AtkinsRéalis

Transport Statement

Manchester City Council

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5224911/TS/311024

FORMER CENTRAL RETAIL PARK – THE PARK

AtkinsRéalis - Baseline / Référence

Notice

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1. Introduction

1.1. This Transport Statement (TS) has been prepared in support of a full planning application for a new public park (The Park) located on the site of the former Central Retail Park (FCRP) (the Site) adjacent to Great Ancoats Street, Manchester. The location of the Proposed Development is shown in Figure 1.1.



Figure 1.1 - Site location

1.2. The Site forms the middle portion (Phase 1b) of the FCRP Strategic Regeneration Framework (2023) (SRF) area bounded by Great Ancoats Street to the south-west, Phase 1 of the FCRP to the north-west, Hugh Oldham Way to the north-east and Phase 2 of the FCRP to the south-east.

1.3. The purpose of this TS is to evaluate the transport related impacts of the proposed Park and identify appropriate measure to mitigate any identified significant adverse impacts should they be required.

Background

1.4. The Site was formerly a retail destination (known as Central Retail Park), characterised by large retail warehouses surrounded by surface car parking. The FCRP was demolished in 2019 and the site has subsequently remained vacant.

1.5. The objective of the FCRP SRF (2023) is to create a high-quality, sustainable office district with an attractive public realm at its centre, including a new green space.

1.6. The FCRP SRF masterplan is comprised of the following three phases:

- Phase 1a - office development on the north-western portion of the site;
- Phase 1b - new public park on the central portion of the site; and
- Phase 2 - office development on the south-eastern portion of the site.

1.7. The three phases of the masterplan are subject to separate planning applications.

1.8. The intention is that the proposed Park will provide an amenity for the local residential and business community, as well as for passersby. Consequently, it is not anticipated to be a trip attractor (by any mode of transport), other than for the local surrounding community, including people working in the proposed adjacent office developments, and for people passing by.

1.9. No off-site highway improvement works will be undertaken for the proposed Park, since none are required to enable it.

2. Proposed Development

2.1. The proposed Park is a component of the proposed masterplan for the FCRP SRF that comprises office development on the north-western and south-eastern portions of the FCRP site, with the new public park in the central portion between the two office developments.

2.2. The full planning permission for a new public park includes areas of lawn, hard and soft landscaping and seating areas. The general arrangement for the proposed Park is shown on the drawing contained in Appendix A.

2.3. No car parking will be provided for the proposed Park. Cycle parking consisting of 27 ‘Sheffield’ type stands will be provided at several locations within the Park close to Great Ancoats Street and Hugh Oldham Way, which equates to a total of 54 cycle parking spaces for visitors to the proposed Park.

2.4. Pedestrian access to the proposed Park, including accessible access, will be from Great Ancoats Street to the south-west and from Cotton Fields Park to the north-east. There will also be a pedestrian link to the north-west, into the Phase 1a office development and there is an intention for a link to the south-east in due course when the Phase 2 office development comes forward. There will be both stepped access routes and accessible routes through the Park.

2.5. The proposed Park will be connected to the wider area via the following:

- Pedestrian footpaths through Cotton Field Park to the north-east of the Site, that link with the Rochdale Canal Towpath and the New Islington Marina Promenade; and
- along Great Ancoats Street via signal-controlled pedestrian crossings at both the junctions of Great Ancoats Street with Redhill Street and with Old Mill Street/Store Street.

