Technical design note

Project name	Ancoats Mobility Hub		
Design note title	Variation of Planning Condition 34(a)		
Document reference	32083-HYD-XX-XX-RP-TP-100-P1		
Author	Chris Rushton BA (Hons) CMILT		
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1. Introduction

1.1 Overview

1.1.1 Hydrock, now Stantec have been instructed by Manchester City Council [MCC] to support the variation of a planning condition associated with the Ancoats Mobility Hub, Manchester.

1.1.2 A justification for the provision of Car Club and Car Share bays within the Mobility Hub is required to support the variation of planning condition 34(a) (referenced below) associated with the approved Ancoats Mobility Hub scheme (Ref: 130627/FO/2021), which this Technical Note [TN] aims to present.

1.1.3 Condition 34(a):

Prior to the first use of the Mobility hub, the 20 car club spaces and 10 car share spaces shall be implemented, made available and retained in situ for as long as the development remains in use.

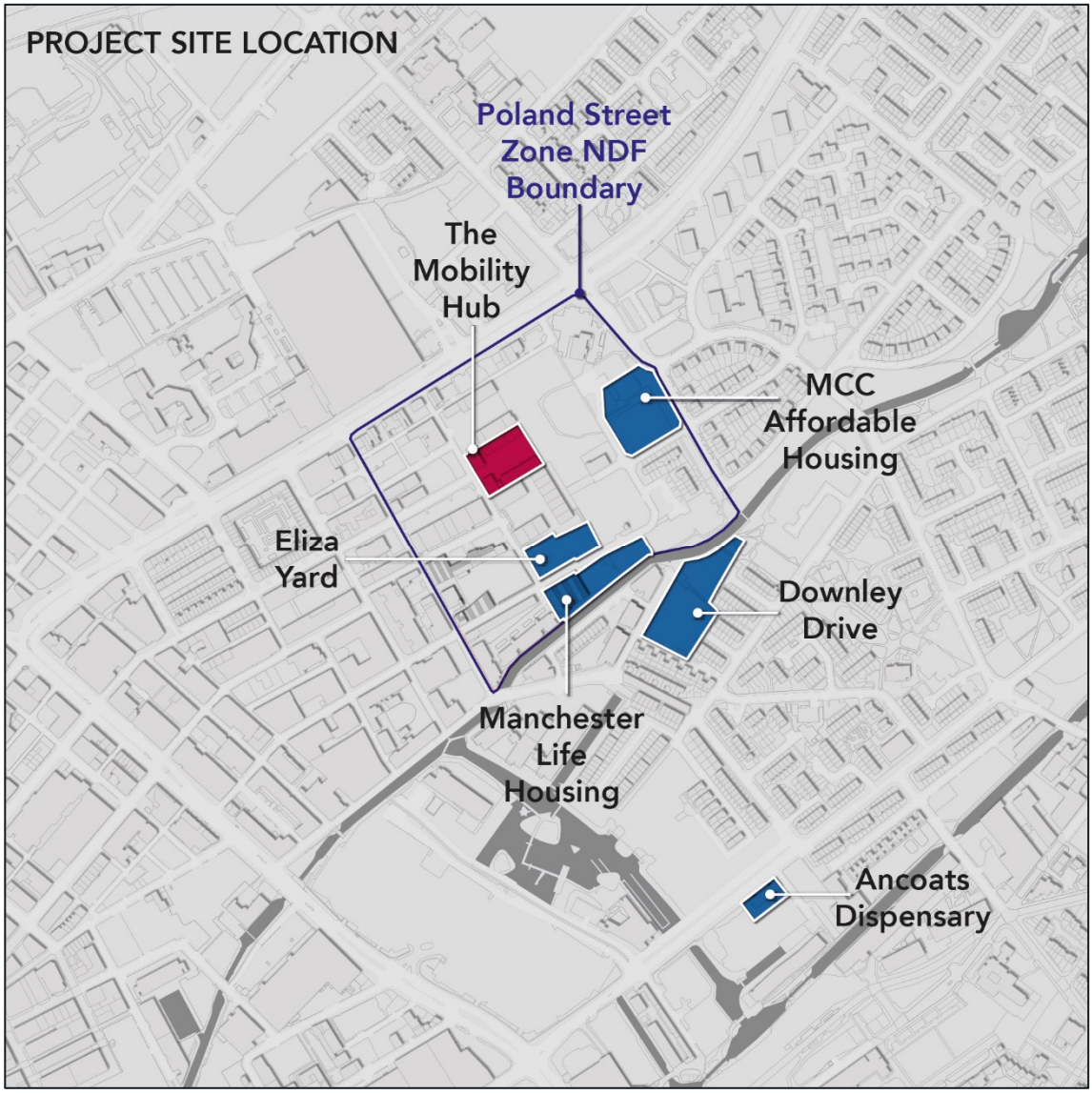
1.2 Background

1.2.1 The Ancoats Mobility Hub has been approved to support the next phase of the redevelopment of the Ancoats area of Manchester which will be focused on the Poland Street Zone as defined by Poland Street Zone NDF endorsed by MCC in July 2020.

