



**‘Kickair’ 61 Great Ducie Street, Manchester M3 1RR**

TRANSPORT NOTE

**Continued use of site as an indoor trampoline park  
leisure facility (Use Class E (d))**

March 2025

| <b>Contents</b>         | <b>Page</b> |
|-------------------------|-------------|
| 1. INTRODUCTION         | 3           |
| 2. SITE & SURROUNDINGS  | 5           |
| 3. PROPOSED DEVELOPMENT | 8           |
| 4. RELEVANT POLICY      | 9           |
| 5. ASSESSMENT           | 11          |
| 6. CONCLUSION           | 13          |
| APPENDICES              | 14          |

## **1.0 INTRODUCTION**

- 1.1 This Transport Note has been undertaken by Urban Future Planning Consultancy Ltd on behalf of the Applicant to accompany a planning application seeking consent for the continued use of 61 Great Ducie Street, Manchester as an indoor trampoline park leisure facility (Use Class E (d)). This Statement should be read alongside the accompanying documentation, namely the Planning Statement.
- 1.2 The use is existing and has operated successfully since a temporary consent was first granted in 2017 (LPA Ref no. 115056/FO/2017) and then renewed in 2020 and again in 2023.
- 1.3 This document is considered proportionate and sufficient given the previous assessments which have already taken place and considers the highways and transport implications of the proposed continued use of the site as an indoor trampoline park with no operational changes sought to those previously deemed acceptable.
- 1.4 This document describes the accessibility of the application site and its surroundings before setting out the relevant local and national planning policy. The document considers the effect of the development on the local highway network before concluding that there is sufficient capacity to accommodate the proposed continued use without harm.



**Figure 1. Site location**      *Source google maps*

## 2.0 SITE & SURROUNDINGS

2.1 The application site is located adjacent to the city centre boundary and within a predominantly well-established commercial and industrial setting. The site is located on the western side of Great Ducie Street at its junction with Trinity Way. Vehicular access into the site is provided via a priority junction from Great Ducie Street. The site benefits from a car park with around 70 spaces. There are parking restrictions in the form of double yellow lines along the site's frontage closest to the junction with Great Ducie Street.