2.6. Pedestrian access to the proposed Park is shown in Figure 2.1.

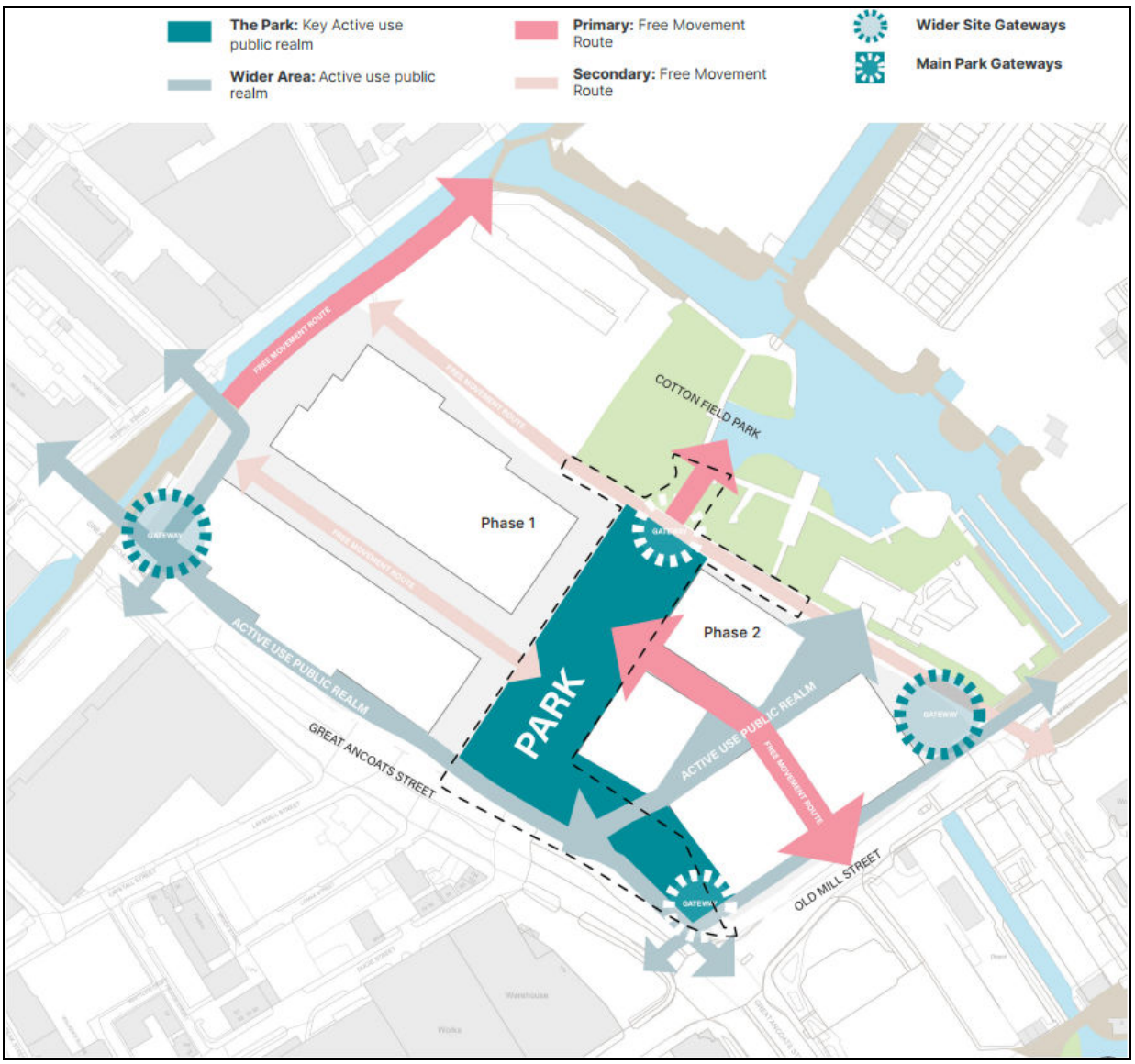


Figure 2.1 - Pedestrian access

2.7. Vehicular access for maintenance and emergency vehicle access will be via Hugh Oldham Way, to the north of the proposed park, which connects with to Old Mill Street. Maintenance of the new public park will be subject to a maintenance strategy agreed with the Local Planning Authority.

2.8. Much of the ground/earthworks for the proposed Park will be completed by Phases 1a of the FCRP SRF masterplan, using surplus excavated material.

2.9. Construction of the proposed Park is expected to take 12 months and is not expected to commence prior to 2030, following the completion of Phase 1a at the earliest. Construction of Phases 1a and 2 of the FCRP SRF masterplan are not anticipated to overlap with the construction of the proposed Park.

2.10. Construction vehicles will predominantly access the site via disused service road for the FCRP along the north-east edge of the Site and Old Mill Street, to and from Great Ancoats Street. Towards the end of the construction programme, when construction of most of the proposed Park has been completed, there may be a requirement of construction vehicles to utilise a temporary loading bay on Great Ancoats Street adjacent to the Site.

3. Relevant policy and guidance

National

National Planning Policy Framework (NPPF) December 2023

3.1. NPPF sets the overarching planning policies and principles for England and provides high level guidance on the application of transport policy in the context of development schemes.

3.2. As stated in Paragraph 108, "*transport issues should be considered from the earliest stages of plan-making and development proposals so that:*

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and*
- *patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places*."

3.3. As per Paragraph 117, "*all developments that will generate significant amounts of movement should be required to provide a travel plan*".

National Planning Practice Guidance (NPPG)

3.4. NPPG sits beneath NPPF and provides an additional layer of policy guidance and interpretation.

3.5. Para 002, 004 – 'Travel Plans, transport assessment and statements in decision-making' states that:

- *"Travel Plans, Transport Assessments and Statements are ways of assessing and mitigating the negative transport impacts of development to promote sustainable development.*
- *Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development"); and*
- *Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe'*".

Regional and local

Places for Everyone

3.6. Places for Everyone took effect from March 2024 and is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth.

3.7. The plan has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts which determines the kind of development that takes places in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.

3.8. This plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to set out a pathway for new development to be net zero carbon by 2028 at the latest.

3.9. The plan will aim to deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all parts of the boroughs and all residents share in the benefits and deliver the highest possible quality of life for the residents and address existing problems such as health disparities and air quality which currently detract from it.

3.10. The Plan includes ten Strategic Objectives to help deliver the Vision of The Plan. There are four objectives particularly pertinent to transport and this scheme.

3.11. Objective 6 – Promote the sustainable movement of people, goods and information. The Plan will achieve this through:

- *"Enhancing the existing transport network;*
- *Focus new development within 800m of sustainable transport hubs;*
- *Ensure new development is designed to encourage and enable active and sustainable travel;*
- *Expand the transport network to facilitate new areas of sustainable and inclusive growth;*
- *Capitalise on national and regional investment in transport infrastructure;*
- *Improve opportunities for sustainable freight; and*
- *Ensure new development provides opportunities for affordable, high quality digital infrastructure."*

3.12. Objective 7 – Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region. The plan will achieve this through:

- *"Promote carbon neutrality of new development by 2028;*
- *Promote sustainable patterns of development that minimise the need to travel and contribute to cleaner air;*
- *Locate and design development to reduce car dependency; and*
- *Facilitate the provision of infrastructure for cleaner vehicles; and*
- *Improve energy efficiency and the generation of renewable and low carbon energy."*

3.13. Objective 8 – improve the quality of our natural environment and access to green spaces. The plan will achieve this through:

- *"Enhancing special landscapes, green infrastructure, biodiversity and geodiversity;*
- *Improve access to the natural environment and green spaces including parks; and*
- *Promote the role of green space in climate resilience and reducing flood risk."*

3.14. Objective 10 – Promote the health and wellbeing of communities through:

- *"Ensure new development is properly served by health care services that meet the needs of communities;*
- *Improve access to healthy food options for all communities;*
- *Reducing the health impacts of air pollution by increasing the accessibility of sustainable travel such as public transport, cycling and walking;*
- *Maximise the health benefits of access to the natural environment and green space; and*
- *Coordinate with and support the delivery of local and Greater Manchester wide health strategies."*

3.15. The Plan will seek a creation of a much larger, integrated, rapid transit network within Greater Manchester which incorporates bus, Metrolink, tram/train and rail services. This will be supported by policies that focus new development in locations close to existing and proposed public transport connections. New development will have a significant role in delivering the future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling

and public transport. Although the focus of the Plan is on increasing walking, cycling and public transport, it must be recognised that there is a need to accommodate other forms of transport.