1.2.2 The Ancoats Mobility Hub seeks to support the growth of a resilient, future-ready neighbourhood by embedding sustainable transport choices, smart logistics, and shared services into the heart of an emerging and sustainable neighbourhood. This innovative project is proposed to meet the parking requirements of residents and businesses in Ancoats, removing parking from individual schemes and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives. In accordance with priorities set out both in the NDF and the City Centre Transport Strategy, the Hub will provide sustainable transport solutions and respond to the community's desire to prioritise people over vehicles in the local area.

1.2.3 The Ancoats Mobility Hub site is located along Poland Street, to the north east of the A665 Great Ancoats Street, and to the south east of the A62 Oldham Road, as shown in **Figure 1.1** below.

Figure 1:1 Site Location



Source: Buttress

2. Car Club Provision

2.1.1 This section of the TN considers the requirement for Car Club provision within the Ancoats Mobility Hub.

2.1.2 Condition 34(a) of the planning approval reference: Ref: 130627/FO/2021 states that up to 20 car club bays are to be implemented, made available and retained in situ for as long as the development remains in use.

2.1.3 Having discussed the potential to accommodate up to 20 car club vehicles with car club operators it has become clear that the demand for 20 car club vehicles will not exist upon the opening of the car park.

2.1.4 In order to ensure a car club provision is provided upon opening, it is proposed that 2 car club vehicles will be made available for hire. Whilst this is a reduction in the previously approved amount, a revised strategy will be implemented to ensure that the demand for car club vehicles is monitored and increased incrementally as and when new residential developments in the locality are built and the demand for car club use increases.

2.1.5 The below strategy will be implemented and will be incorporated into the annual Travel Plan monitoring and reporting process

- Annual review of car club bay usage / performance - reported as part of the annual Travel Plan review;
- Siting of car club bays in a visible ground floor location to advertise and maximise usage;
- Marketing of the car club offer within the mobility hub on display boards / digital screens to encourage use; and
- Designation of a further 18 car club bays to be converted as and when demand for new car club bays are required. The 18 bays will take precedent over commuter / residential parking.

2.1.6 The above strategy will be focused on encouraging users to join the car club and reduce the reliance on car ownership.

2.1.7 Taking the above into account the Mobility Hub operator will continue to drive the use of car club scheme as a viable alternative to private car ownership and through the monitoring of the existing car club demand, the offer will continue to grow as new residential developments are occupied.

3. Car Share Provision

3.1.1 This section of the report considers the requirement for car share provision within the Ancoats Mobility Hub.

3.1.2 Condition 34(a) of the planning approval reference: Ref: 130627/FO/2021 states that up to 10 car share bays are to be implemented, made available and retained in situ for as long as the development remains in use.

3.1.3 Having discussed the operation of peer to peer car share it has become evident that the designation of car share bays within the mobility hub will not be required. The car share platform operates on a third-party platform and as such can be utilised by all Mobility Hub users with access to a private car. This will allow residents in the locality to hire cars that are parked within the Mobility Hub on a longer-term basis and reduce the wider requirement for car ownership.

3.1.4 Again, the use of the peer to peer car share will be encouraged and there will be no limit on peer to peer car share usage within the Mobility Hub.

3.1.5 The use of car share will be monitored as part of the annual travel plan process.

3.1.6 It is therefore proposed that the requirement to designate 10 car share bays will not be required, with all residential / leased parking bays able to utilise car share platforms. Based on the above it is requested that the requirement for the designation of 10 car share bays is removed from planning condition 34(a) as part of this application.

4. Summary

4.1.1 Based on the above justification, it is requested that the provision of 20 car club bays is reduced to 2 car club bays. With the use of car club bays monitored and the provision increased as required.

4.1.2 The requirement for 10 car share bays is no longer required given the way in which the peer to peer car share platform operates.

4.1.3 Both car club and car share usage will be encouraged, marketed and prioritised and continually monitored as part of the annual travel plan process.