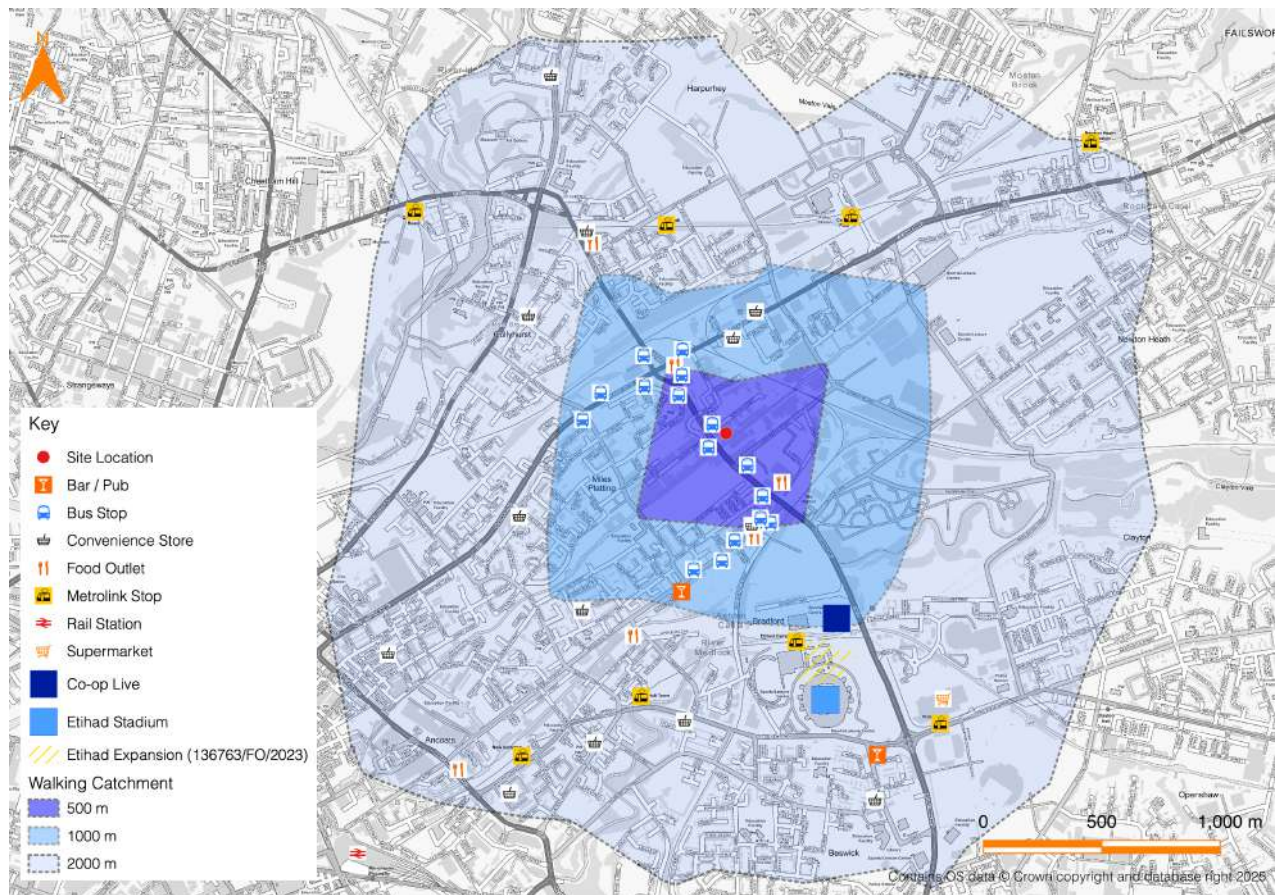
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document ‘*Guidelines for Providing for Journeys on Foot (2000)*’, are shown in [Table 4.1](#).

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 4.2.5 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Northbound Bus Stop on Hulme Hall Lane	50m	<1 minute
Southbound Bus Stop on Hulme Hall Lane	100m	1 minute
Vermillion Restaurant	300m	4 minutes
Bus Stops on Oldham Road	450m	5 minutes
Bargain Booze Convenience Store	600m	7 minutes
Co-op Live Arena	950m	11 minutes
The Bradford Inn	950m	11 minutes
Etihad Campus Metrolink Stop	1.1km	13 minutes
Etihad Stadium	1.2km	14 minutes

4.2.7 As shown in Figure 4.1, several bus stops are available within a 500m walking catchment of the site, including the closest bus stops to the site on Hulme Hall Lane within c.100m (1-minute walk). Additional services are also available from Oldham Road within c.450m (5-minute walk).