Greater Manchester Transport Strategy 2040

3.16. From 2017 Transport for Greater Manchester (TfGM) have develop a Transport Strategy across Greater Manchester. First published in February 2017 and updated in January 2021, with a view to refresh the Strategy on a regular basis, the vision of the Greater Manchester Transport Strategy 2040 is to have "*world class connections that support long-term sustainable economic growth and access to opportunity for all*". There are four key elements of the Vision aligned with the goals of the Greater Manchester Transport Strategy 2040, which include supporting sustainable economic growth and protecting the environment.

3.17. Meeting the transport needs of residents, businesses, and visitors is at the heart of the Strategy. It has seven mutually reinforcing principles which will be applied consistent as Greater Manchester's transport system is improved to ensure it meets the needs of all customers, including:

- Integration – to enable people to move seamlessly between services on a single, high quality, easy-to-use network; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
  - A digital first approach will allow tools to be tailored to the needs of individual customers including journey planning tools, and information to encourage travel behaviour change and mode shift (Policy 3).
  - Transport for Greater Manchester (TfGM) and local planning authorities will continue to work with developers to better integrate transport and new development in accordance with principles including:
    - Reducing the need to travel by car, and the distance travelled;
    - Maximising accessibility by sustainable modes;
    - Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes; and
    - Designing to encourage active travel."

    This will ensure that new developments are accessible by sustainable modes and reduce transport emissions and impacts on the highway network.
- Inclusive – to develop a fully inclusive and affordable sustainable transport system for all.
- Healthy – to develop a transport system that supports people in leading active healthy lives.
- Environmentally Responsible - for Greater Manchester to be known for the quality of its urban areas, natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.
- Reliable – to develop a transport network that offers reliable journey times and gives people the confidence to use public transport.
- Safe and Secure - to reduce deaths on Greater Manchester roads as close as possible to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people using public transport or walking and cycling.

3.18. The Greater Manchester Transport Strategy 2040 focuses principally on creating an integrated, well-coordinated transport system which supports a wide range of different travel needs. This includes modal principles such as 'Streets for All', Travel Demand Management, bus priority measures, and developing a comprehensive walking and cycling network (Bee Network).

Manchester City Council Local Development Framework: Core Strategy

3.19. A key element of Manchester City Council's Local Development Framework is the Core Strategy adopted in 2012, setting out strategic guidance for development to 2027. Its spatial principles policy SP1 sets out that:

- "*The Regional Centre will be the focus of all new development;*
- *New development will maximise the potential of the City's transport infrastructure and seek to minimise emissions; and*
- *Improve access to jobs by being located to reduce the need to travel and provide good access to sustainable transport provision."*

3.20. There was an addendum to the Manchester Core Strategy 2024 that partially replaced some policies with policies from Places for Everyone. The following points from the policies listed below have not been replaced and remain as part of Manchester's Core Strategy.

3.21. Policy CC5 (Transport) determines the transport strategy for the city centre, calling on developers to "*work with public transport providers to ensure all users are able to access development by sustainable means', especially for movement at busy times.*"

3.22. This policy goes on to develop advice concerning parking: "*The Council will seek to ensure that development includes adequate parking provision for cars and bicycles*."

3.23. Policy T1 (Sustainable transport) includes guiding principles advocating:

- *"Improved choice by developing alternative modes of travel to the car;*
- *Improve and further development Manchester's cycle network; and*
- *Contribute to improvement and reliability of public transport."*

3.24. Policy T2 (Accessible areas of opportunity and need) states that: "*the City Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, and is easily accessible by walking, cycling and public transport.*" It outlines how all new development should provide appropriate car parking facilities taking into consideration the accessibility of the location and the potential for nearby uses to share facilities. "*All development proposals should also have regard to the need for disabled and cycle parking.*" Standards are provided but they are primarily for locations outside the city centre; proposed parking provision in the city centre are to be viewed by the City Council on a case-by-case basis.

City Centre Transport Strategy

3.25. The City Centre Transport Strategy to 2040: Getting from A to Bee, is a sub-strategy of the Greater Manchester Transport Strategy 2040 (above), developed by TfGM with Manchester and Salford City Councils. This identifies strategies for movement across these neighbouring cities.

3.26. Published in March 2021, it outlines the vision for Manchester city centre to be a well-connected zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live and visit. There is a target for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport before 2040. The ambitious target for Greater Manchester to be net-zero carbon by 2038 highlights the need for urgent action over the next five years, and any forthcoming developments should promote sustainable travel.

3.27. Improved regional and local transport interventions are expected to significantly contribute to an increasing number of job opportunities in Manchester city centre. These, and other, investments will also unlock further major redevelopment opportunities in the heart of the city centre, therefore it is important that transport networks are able to support the predicted growth.

