



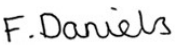
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mobility solutions through design and innovation

Proposed Office Refurbishment
at Castlefield House, Manchester
for Allied London
Transport Statement

November 2024 (Initial Issue)

Quality Management

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Signature				

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1. Introduction

1.1.1 This Transport Statement (TS) has been undertaken by Mosodi to consider the highways and transportation issues raised by the external improvements and public realm works to an existing office building.

1.1.2 Allied London are seeking to provide external improvements and public realm works to the building and reduce the level of car parking on Site. The objective of this is to improve the visual amenity of the Site, and to reposition the building as a modern commercial asset and create a desirable landscaped public realm that will also benefit the users of the adjacent Upper and Lower Campfields. This Transport Statement discusses the highways and transportation issues raised by this proposed refurbishment.

1.1.3 The proposals seek to align with the overall strategy of Lower and Upper Campfield and the wider St John's / Enterprise City development.

1.1.4 The railings and car park at the front of Castlefield House create a significant physical and visual barrier to the building and form a 'hard line' along Liverpool Road. There is an opportunity to remove the parking from the front of the building, to improve the streetscape of Liverpool Road and improve circulation and visual amenity.

1.1.5 This Transport Statement (TS) has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.6 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.7 The TS considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. It covers a variety of topics, and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions including a review of accident data;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services; and
- Chapter 5 – summarises and concludes the report.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of accident data.

2.2 Existing Site

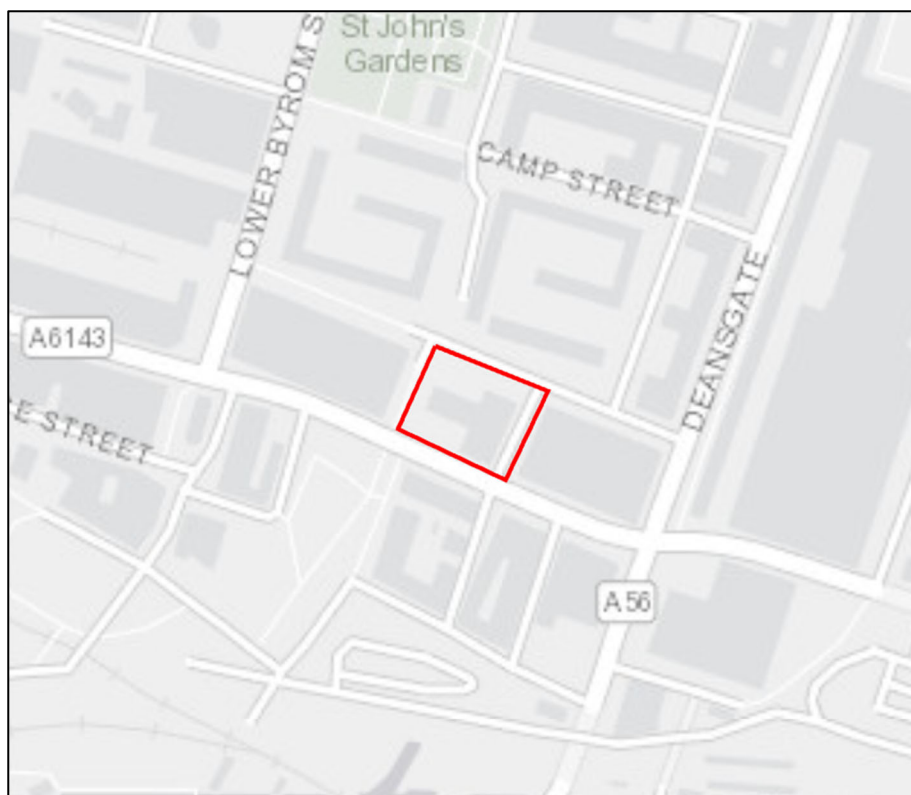
2.2.1 The Site is located within Manchester City Centre. The existing layout of the Site is shown in Appendix B and is summarised as follows:

- 30 car parking spaces of which two are classified as accessible;
 - 19 of which are accessed from Byrom Street;
 - 11 spaces are accessed from Liverpool Road;
- Refuse Store and servicing for the Site accessed from Byrom Street; and
- 10 Sheffield stands located on Byrom Street adjacent to the Site.

2.2.2 The application Site is bound to the north by Tonman Street, to the south by Liverpool Road and to the west by Byrom Street. To the east, the Site is bound by Barton Street – which is a private street.

2.2.3 The Site in relation to the strategic and local transport networks is shown on Figure 1. An extract of which is shown in Image 2.1.