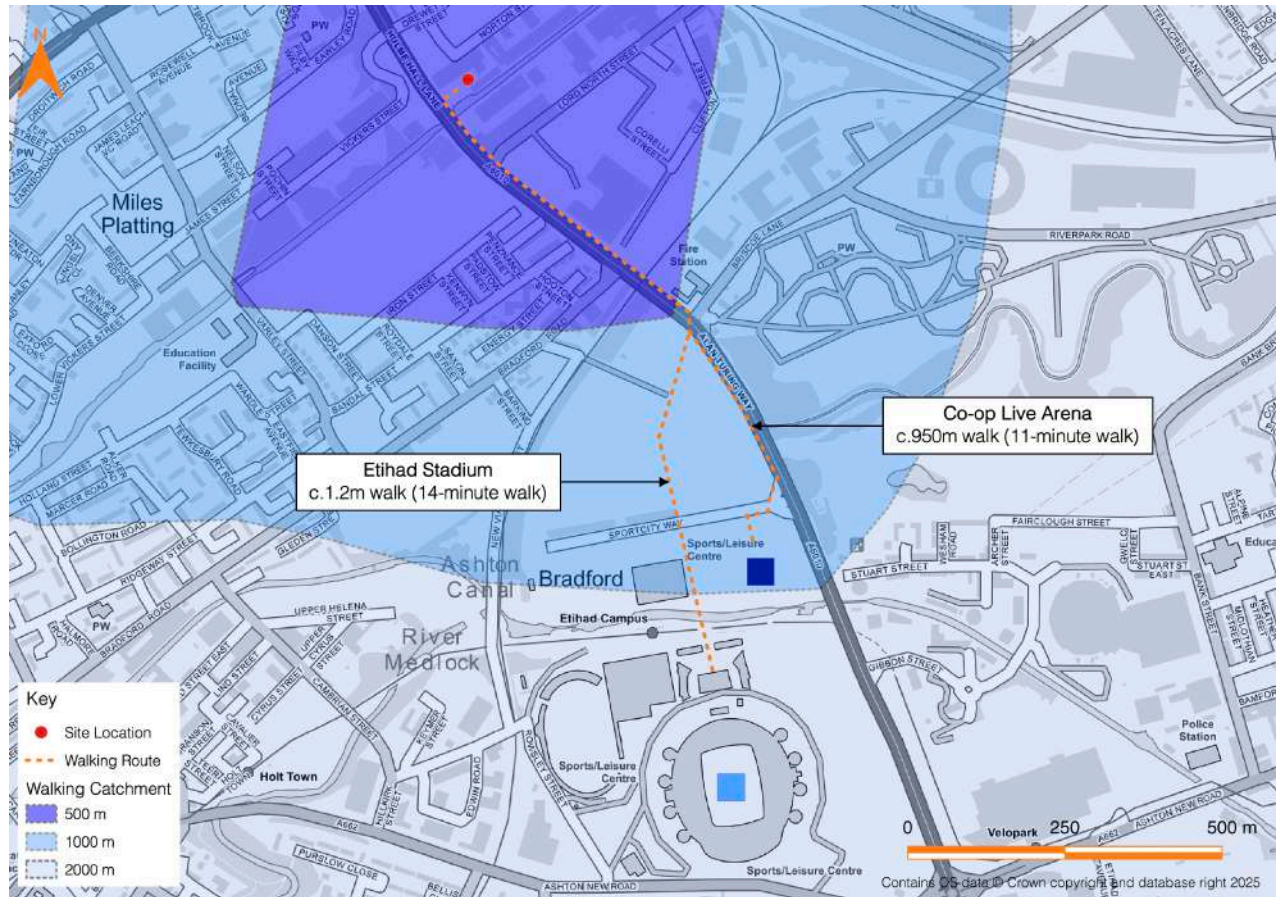
4.2.8 Metrolink services could also be used to access the site, with the closest stop (Etihad Campus) located within c.1.1km (13-minute walk) of the site.

4.2.9 The site will provide matchday / event parking for the Etihad Stadium and Co-op Live Arena which are both located within a reasonable walking distance from the site via Hulme Hall Lane and existing pedestrian crossings, as described in Chapter 2. The Co-op Live arena is located within c.950m (11-minute walk), whilst the Etihad Stadium is located within c.1.2km (14-minute walk). These walking routes are shown in Figure 4.2.

4.2.10 As also seen in Figure 4.1, a planning application to expand the Etihad Stadium to provide new fan, entertainment and leisure facilities was approved in Summer 2023 (App Ref : 136763/FO/2023). The proposals will see a new hotel constructed at the stadium, as well as food, drink and leisure facilities.

4.2.11 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving at pedestrian crossings, and the site is well situated in terms of accessibility to local bus services, as well as the Etihad Stadium and the Co-op Live arena. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