3.28. The document outlines seven ambitions to deliver the City Centre Transport Strategy vision:

1. *"Walking as the main way of getting around the city centre.*

2. *A city centre which is cleaner, greener and less congested. Traffic levels and pollution in the city will be reduced, through the removal of non-essential and polluting vehicles travelling into and across the city centre.*
3. *More people choose to cycle to destinations within the city centre. An attractive, safe, protected and efficient cycling network into and through the city centre will help achieve this ambition.*
4. *Enhancing public transport connections within the city centre, particularly surrounding public transport operating hours and service patterns to support travel needs at evenings and weekends, particularly for leisure and commuting trips.*
5. *Parking in the city centre is smarter and integrated with other modes. The strategy proposes to reduce car parking within the city centre and where car parking remains in the city centre it is located appropriately and remains available to those with specific mobility needs that rely upon accessible parking provision.*
6. *Goods are moved and delivered sustainably and efficiently into and within the city centre. It is proposed to shift towards cleaner, more efficient vehicles and operating processes.*
7. *Innovation is embraced where it benefits the city centre and its users in order to create a better travel experience within Manchester City Centre using new technologies and emerging methods of travel."*

4. Existing situation

The site

4.1. The Site for the proposed Park is vacant brownfield land, which comprises hardstanding following the demolition of the FCRP in 2019.

4.2. There are existing trees / shrubs on the Site, mostly congregated on the southern, eastern and northern boundaries of the Site. There is significant level change across the Site, descending from the north to the southern extent at Great Ancoats Street. The Site has a disused vehicular, pedestrian and cyclist access off Great Ancoats Street via the signal-controlled junction with Laystall Street.

4.3. Much of the ground/earthworks for the proposed Park will be completed by Phases 1a of the FCRP SRF masterplan, using surplus excavated material reused on site. Therefore, the future baseline for the site will not that which currently exists.

Surrounding road network

4.4. The A665 Great Ancoats Street, adjacent to the south-west side of the Site forms part of ring around the city centre along with other roads, including the A57(M) Mancunian Way. The ring road is crossed by local roads affording access into the city centre and surrounding areas. Forming part of the ring road, Great Ancoats Street carries relatively high volumes of traffic, with approximately 25,000 to 30,000 vehicles per day using it. Great Ancoats Street is subject to a 30mph speed limit, and it is a dual carriageway where is passes the Site, but elsewhere is mostly a single carriageway.

4.5. Old Mill Street, to the south-east of the Site, is a relatively lightly trafficked single carriageway local road that connects with Great Ancoats Street via a signal-controlled junction and is subject to a 20mph speed limit.

4.6. Hugh Oldham Way to the north-east of the Site is a private access road and a cul-de-sac, providing vehicular access to the Co-op Academy elementary school and the New Islington Medical Practice on the corner of its junction with Old Mill Street. It is very lightly trafficked.

Car parking

4.7. There are numerous public car parks within one kilometre of the Site, providing more than 7,000 car parking spaces. Most of these car parks have provision for blue badge holders, with the Urban Exchange public car park being the nearest to the proposed Park on the other side of Great Ancoats Street, approximately 200m away.

4.8. The nearest electrical charging points for electrical vehicles are located on Laystall Street and Store Street, both of which are within 350m of the proposed Park.

Public transport accessibility

4.9. The Site is in excellent proximity to public transport services provided by the bus, train and tram networks.

4.10. The Accessibility Index (AI) of the Site has been calculated using the BREEAM Accessibility Index Tool. The AI is a measure that provides an indicator of the accessibility and density of the public transport network for individual locations. The index is calculated from the proximity and diversity of the public transport network in combination with the frequency of services. The methodology is based on a walk speed of 4.8km/h and considers rail stations within a 12-minute walk (960m) of a Site, and bus stops within an eight-minute walk (640m).

4.11. The AI of the Site has been calculated as 25.13, which is categorised as 'excellent', reflecting the high provision of public transport services.

4.12. In the centre of Manchester is the Piccadilly Gardens bus and tram interchange, which is approximately 800m walk away. There is also a tram stop closer to the site at New Islington, some 670m away. National Rail's Piccadilly Station is a 780m walk away. A summary of distances and walking times to public transport interchanges is provided in Table 4-1.

Table 4-1 - Walking distances and times to public transport

Public transport interchange	Distance	Walking time (at 80m per minute)
Piccadilly Station (Railway Station and Tram Stop)	782m	10 mins
Victoria Station (Railway Station and Tram Stop)	1.27km	16 mins
New Islington Tram Stop	667m via Great Ancoats St and Pollard St (680m via Vesta St)	8 mins (9 mins)
Piccadilly Gardens Bus Station and Tram Stop	800m	10 mins
Shudehill Bus Station and Tram Stop	961m	12 mins

Bus

4.13. The local area is served by an extensive bus network, in particular serving Piccadilly Gardens which is approximately 800m from the Site. Bus routes in the vicinity of the Site are shown in Figure 4.1.