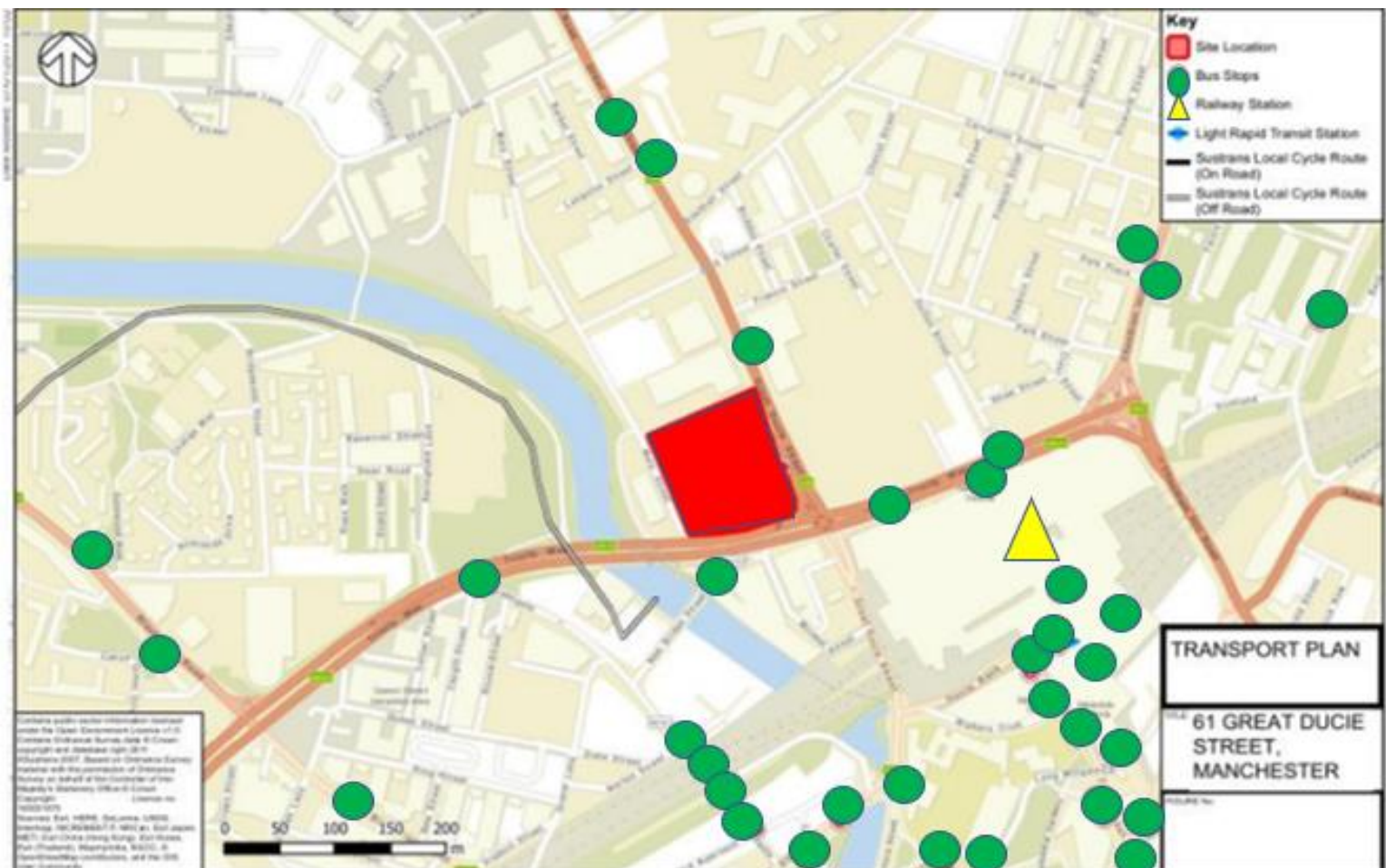


Figure 2. The site is within a readily accessible location



**Figure 3. The site's access is characterised by good visibility**

- 2.2 Great Ducie Street forms part of the A56 route which is a single lane carriageway in both directions connecting Manchester City Centre to areas north of the city. The highway is well-illuminated and provided with an ample footway at both sides. A bus lane is located on the east side of Great Ducie Street in a southerly direction.
- 2.3 The area has an established network of footways which provide access to the site as well as to nearby public transport connections. Footways surrounding the site and within the local area are generally in good condition and also well-illuminated.
- 2.4 Figure 2 shows the generous amount of bus stops in the vicinity<sup>1</sup> whilst Manchester Victoria Station<sup>2</sup> is located within a 10-minute walk. The Greater Manchester traffic free

---

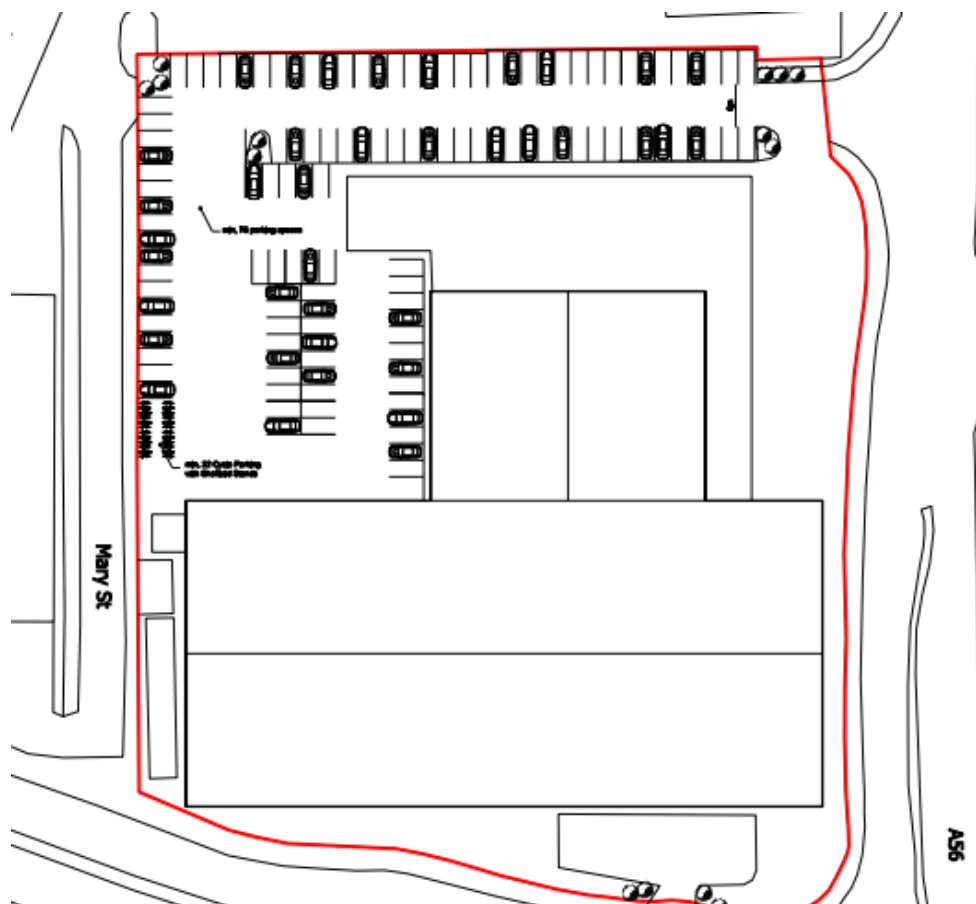
<sup>1</sup> See Appendix 1 for bus times