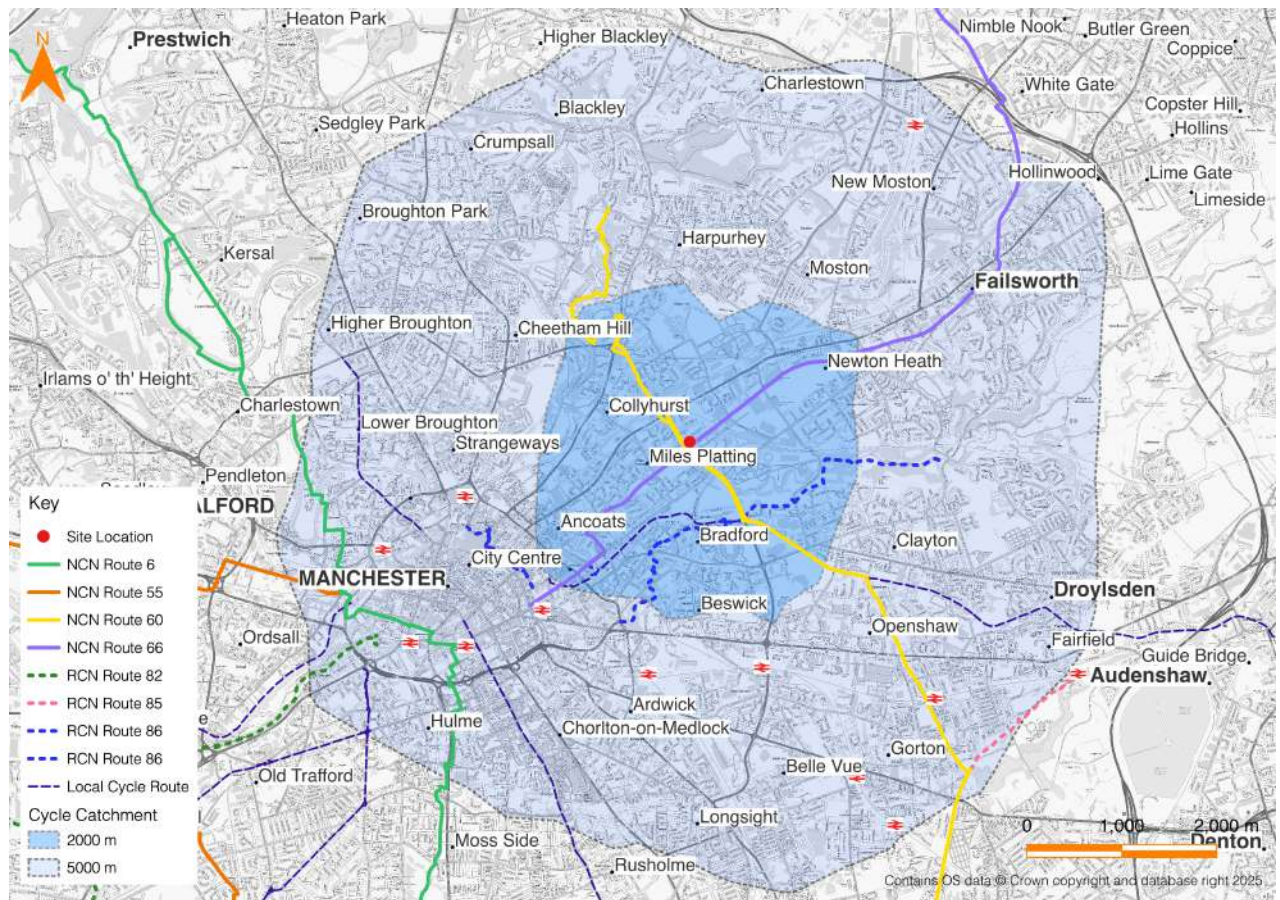
Figure 4.2 Walking Routes – Co-op Live & Etihad Stadium



4.3 Cycle Accessibility

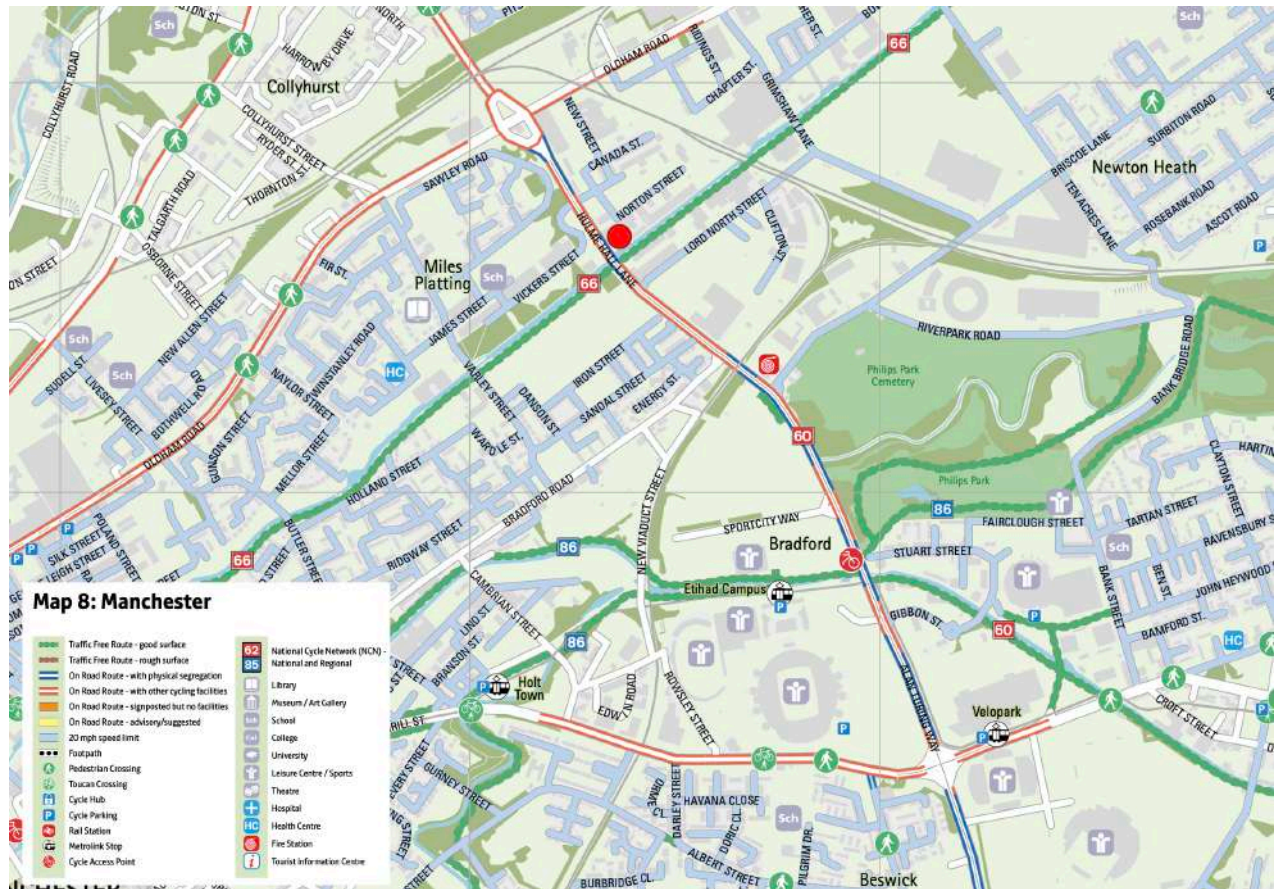
- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.
- 4.3.3 Figure 4.3 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.3 : Cycle Catchment Plan