Image 2.1 Site Location



2.3 Existing Local Highway Network

2.3.1 Deansgate is currently undergoing a transformation, aiming to make the area cycle friendly, with vehicular access now restricted in a northbound direction.

2.3.2 There is currently no access for motor vehicles on Byrom Street to the west boundary of the Site, which is prohibited by bollards at both the north and south access points. Access to the Site's rear parking provision and bin storage is taken from the Byrom Street/Tonman Street turning head.

2.3.3 Barton Street is a two-way private single carriageway and is currently closed until November 2025 due to existing road works.

2.3.4 Liverpool Road is a single carriageway with two-way traffic flow which runs along the southern boundary of the Site on an east-west axis. It joins the A56 Deansgate to the east of the Site and Water Street to the west. Vehicles currently gain access to the Site via Liverpool Road.

2.3.5 Liverpool Road is circa 9m in width, including a cycleway, and is subject to a 20mph speed limit. Footpaths are provided on either side of the carriageway, with a width of circa 5m to the eastbound side of the carriageway and 3m to the westbound side. Parking is prohibited on Liverpool Road along the Site frontage, which is enforced by double yellow line markings, as seen in Image 2.2. A single yellow line on a segment of Liverpool Road signals a bus stop.

Image 2.2 Liverpool Road looking East



2.3.6 Following the establishment of the Transforming Deansgate scheme, the changes to the A56 Deansgate between Quay Street and Liverpool Road include a one-way southbound traffic flow for motorised vehicles only. This limits the accessibility from the Site to Deansgate.

2.3.7 Tonman Street is a single carriageway with two-way traffic flow, which runs along the northern boundary of the Site on an east to west axis. It is circa 7m in width with circa 2m footways. On-street parking is available along the Site frontage on a Pay & Display basis, providing 13 bays, with a restriction limited to 2 hours between 8am-8pm Monday-Sunday, as seen in Image 2.3.

Image 2.3 Pay and Display Machine on Tonman Street



2.3.8 There are signal-crossing facilities available to the southeast of the Site, at the junction between Liverpool Road and A56 Deansgate, including Tactile Paving and dropped kerbing.

2.3.9 Tactile Paving is present on Barton Street to the southeast of the Site and at the vehicular access point on Liverpool Road on the south boundary of the Site, as seen in Image 2.4. Dropped kerbing is also present at the vehicular access point on Liverpool Road, as well as Byrom Street to the northwest of the Site, and Barton Street to both the northeast and southeast of the Site.

Image 2.4 Existing Vehicular Crossover access on Liverpool Road

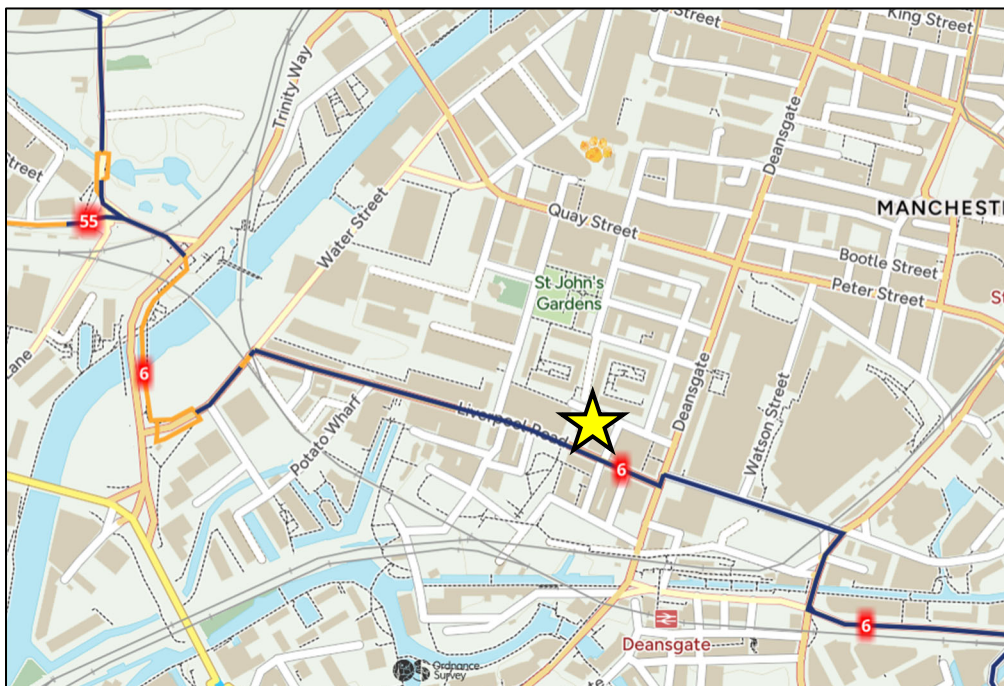


2.4 Cycle Infrastructure

2.4.1 National Cycle Network (NCN) Route 6 runs along the southern extent of the Site along Liverpool Road. National Cycle Network (NCN) Route 55 passes along the western extent of the Site through Middlewood Street.