<sup>2</sup> See Appendix 2 for train times

cycling route can be accessed via New Bridge Street (A6042) where the route follows the nearby River Irwell.

### 3.0 PROPOSED DEVELOPMENT

- 3.1 Consent is sought for the continued use of 61 Great Ducie Street, Manchester as an indoor trampoline park leisure facility (Use Class E (d)). There are no operational changes being sought from those initially granted consent within LPA ref no. 115056/FO/2017. The parking arrangement, site access arrangement, operating hours etc remain the same.
- 3.2 The Transport Assessment submitted as part of LPA ref no. 115056/FO/2017 fully sets out the specific transport aspects relating to the development and is considered to still be a valid assessment and should be referred to.



**Figure 4. The previously permitted parking arrangement will continue** *not to scale*

## 4.0 RELEVANT POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.
- 4.2 The Development Plan for the purpose of this application comprises the Manchester Core Strategy (adopted 2012) and Saved Policies from the Unitary Development Plan (UDP) for the City of Manchester adopted in July 1995. The National Planning Policy Framework (NPPF) sets out the Government's planning agenda and should also be considered.
- 4.3 **Policy T1 *Sustainable Transport*** looks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car, improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life and improve pedestrian routes and the pedestrian environment

- 4.4 **Policy T2** looks to manage the pattern of development to ensure that new development is located in accessible locations. The policy also states that all new development should provide appropriate car parking facilities.

*National Planning Policy Framework (NPPF) (2024)*

- 4.5 With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion. According to the NPPF, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.6 It also states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.7 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

## 5.0 ASSESSMENT

- 5.1 As previously set out, consent was first granted (LPA Ref no. 115056/FO/2017) in April 2017 for the change of use of the commercial premises to an indoor trampoline park and the use has operated successfully since then. This application seeks to continue that use for an additional three years with no modifications to the existing operations sought. No concerns have been raised with regards to highways during the subsequent permission renewals.
- 5.2 The application site is located adjacent to the city centre boundary and within a predominantly well-established commercial and industrial setting. As such, the local highway network is well-established and the site benefits from the city centre's excellent connectivity not just by the use of the motor car but by sustainable modes including cycling, bus and train (as set out in Section 2). The capacity of the local highway network and the site's connectivity has not changed since the granting of the 2017 consent.
- 5.3 The Applicant confirms that a large proportion of clientele arrive to the site via sustainable modes of travel. A popular mode is on foot from Manchester Victoria Station. For those who arrive by car, the generous sized on-site car park is sufficient and compliant with the standards set out by Policy T2 and the activity does not result in parking overspill. In any case, there are plentiful pay-and-display car parks within the nearby vicinity and within walking distance of the site and no concerns were raised in these respects within LPA Ref no. 115056/FO/2017, which also approved the parking layout as shown in Figure 4.



**Figure 5. The site benefits from plentiful off-street parking provision**

- 5.4 Given that the application is proposing no changes to the current operational characteristics already deemed acceptable and given that the use has operated without harm for some time, it is concluded that the renewal of consent for an additional three years would have a negligible impact.