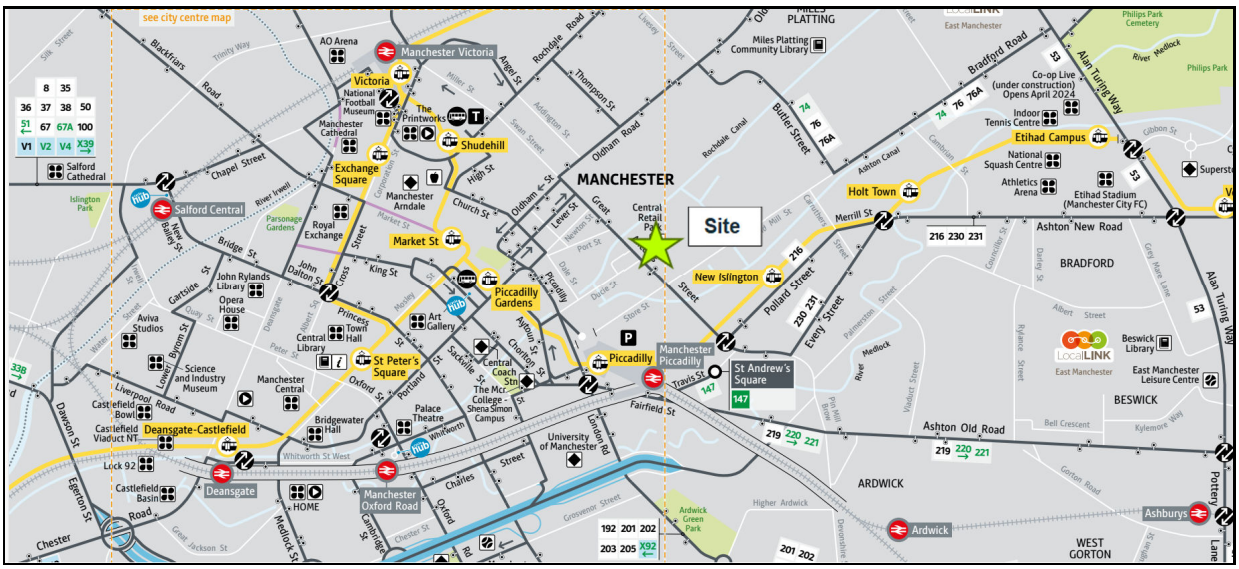


Figure 4.1 - Bus routes

4.14. Bus stops in the vicinity of the Site are shown in Figure 4.2.

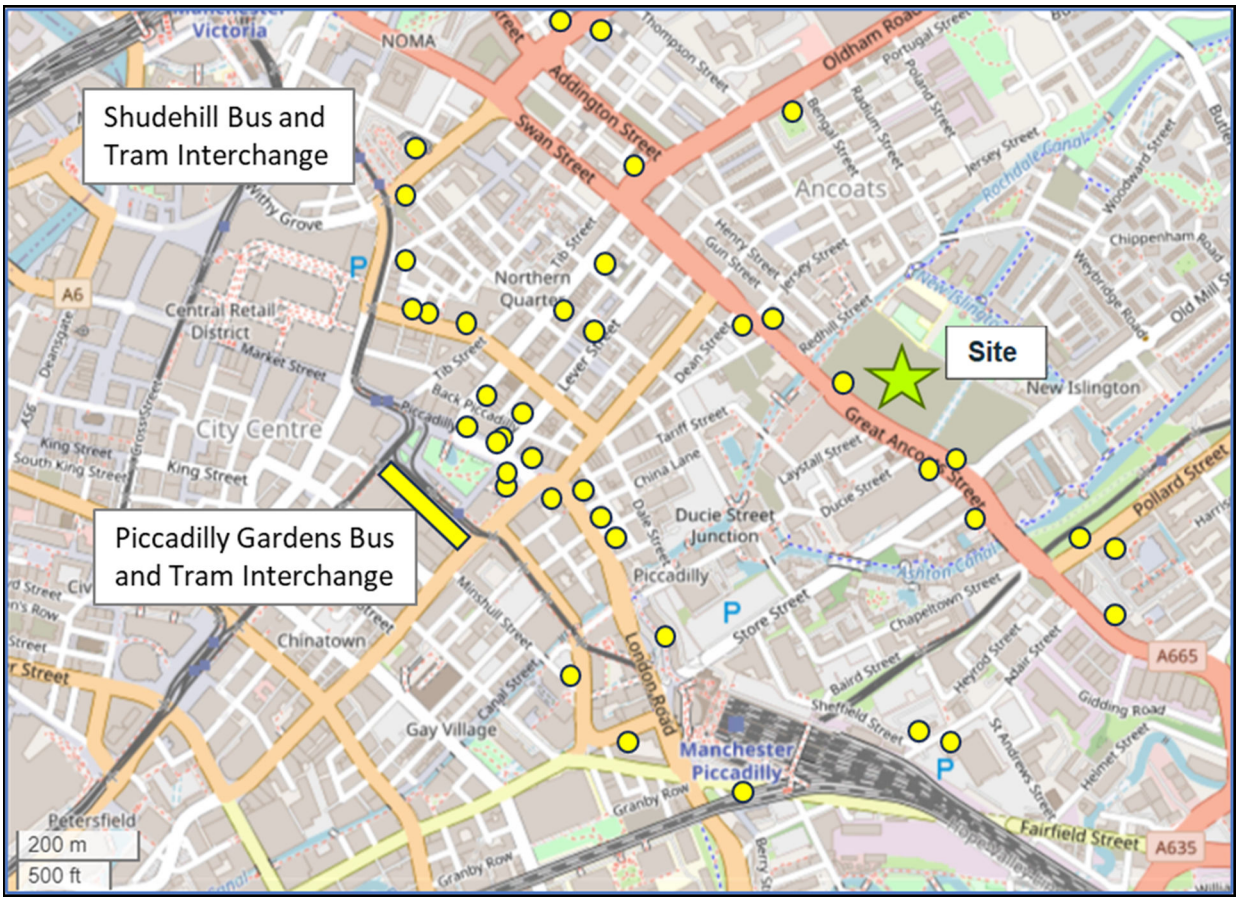


Figure 4.2 - Bus stop locations

4.15. Bus services in the vicinity of the Stie are listed in Table 4-2.

Table 4-2 - Bus services

Service	Operator	Route	Nearest Stop	Number of weekday peak hour buses
74	Stagecoach	Manchester city centre – Newton Heath – Failsworth – Woodhouses	Oldham Road	1
76/ 76A	Stagecoach	Manchester city centre – Failsworth – Hollinwood/ Limeside – Oldham	Oldham Road	4
83	FirstBus	Manchester city centre – Failsworth – Oldham (Sholver)	Oldham Road	4
84	FirstBus	Manchester city centre – Hollinwood – Oldham – Lees – Uppermill	Oldham Road	6
114	Stagecoach	Manchester city centre – Middleton – Boarshaw	Oldham Street	3
181/ 182	FirstBus	Manchester city centre – Chadderton – Royton – Shaw (Wrens Nest)	Oldham Road	2
216	Stagecoach	Manchester city centre – Ashton-under-Lyne – Stalybridge	A665 Great Ancoats Street	6
230/ 231	Stagecoach	Manchester city centre – Droylsden – Ashton-under-Lyne	A665 Great Ancoats Street	5
Total				**31**

Tram and rail

4.16. The Site is within a 12-minute walk of tram and rail interchanges, including Manchester Piccadilly rail station and tram stop and New Islington, Piccadilly Gardens and Shudehill tram stops. Piccadilly rail station is Manchester's main rail station providing frequent train services to a wide range of local, regional and national destinations. The tram stops in the vicinity of the Site provide access to frequent services serving a range of destinations across the City of Manchester.

Access for non-motorised users

4.17. Pedestrian access to the Site is currently via good quality footways along Great Ancoats Street which connect with the wider street network that typically has high quality footways. There are signal-controlled pedestrian crossings, with dropped kerbs and tactile paving, across Great Ancoats Street at its junction with Old Mill Street/Store Street, immediately south east of where it crosses over the canal, and between its junctions with Redhill Street and Port Street to the north west.

4.18. The pedestrian footways in the vicinity of the Site are well maintained and all streets to the proposed development are well lit.

4.19. There are pedestrian footpaths through Cotton Field Park to the north-east of the Site that connect with the Rochdale Canal Towpath and the New Islington Marina Promenade.