- 4.3.4 As shown in Figure 4.3, the suburbs of Newton Heath, Ancoats and Beswick are available within a 2km cycle catchment. A number of suburban areas, as well as Failsforth, Droylsden and Manchester City Centre, are located within a 5km cycle catchment of the site.
- 4.3.5 Routes on both the National Cycle Network (NCN) and Regional Cycle Network (RCN) are available within the cycle catchment. This includes NCN Route 60 which runs adjacent tot the site along Hume Hall Lane, as well as NCN Route 66 which runs adjacent to the site along the Rochdale Canal.
- 4.3.6 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.4.

Figure 4.4 : Local Cycle Map (source : TfGM)



4.3.7 As shown in Figure 4.4, NCN Route 60 exists as on-road routes along Hulme Hall Lane, and NCN Route 66 exists as a traffic-free route. NCN Route 60 connects with a network of on-road routes on the local highway network.

4.3.8 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for site users, particularly as an alternative to private car trips.

4.4 Public Transport Services

4.4.1 Figure 4.5 provides a map of the local public transport provision in the vicinity of the site.

Figure 4.5 : Public Transport Map – Manchester (source : TfGM)



Local Bus Services

- 4.4.2 The closest bus stops to the site are located on Hulme Hall Lane adjacent to the site within c.100m (1-minute walk). Additional services are also available from Oldham Road c.450m (5-minute walk) north of the site via Hulme Hall Lane.
- 4.4.3 Table 4.3 provides a summary of routes and times of local public bus services accessible from these bus stops.

Table 4.3 : Local Bus Services – Hulme Hall Lane and Oldham Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
53	Cheetham Hill — Harpurhey — Gorton — Rusholme — Old Trafford — Pendleton	2	2	2	2	1
83	Oldham — Hollinwood — Newton Heath — Manchester	6	6	6	4	3
84	Uppermill — Lees — Oldham — Hollinwood — Manchester	6	6	6	6	4
181 / 182	Shaw — Royal Oldham Hospital — Chadderton — Manchester	2	2	2	2	1

4.4.4 As shown in [Table 4.3](#), regular services are available from the local highway network within a reasonable walking distance from the site. Such services provide access to a range of destinations across Greater Manchester, including Manchester City Centre, Rusholme, Oldham and Newton Heath.

4.4.5 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for site users.

Metrolink Services

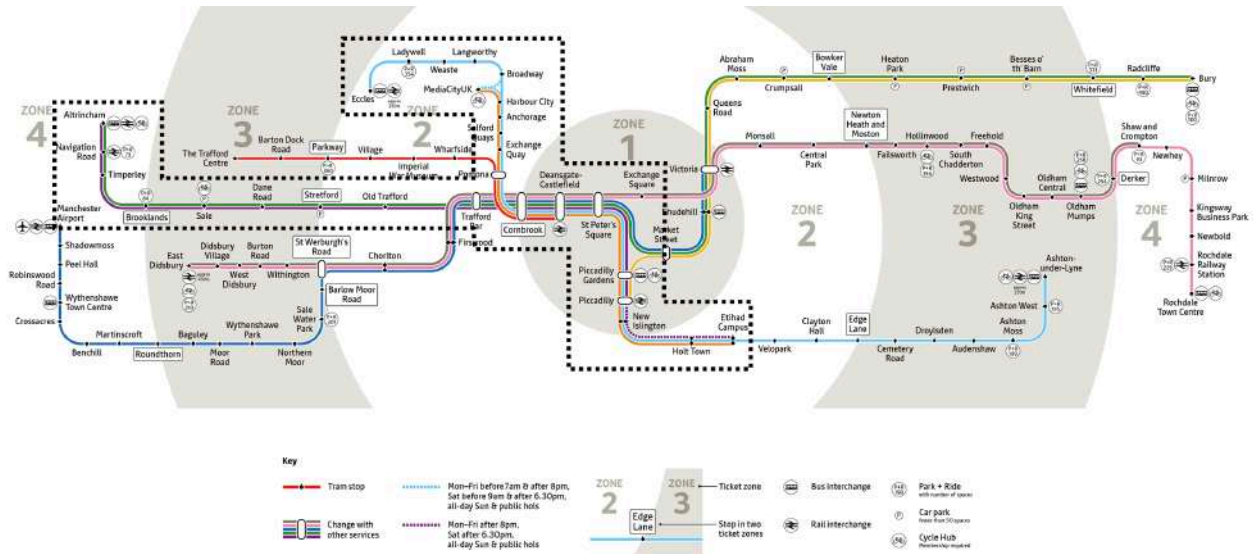
4.4.6 The closest Metrolink station is the Etihad Campus stop, c.1.1km to the east of the site, adjacent to the Etihad Stadium. It is therefore accessible within both the walking and cycling catchments.