## **6.0 CONCLUSION**

- 6.1 This Statement has justified the acceptability of the continued use of 61 Great Ducie Street, Manchester as an indoor trampoline park leisure facility (Use Class D2) from a highways perspective. The use has been in operation for almost a decade without any known detriment to the local highway network. The site continues to benefit from excellent accessibility by both car and non-car modes of travel, including on foot, by cycle and public transport and the proposal does not generate significant trips during the network peak hours.
- 6.2 Vehicular movements to and from the site can easily be accommodated on the local highway and transport networks without materially affecting their operation and this has been demonstrated for almost a decade. It is therefore concluded that the proposal does not cause any adverse impact to the local highway network in line with Policy T2 and no concern was raised in these respects during LPA ref no. 115056/FO/2017 and the LPA's assessment is still considered to be valid in these respects.

## Appendix 1. Local Bus Services and Frequencies

| Service Number            | Route                                                        | Frequency     | Journey Times |
|---------------------------|--------------------------------------------------------------|---------------|---------------|
| <b>Great Ducie Street</b> |                                                              |               |               |
| 59                        | Manchester – Middleton – Oldham – Rushcroft                  | Every 15 mins | 1 hr 30 min   |
| 96                        | Manchester – Simister                                        | Every 1 hour  | 25 mins       |
| X40, X41                  | Manchester – Prestwich – Haslingden – Accrington – Blackburn | Every 30 mins | 1 hr 35 mins  |
| X43, X44                  | Manchester – Prestwich – Rawtenstall – Burnley - Nelson      | Every 20 mins | 1 hr 32 mins  |

| Service Number | Route / Destination                                                           | Frequency     | Journey Time |
|----------------|-------------------------------------------------------------------------------|---------------|--------------|
| 8              | Manchester – Pendleton – Pendlebury<br>Farnworth – Bolton                     | Every 10 mins | 1 hr         |
| 98             | Manchester – Prestwich – Whitefield –<br>Radcliffe – Starling – Bury          | Every 15 mins | 1 hr 10 mins |
| 93             | Manchester – Carr Clough – Prestwich –<br>Whitefield – Unsworth - Bury        | Every 20 mins | 1 hr 5 mins  |
| 137            | Manchester - Broughton – Heaton Park<br>Unsworth Hollins – Bury               | Every 20 mins | 1 hr         |
| 67             | Manchester – Pendleton – Eccles – Peel<br>Green – Irlam – Cadishead           | Every 10 mins | 1 hr 5 mins  |
| 100            | Manchester – Eccles – Trafford Centre –<br>Irlam – Hollins Green – Warrington | Every 30 mins | 1 hr 40 mins |
| 88             | Manchester – Moston – White Moss<br>Cheetham Hill (circular)                  | Every 10 mins | 1 hr 10 mins |
| 89             | Manchester Cheetham Hill – White Moss<br>– Moston (circular)                  | Every 10 mins | 1 hr 10 mins |
| 135            | Manchester – Cheetham Hill – Heaton<br>Park – Whitefield – Bury               | Every 10 mins | 50 mins      |
| 10             | Manchester – Pendleton – Eccles-<br>Brookhouse                                | Every 12 mins | 50 mins      |
| 110            | Manchester – Pendleton – Eccles –<br>Trafford Centre                          | Every 20 mins | 50 mins      |
| 31             | Manchester – Walkden – Little Hulton –<br>Farnworth                           | Every 1 hr    | 1 hr         |
| 17             | Manchester – Blackley – Middleton –<br>Castleton – Rochdale                   | Every 10 mins | 50 mins      |
| 64             | Manchester – Dam Head – Heaton Park<br>– Middleton – Royton – Oldham          | Every 30 mins | 1 hr 7 mins  |
| 123            | Manchester – Chettham – Blackley –<br>Middleton – Langley – Middleton         | Every 15 mins | 50 mins      |

## Appendix 2. Rail Services from Victoria Station

| Destination     | Frequency  | Journey Time |
|-----------------|------------|--------------|
| Leeds           | 3 per hour | 1hr 30 mins  |
| Liverpool       | 1 per hour | 1hr 4 mins   |
| Huddersfield    | 1 per hour | 45 mins      |
| Clitheroe       | 1 per hour | 1 hr 7 mins  |
| Rochdale        | 4 per hour | 20 mins      |
| Blackburn       | 1 per hour | 50 mins      |
| Bolton          | 4 per hour | 20 mins      |
| Salford Central | 6 per hour | 3 mins       |
| Wigan           | 4 per hour | 36 mins      |
| Southport       | 1 per hour | 1 hr 10 mins |