4.20. Pedestrian routes in the vicinity of the proposed Park are shown in Figure 4.3.

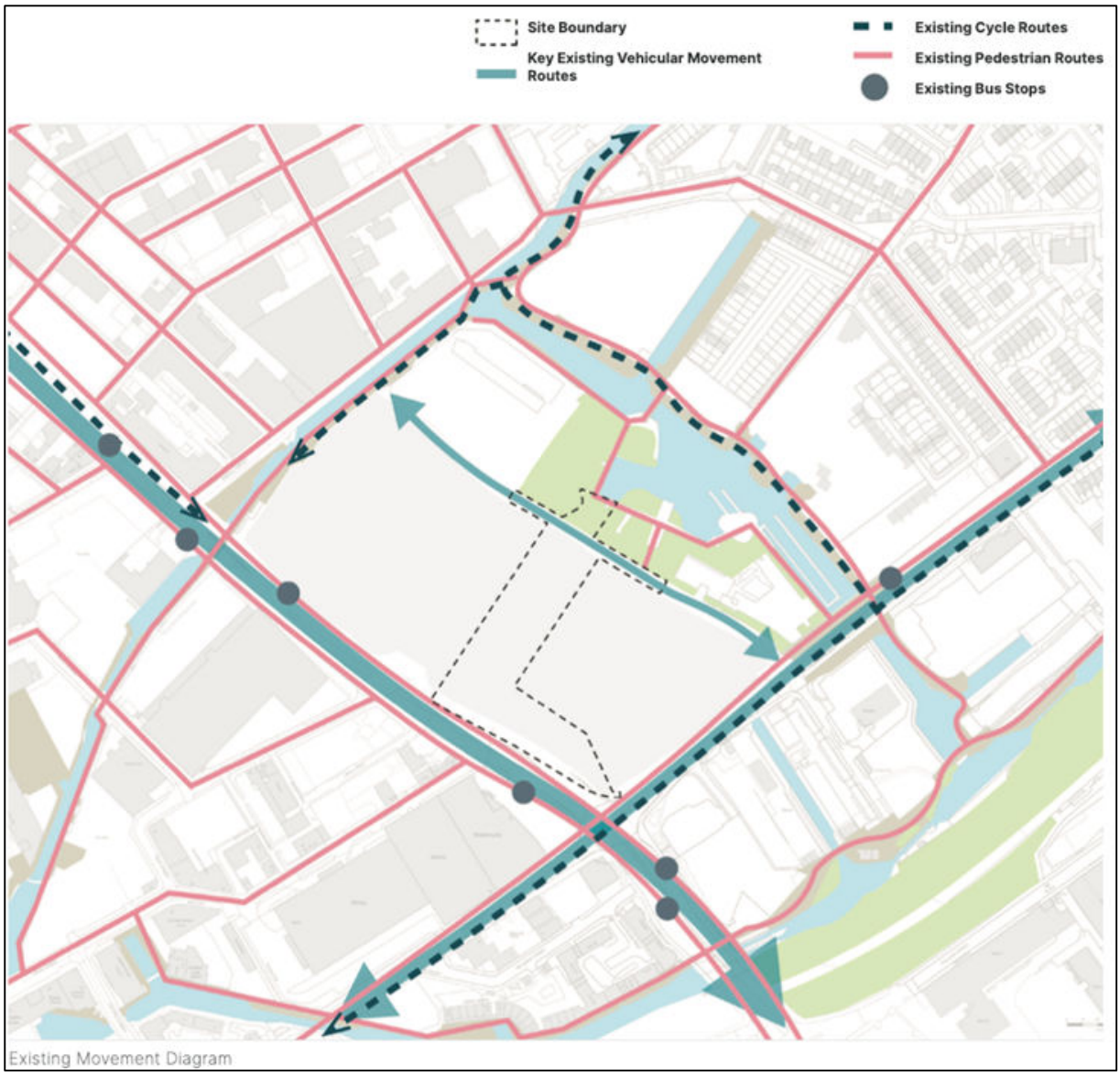


Figure 4.3 - Pedestrian Routes

4.21. National Cycle Network (NCN) Route 66 linking Manchester with Rochdale, Leeds and Hull runs along Store Street and Old Mill Street to the south-east of the Site. A mixture of dedicated cycle facilities are provided along this route. A new segregated cycle track on the footway along the south-west side of Great Ancoats Street has also recently been introduced.

4.22. Cyclists can also use the Rochdale Canal Towpath and the New Islington Marina Promenade.

4.23. Cycle routes in the vicinity of the proposed Park are shown in Figure 4.4.

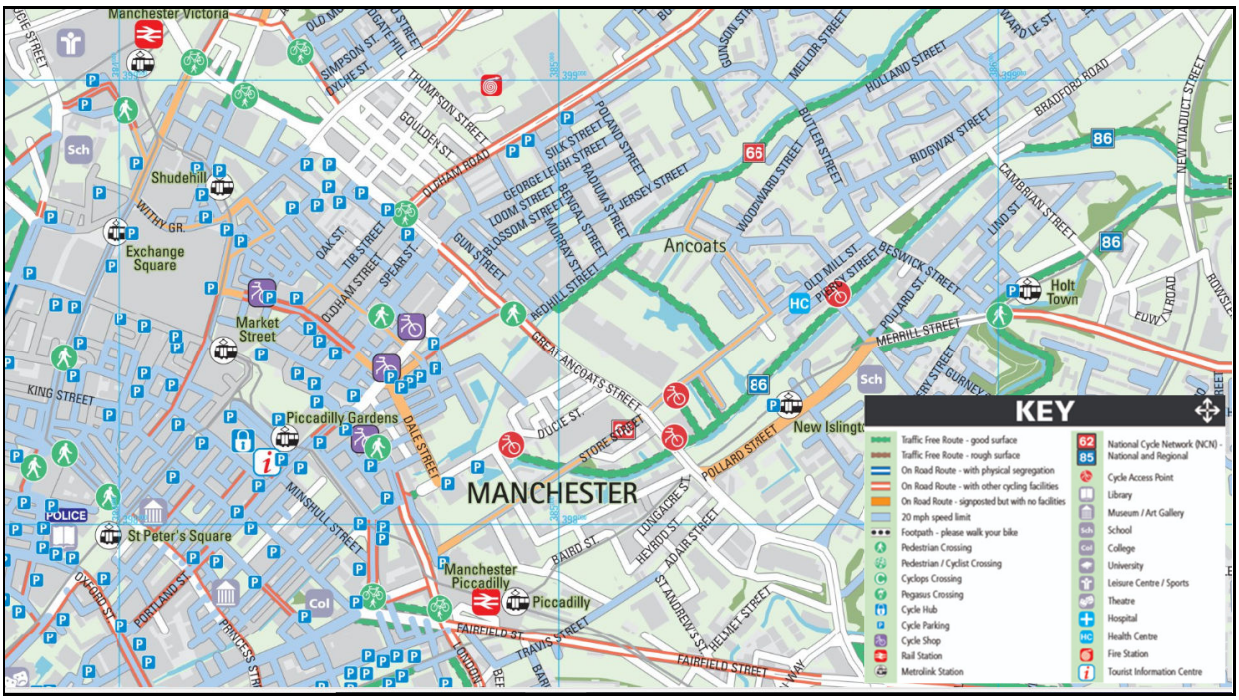


Figure 4.4 - Cycle routes

5. Trip generation

Operational trip generation

5.1. The proposed Park will provide an amenity for the local residential and business community, as well as for passersby. Therefore, it is not anticipated to be a trip attractor, other than for the local surrounding community, including people working in the proposed adjacent office developments, and for people passing by. No car parking will be provided for the proposed Park.

5.2. Consequently, the proposed Park is only anticipated to generate local trips, with the vast majority being made on-foot, a few being made by bicycle, and a negligible number by car. Many of these trips will also be linked, or pass-by trips, rather than trips made solely to access the Park.

5.3. Maintenance of the proposed Park is anticipated to generate very few, infrequent vehicle trips, typically less than one return trip per day.

Construction trip generation

5.4. Construction of the proposed park is anticipated to generate relatively few construction vehicle trips over the construction programme. Much of the ground/earthworks for the proposed Park will be completed by Phases 1a of the FCRP SRF masterplan, using surplus excavated material reused on site as much as possible to minimise traffic movements. Peak construction traffic generation will be in the early stages of construction when construction materials, such as topsoil, will need to be delivered to site. Most of the construction workforce is anticipated to commute to and from the Site by public transport.

5.5. Construction of Phases 1a and 2 of the FCRP SRF masterplan are not anticipated to overlap with the construction of the proposed Park.

6. Impact assessment

Operational phase impacts

6.1. The proposed Park is anticipated to only generate local trips, with the vast majority being made on-foot, a few being made by bicycle and a negligible number by car. Many of these trips will also be linked, or pass-by trips, rather than trips made solely to access the Park. It will generate negligible additional vehicle trips.