2.4.2 Image 2.4 shows where the NCN routes are in relation to the Site.

Image 2.5 National Cycle Routes

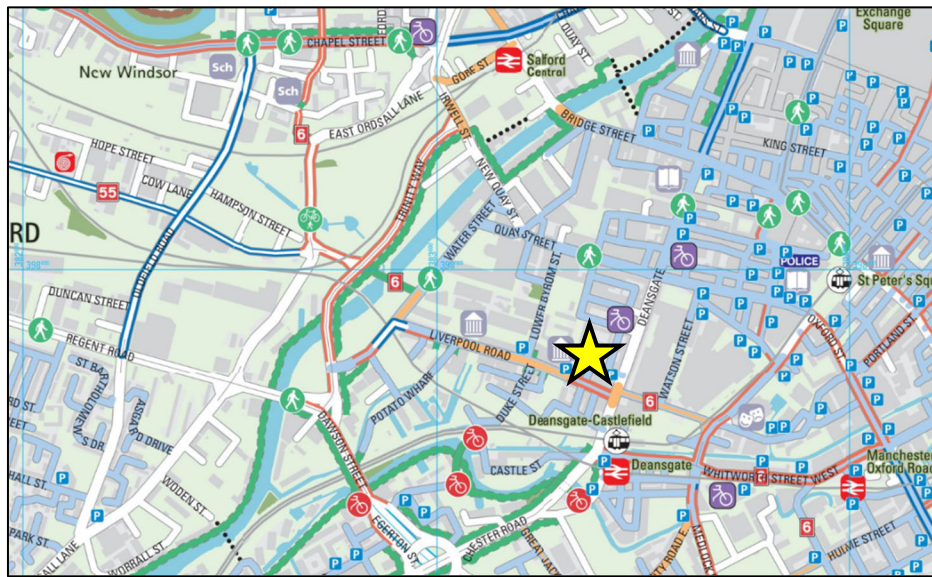


2.4.3 In addition to the NCN, Transport for Greater Manchester has its own cycle infrastructure in place, as is shown in Image 2.6 below.

2.4.4 This shows that to the west of the Site along Trinity Way there is an on-road route (NCN Route 6) with certain cycling provisions (red lines). It also shows the traffic free routes (green lines) and the on-road routes with signposting (orange lines). In addition to this, a cycle shop is situated within close proximity to the Site and a number of cycle parking locations are available.

2.4.5 This demonstrates that a number of cycle routes are in place within the proximity of the Site, which provide connections to the NCN Route 6.

Image 2.6 Local Cycle Routes



2.5 Existing Bus Services

2.5.1 There are a number of bus services operating within the vicinity of the Site, with the nearest stops provided on Liverpool Road, approximately 9m south of the Site, as shown in Image 2.7.

Image 2.7 Great Bridgewater Street Eastbound Bus Stop



2.5.2 The services available at the nearest stops are summarised in Table 2.1.

Table 2.1 Local Bus Services

Location	Distance (straight line)	Facilities	Destinations	Service Numbers	Approx. Combined Frequency
Museum (Stop WP)	9m	Timetable, Pole	Shudehill	33, 33B	4 per hour
Deansgate Station (Stop A)	185m	Timetable, Pole	Picadilly	1 Free Bus	12 per hour
Watson Street (stop SR)	250m	Timetable, Pole	Shudehill	33, 33B	4 per hour
Gt Bridgewater St/Watson St (Stop SS)	290m	Timetable, Pole	Worsley	33	6 per hour
Museum of Science and Industry	340m	Shelter, Seating, Timetable,	Shudehill	33, 33B	4 per hour
Bridgewater Hall (Stop ST)	440m	Timetable, Pole	Picadilly, Shudehill	33, 33B, 255, 256, X50	18 per hour
Bridgewater Hall (Stop SU)	460m	Timetable, Pole	Partington, Piccadilly, Worsley, Trafford Centre, Stretford, Hulme	1 Free Bus, 33, 255, 256, X50	23 per hour

2.5.3 The existing services in the vicinity of the Site are shown in Image 2.8.

Image 2.8 Extract taken from Greater Manchester Bus Network Map



2.5.4 The existing bus services provide regular connections to Manchester City Centre and key surrounding regions.

2.6 Existing Tram Services/Facilities

2.6.1 Deansgate Metrolink stop is located 220m to the southeast of the proposed Site. It is on the pink line to East Didsbury, the purple line to Altrincham, the green line to Bury, the blue line to Eccles and Ashton-under-Lyne and the navy line to Victoria. Services run at a frequency of over 40 per hour.