4.4.7 The Etihad Campus is accessible predominantly via the Light Blue and Orange lines, which run from Eccles to Ashton-under-Lyne, and MediaCityUK and the Etihad Campus respectively. The Purple line, which usually travels from Altrincham to Piccadilly, also travels to the Etihad Campus Monday to Friday after 20:00, on Saturdays after 18:30, all day Sunday and on bank holidays.

4.4.8 These services are available from the Etihad Campus stop at a frequency of every 12 minutes in each direction.

4.4.9 [Figure 4.6](#) shows a map of the Metrolink network, with the relevant lines highlighted.

Figure 4.6 : Metrolink Map (source : TfGM)



4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of national, regional and local cycle routes within the local area;
- Regular bus services from Hulme Hall Lane and Oldham Road provide access to areas across Greater Manchester, including into Manchester City Centre; and
- The Etihad Campus Metrolink stop allows access to regular Metrolink services across Greater Manchester and to local stops.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 It is recognised that the parking-element of the site caters for private vehicle use. However, the continuing operation of the matchday / event parking will continue to alleviate parking pressures associated with matchdays and events.

4.5.4 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.5.5 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 Proposed Bar

TRICS Trip Rates

- 5.1.1 To quantify the traffic impact of the proposed bar on the local highway network, a trip generation exercise has been undertaken. Vehicles trip rates have been derived from the TRICS database (v7.11.4) using the *'Hotel, Food & Drink – Public House (without Restaurant)'* land use category. Full TRICS outputs are attached in [Appendix C](#).
- 5.1.2 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.
- 5.1.3 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.4 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation.

Trip Generation

- 5.1.5 The TRICS trip rates and estimated trip generation during the weekend peak hour (15:00-16:00) shown in [Table 5.1](#).
- 5.1.6 Weekday data is not available for this land use. Due to the nature of the development, it can be assumed that the bar will not generate any trips during the weekday AM peak period. To provide a robust assessment, and in the absence of appropriate data, the weekday PM peak period has been assumed to equal the weekend peak period.

Table 5.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	PM Peak Hour (17:00-18:00) <i>*assumed to be equal to weekend peak hour</i>			Weekend Peak Hour (15:00-16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate <i>'Hotel, Food & Drink – Public House'</i>	1.548	1.419	2.967	0.903	1.419	2.322
Proposed Bar (601 sqm)	9	9	18	5	9	14

5.1.7 As shown in [Figure 5.1](#), the proposed bar is expected to generate **18** two-way trips during the PM peak hour and **14** two-way trips during the Weekend peak hour. This equates to approximately one trip every 4 minutes when averaged over the peak periods.

5.2 Matchday/ Event Parking

5.2.1 As spaces will be available for bar users, the car park will provide a total of 230no. spaces for matchday / event parking.

5.2.2 As used for matchday / event parking, users will be parked at the site for a longer period of time (i.e. in excess of 1 hour). As all vehicles will be arriving for one event, all arrivals are likely to occur around the same. Therefore, the maximum sum of arrivals and departures over a 1-hour period to the car park will be 230. This is a robust assumption, and in reality, it is likely that both arrivals and departures will be staggered. The proposed bar use on site will also support the staggering of both arrivals and departures.

5.2.3 It should be noted that this is an existing car park, with such trips to Co-op Live / the Etihad Stadium already occurring on the local highway network. Trips associated with Co-op Live / Etihad Stadium events are already accounted for on the local highway network. The development proposals will therefore not increase the number of trips on the local highway network.

5.3 Conclusion

5.3.1 Based on this expected trip generation, it can be reasonably concluded that the development will have not have a 'severe' impact on the local highway network, as stated in paragraph 116 of the National Planning Policy Framework (NPPF) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Premier Parking to provide transport planning and highways advice in relation to a planning application at the Premier Parking site on Hulme Hall Lane (A6010) in Manchester.
- 6.1.2 The proposed development comprises the provision of a 601sqm bar, as well as matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, bus services and Metrolink services. These travel options provide a realistic alternative to single occupancy car travel.
 - The continuing operation of the matchday / event parking at the site will continue to alleviate parking pressures associated with matchdays and events.
 - Access to the site will be taken from as existing from Hulme Hall Lane (A6010).
 - Refuse collection will be undertaken by a private refuse collector, via a dedicated bin store adjacent to the site access.
 - The current premises provides 240no. parking spaces. With the development proposals, 230no. spaces will be provided for the matchday / event parking, and 10no. spaces will be dedicated for bar users.
 - The proposed matchday / event parking is already operational. As trips to the Etihad Stadium / Co-op Live arena will already occur, the parking provision does not create any additional trips on the local highway network.
 - The proposed bar is expected to generate **18** two-way trips during the PM peak hour and **14** two-way trips during the Weekend peak hour. This equates to approximately one trip every 4 minutes when averaged over the peak periods; therefore, the development proposals will not have a severe impact on the road network, which is the threshold set out in paragraph 116 of the NPPF under which development should not be refused on highways grounds.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A Delivery and Service Management Plan



Premier Parking

Premier Parking, Hulme Hall Lane

Delivery and Service Management Plan

January 2025



Premier Parking

Premier Parking, Hulme Hall Lane

Delivery and Service Management Plan

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

PROJECT NO:
328596

DATE:
January 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250124 328596 DSMP v1.1.docx	RW	24 January 2025	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	21 January 2025	ME	Draft for project team review
1.1	24 January 2025	ME	Final version for planning submission