6.2. The proposed Park will also provide a local amenity that will encourage local trips by sustainable modes of transport, particularly on foot, by improving accessibility and linkages in the area that offer pleasant alternative routes to existing footways along local streets. Proposed pedestrian access to the Park is shown in Figure 2.1.

6.3. Consequently, use of the proposed Park will have a negligible impact on the operation performance of the road network and a minimal impact on pedestrian and cycling facilities and public transport services.

Construction phase impacts

6.4. Much of the ground/earthworks for the proposed Park will be completed by Phases 1a of the FCRP SRF masterplan, using surplus excavated material. This will significantly reduce the amount of additional traffic generated by the construction of the proposed Park. Consequently, construction of the proposed Park is not anticipated to generate enough construction vehicles per day to materially affect the operational performance of the road network or to give rise to any related significant adverse consequential effects.

6.5. Any adverse effects of construction traffic generated by the building of the proposed Park will also be minimised by the implementation of a Construction Management Plan (CMP) that will be prepared by the Principal Contractor, once appointed, and will include a construction traffic management plan. The CMP will build on the draft CMP contained in the Environmental Statement (ES) and agreed with the planning authority prior to commencement of construction.

Compliance with policy

6.6. A review of relevant policies indicate that the focus of new developments should be on encouraging more sustainable travel opportunities such as walking, cycling and the use of public transport, as well as identifying other improvements that can be made to the existing transportation networks.

6.7. The proposed Park is in accordance with relevant transport related policies, since it will provide a local amenity that will encourage local trips by sustainable modes of transport, particularly on foot, by improving accessibility and linkages in the area. It will also result in negligible addition vehicle trips that will not give rise to any significant or severe impacts.

6.8. The table below highlights the proposals compliance with the national, regional and local policies.

Table 6-1 - Policy compliance

Planning Policy	Compliance
National Planning Policy Framework (NPPF)	This TS has demonstrated that the proposed Park is in-line with NPPF by taking an early and holistic view of transport arrangements. It also demonstrates that the Proposed Park will not result in any severe residual transport related impacts.

National Planning Practice Guidance (NPPG)	This TS has demonstrated an assessment of travel impacts associated with the proposed has been carried out, in-line with the requirements of the NPPG.
Places for Everyone	This TS has demonstrated that the proposed Park is in-line with Places for Everyone by creating access to green spaces, enhancing active and sustainable travel and maximising carbon neutrality.
Greater Manchester Transport Strategy 2040	This TS has demonstrated that the proposed Park is in-line with this policy by maximising accessibility by sustainable modes and being designed to encourage active travel.
Manchester City Council Local Development Framework: Core Strategy	This TS has demonstrated that the proposed Park is in-line with this policy by seeking to provide alternative modes of travel to the car and by providing additional routes for active travel.
City Centre Transport Strategy	This TS has demonstrated that the proposed Park is in-line with the City Centre Transport Strategy by created a more well-connected Manchester through provision of additional pedestrian routes and promoting active travel.

7. Conclusions

7.1. The proposed Park will have excellent accessibility to public transport, being near to a wide range of frequent bus, tram and rail services. It will also have good pedestrian connectivity to the surrounding local area via a variety of routes.

7.2. The proposed Park will also provide a local amenity that will encourage local trips by sustainable modes of transport, particularly on foot, by improving accessibility and linkages in the area that offer pleasant alternative routes to existing footways along local streets.

7.3. The Park is only anticipated to generate local trips with the vast majority being made on-foot, a few being made by bicycle and a negligible number by car. Many of these trips will also be linked, or pass-by trips, rather than trips made solely to access the Park. It will generate negligible additional vehicle trips. Consequently, use of the proposed Park will have a negligible impact on the operation performance of the road network and a minimal impact on pedestrian and cycling facilities and public transport services.

7.4. Much of the ground/earthworks for the proposed Park will be completed by Phases 1a of the FCRP SRF masterplan, using surplus excavated material to avoid importing material. Therefore, construction of the proposed Park is not anticipated to generate enough construction vehicles to materially affect the operational performance of the road network or to give rise to any related significant adverse consequential effects. Any adverse effects of construction traffic generated by the building of the proposed Park will also be minimised by the implementation of a CMP that will be prepared by the Principal Contractor, once appointed. The CMP will build on the draft CMP contained in the ES.

7.5. Overall, the transport related impacts of the proposed Park will be minimal during both construction and operation and will not give rise to any associated significant adverse consequential effects.

7.6. Consequently, the proposed Park is compliant with relevant transport related National and Regional/Local Government policies.

APPENDICES

Appendix A. Park general arrangement



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NOTES:

1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

REDLINE BOUNDARY

NOTE: Refer to the below in conjunction with this drawing:

3363-PLA-XX-XX-DR-L-0003 - Tree Retention and Removal
3363-PLA-XX-XX-DR-L-1000 - Hardworks
3363-PLA-XX-XX-DR-L-1001 - Kerbs and Edgings
3363-PLA-XX-XX-DR-L-2000 - Softworks
3363-PLA-XX-XX-DR-L-3000 - Levels
3363-PLA-XX-XX-DR-L-4000 - Furniture and Wayfinding
3363-PLA-XX-XX-DR-L-4001 - Lighting Strategy

Revision	Date	Description	Drawn	Apprvd.
P10	01/01/24	Planning Issue	CS	SB

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Project	Former Central Retail Park
Drg Title	Landscape Masterplan

Created on	Created by	Approved by
03/01/24	CS	SB

Scale	Size	Workstage	Status
1:400	A1	Stage 3	

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