CONTENTS

1.	Introduction	3
1.1	Preamble	3
1.2	Delivery and Service Management Plans	3
2.	Delivery and Servicing Strategy	5
2.1	Vehicular Access	5
2.2	Delivery and Servicing Vehicles	5
2.3	Delivery / Servicing Schedule	5
2.4	Deliveries – Loading and Unloading	5
2.5	Refuse Collection	6
2.6	Behaviour of Personnel During Deliveries	7
2.7	Safety Practices	7
2.8	Business Involvement	7

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Premier Parking (the 'Applicant') to provide transport planning and highways advice in relation to a planning application at the Premier Parking site on Hulme Hall Lane (A6010) in Manchester.
- 1.1.2 The proposed development comprises the provision of a 601sqm bar, as well as matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena. Access to the site will continue to be taken from the existing gated access junction on Hulme Hall Lane.
- 1.1.3 Matchday / event parking has been operational on the site since May 2024.
- 1.1.4 This Delivery and Servicing Management Plan (DSMP) should be read in conjunction with the Transport Statement, also produced by Mode.

1.2 Delivery and Service Management Plans

- 1.2.1 A DSMP is designed to provide a framework for operators to adopt for the management of all delivery and servicing vehicle movements to and from the site. It has links with the travel planning process, given that the overarching focus of the strategy is to encourage efficient and sustainable movements, in this case in relation to goods and deliveries rather than people. The DSMP is therefore an important tool for managing transport impacts on the local road networks and on local residential properties and businesses.
- 1.2.2 The primary objectives of a DSMP are:
 - To minimise the impacts of delivery and service movements, particularly at peak times.
 - To facilitate sustainable delivery and service travel.
 - To promote smart operations to reduce demand for delivery and service travel.
 - To manage the timing of deliveries to reduce the impact in peak periods.
 - To ensure appropriate routing strategies are in place for travel.
- 1.2.3 The DSMP can have benefits for a number of parties, including businesses, Local Authorities and local residents. These are:
 - Lower operating costs due to better management of deliveries.
 - Time and efficiency savings for operators and their employees.
 - Improvements to reliability and supply chain efficiency.

- Improved safety through reduction in the risk of accidents occurring on-site.
- Reduction in the impact on the environment as there will be fewer journeys and lower emissions leading to improved air quality and reduced noise.

2. Delivery and Servicing Strategy

2.1 Vehicular Access

- 2.1.1 Access to the site will continue to be taken from the existing gated access junction from Hulme Hall Lane. This access previously served the auctioneer/ warehouse use on the site, as well as the car park use that is currently operational.
- 2.1.2 Hulme Hall Lane is a dual carriageway standard, meaning the site access operates as a left-in/ left-out arrangement.

2.2 Delivery and Servicing Vehicles

- 2.2.1 The largest vehicles expected to enter the site will be a refuse vehicle and a 10m rigid vehicle. Both of these vehicles will be able to enter, manoeuvre and exit the site access, as per the existing arrangements.
- 2.2.2 Most deliveries will be undertaken by smaller vans, such as transit vans, opposed to HGVs.

2.3 Delivery / Servicing Schedule

- 2.3.1 All delivery / servicing times will be arranged to take place outside of operational hours and on non-matchdays / event days. Primarily, they will take place Monday - Saturday, between 08:00 to 15:00, with no deliveries / waste collections taking place on Sundays and bank holidays. This will ensure that the car park is empty, so delivery / servicing vehicles will be able to manoeuvre, and potential conflict with pedestrians is kept to a minimum.
- 2.3.2 A staff member will be on site at all times to oversee deliveries / servicing and allow access through the secure gated entrance.
- 2.3.3 There are no residential properties immediately adjacent to the site and therefore early / late deliveries should not cause an issue.
- 2.3.4 The proposed development will be serviced by a private refuse collection contractor and therefore it can be ensured that refuse collection will be scheduled outside of opening times and on non-matchdays / event days. This will be included in the contract with the private refuse collection contractor.

2.4 Deliveries – Loading and Unloading

- 2.4.1 All delivery vehicles will enter the site. No servicing or delivery vehicles will stop on Hulme Hall Lane.
- 2.4.2 The occupier will undertake deliveries in accordance with the following:

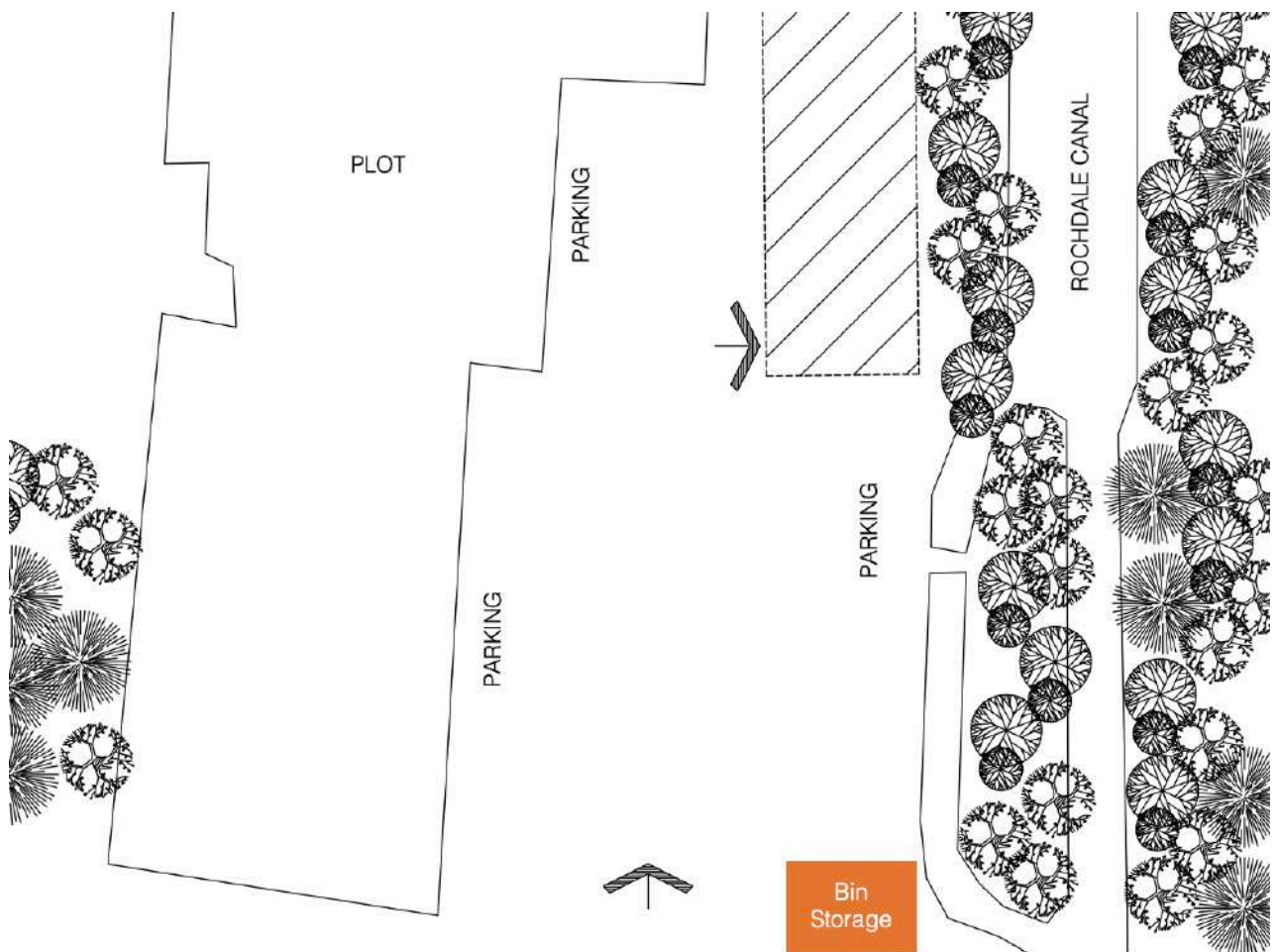
- Delivery vehicles will enter the site in a forward gear and turn within the development site's car park. After offloading the goods, they would then proceed in a forward gear to the site access and leave via Hulme Hall Lane.
- Deliveries will be scheduled outside of operational hours, and on non-matchdays / event days, which will allow the car parking area to be clear during delivery times.
- Where feasible, companies with regular deliveries to and from the site will be encouraged to arrange these outside of peak hours to alleviate pressure on the highway network.

2.5 Refuse Collection

2.5.1 Refuse collection will occur within the site by a private refuse collector. Collections will be arranged to occur outside of operating times to avoid conflict with customers / users.

2.5.2 The location of the bin storage and collection point is shown in [Figure 2.1](#).

Figure 2.1 : Bin Storage and Collection Point



2.5.3 Waste will be collected from the bin store directly, with a refuse vehicle entering the site, manoeuvring within the car park area and exiting in forward gear via Hulme Hall Lane.

- 2.5.4 This servicing arrangement will rely on the on-site car park being minimal. The development will be serviced by a private refuse collection contractor and will be scheduled to take place outside opening hours and on non-matchdays / event days, which will allow the car parking area to be used for manoeuvring. This will be included in the contract to ensure deliveries do not occur when the car park is in use.
- 2.5.5 It is common for business to use private refuse collection contractors and book timeslots outside of operational hours. There are no residential properties immediately adjacent to the site and therefore early / late collections should not be an issue.

2.6 Behaviour of Personnel During Deliveries

- 2.6.1 The Freight Transport Association (FTS) has developed a code of practice which sets out guidance to all operators on minimising and, where practicable, avoiding disturbance to residents and businesses when making deliveries.
- 2.6.2 Responsibility for minimising disruption and noise will be with the drivers, who are making deliveries, and the individuals/ businesses who are receiving deliveries.
- 2.6.3 In line with the FTA's guidelines, delivery personnel and businesses receiving deliveries will be required to:
- Turn off radios in the vehicles.
 - Carefully close doors and tailgates to minimise noise.
 - Use delivery trolleys to transfer goods which are properly maintained to ensure a quiet operation.

2.7 Safety Practices

- 2.7.1 The standard safety practices for both the driver and operator are listed below:
- All relevant PPE is worn during delivery (boots, jackets, gloves, Hi-Viz).
 - Audible and visible warning devices to be used.
 - Only trained persons to be involved.
 - All operators and drivers are aware of risk management procedures.

2.8 Business Involvement

- 2.8.1 The site operator will be informed about the DSMP in relation to its function, aims and objectives and what can be done to encourage sustainable delivery and servicing practices.
- 2.8.2 It will be important to highlight the potential benefits accrued through reviewing their delivery and servicing operations.

2.8.3 Occupiers will be encouraged to contract suppliers registered with a best practice scheme in order to minimise the impacts associated with the delivery journeys to and from the development.



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk

📍 [modetransport.co.uk](https://www.modetransport.co.uk)

✂ [@mode_transport](https://twitter.com/mode_transport)

APPENDIX B

Car Park Management Plan



Premier Parking

Premier Parking, Hulme Hall Lane

Car Park Management Plan

January 2025



Premier Parking

Premier Parking, Hulme Hall Lane

Car Park Management Plan

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

PROJECT NO:
328596

DATE:
January 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250124 328596 CPMP v1.1.docx	RW	24 January 2025	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	21 January 2025	ME	Draft for project team review
1.1	24 January 2025	ME	Final version for submission

CONTENTS

1.	Introduction	3
1.1	Preamble	3
1.2	Car Park Management Plans	3
2.	Parking Strategy	5
2.1	Vehicular Access	5
2.2	Parking Provision	5
2.3	Matchday / Event Parking	5
2.4	Bar Parking	5

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Premier Parking (the 'Applicant') to provide transport planning and highways advice in relation to a planning application at the Premier Parking site on Hulme Hall Lane (A6010) in Manchester.
- 1.1.2 The proposed development comprises the provision of a 601sqm bar, as well as matchday / event parking for the nearby Etihad Stadium and Co-op Live Arena. Access to the site will continue to be taken from the existing gated access junction from Hulme Hall Lane. An aerial image of the existing site layout is shown in [Figure 1.1](#).

Figure 1.1 : Existing Site Layout



- 1.1.3 Matchday / event parking has been operational on the site since May 2024.

1.2 Car Park Management Plans

- 1.2.1 A Car Park Management Plan (CPMP) is designed to provide a framework for operators to adopt for the management their on-site car park. The overarching focus of the strategy is to encourage the safe and efficient operation of the site's car park. The CPMP is therefore an important tool for managing transport impacts on the local road networks and on-site users.

1.2.2 It should be noted that the main operational use on the site is matchday/ event parking, and the operator, Premier Parking, has been successfully managing the use of the car park since May 2024. All car parking is managed via a booking system and this CPMP will be used in tandem to their current systems.

1.2.3 The primary objectives of a CPMP are:

- To ensure the site's parking arrangements operate efficiently and safely to ensure the local highway network is not adversely affected.
- To prevent overspill parking onto the local highway network.
- To manage the use of the car park for matchday / event parking to prevent parking by non-site users.
- To manage the use of the car park for bar users, both on matchdays / events, and on non-matchdays / event days.

1.2.4 The CPMP can have benefits for a number of parties, including businesses, Local Authorities and local residents. These are:

- Reduction or prevention of inappropriate on-street parking on the local highway network.
- Ease of access and use of the site for users.
- Improved safety through reduction in the risk of accidents occurring on-site.
- Improved overall operation of the site.

2. Parking Strategy

2.1 Vehicular Access

- 2.1.1 Access to the site will continue to be taken from the existing secure gated access junction from Hulme Hall Lane. This access previously served the auctioneer/ warehouse use on the site, as well as the car park use that is currently operational.

2.2 Parking Provision

- 2.2.1 240no. car parking spaces will be provided on site, as per the existing arrangements, located both outside and inside the min warehouse unit. No additional parking is proposed to what is already provided on site.
- 2.2.2 In the absence of local parking standards for this land use, 10no. spaces will be dedicated for bar users on event / matchdays. The remaining 230no. spaces will be available for matchday / event parking, which are provided in a linear formation to enable easy management by the operator.
- 2.2.3 All on-site parking will be available for bar users on non-matchdays / event days.
- 2.2.4 In addition, a total of 10no. sheltered cycle spaces are provided across 5no. Sheffield stands.

2.3 Matchday / Event Parking

- 2.3.1 Matchday / event day parking has been operational on the site since May 2024. Users book a space via the website (<https://premier-parking.co.uk/>) for a specific match at the Etihad Stadium, or event at the Co-op Live arena. The users are provided with an earliest arrival time and arrive when they wish after this time, arriving at the site's secure gated entrance and providing booking details to allow entry. Users are then guided to their space via on-site staff. At departure time, users are provided with a time when the gates will close.
- 2.3.2 At the departure time, gates will open 90 minutes after any event finishes and cars are let out of the car park in a staggered manor, to allow the exit for all vehicles to leave in a steady stream, to be safe and efficient. This is controlled by trained on-site staff / stewards, with the process currently undertaken in this manner. The Applicant has advised that such arrangement is effective, and ensures arrivals and departures are organised.

2.4 Bar Parking

Matchdays / Events

- 2.4.1 10no. spaces will be dedicated for bar users on event / matchdays free of charge. Signage will be in place to warn users that the spaces are for bar users only; the possibility to provide a penalty for those not adhering could be explore. This will be controlled through the online booking system and trained on-site staff.

2.4.2 These spaces will be located at the back of the facility and to the side of the bar in designated bays and will be clearly signposted as bar-only spaces. Users will be able to request a bar-parking space at the site's gated entrance to allow access.

2.4.3 A limited number of spaces has been provided to ensure the matchday / event parking capacity is maximised. It is anticipated that the majority of bar users will not need a dedicated space, and will either be:

- Those who have paid for matchday / event parking at the site and therefore do not need to use the dedicated bar parking; or
- Those who have travelled to the area via another form of transport / parked in a different location and use the bar facilities.

Non Matchdays / Event Days

2.4.4 As the bar is proposed to operate on non-matchdays / event days, all on-site parking will be available for bar users on non-matchdays / event days.



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk

📍 [modetransport.co.uk](https://www.modetransport.co.uk)

✂ [@mode_transport](https://twitter.com/mode_transport)



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk

📍 [modetransport.co.uk](https://www.modetransport.co.uk)

✂ [@mode_transport](https://twitter.com/mode_transport)