2.6.2 The tram stop benefits from ticket machines, timetabling information and step free access.

2.7 Existing Rail Services/Facilities

2.7.1 Deansgate Train Station is located approximately 300m southeast of the Site and Manchester Oxford Road Station is located approximately 800m east of the Site. A summary of the services and facilities is shown in Table 2.2.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Deansgate Station	6 Cycle Storage Spaces, Ticket Machines, CCTV, Shelter and Seating	Liverpool, Manchester, Blackpool, Crewe, Manchester Airport,	10 per hour
Manchester Oxford Road Station	72 Cycle Storage Spaces, Ticket Office, CCTV and Seating	Liverpool, Manchester Airport, Bolton, Crewe, , Chester, Warrington, Barrow-In-Furness, Leeds	20 per hour

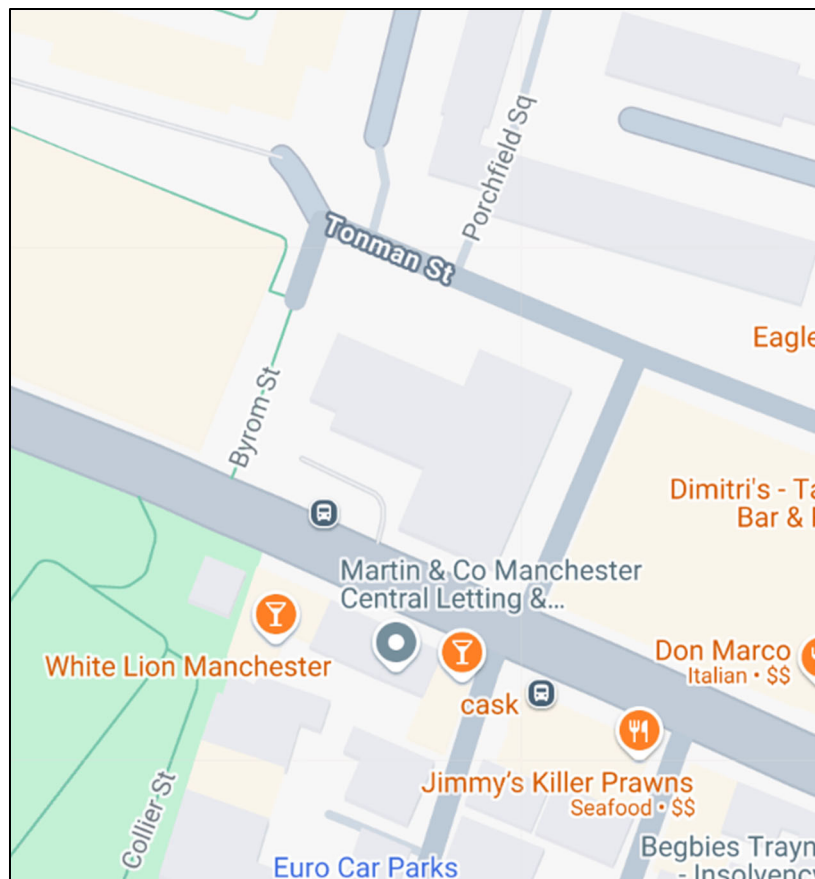
2.7.2 Both Deansgate and Manchester Oxford Road Stations are within 800m of the Site and have combined a service frequency of 30 trains per hour to a number of key locations.

2.8 Existing Accident Data Analysis

2.8.1 Personal injury accident data has been obtained for the highway network in the vicinity of the Site for the most recently available five-year period between 2018 and 2022 from the Crashmap website. The accident data area covers the immediate surrounding of the Site of Liverpool Road, Tonman Street, Barton Street and Byrom Street.

2.8.2 For the three-year period, there have been no recorded accidents in the immediate vicinity of the Site, as shown in Image 2.9.

Image 2.9 Existing Accident Data of the Site from Crashmap



3. Proposed Development and Access Strategy

3.1 Development Proposals

3.1.1 The development proposals, which are shown on the Architects Site plan drawing contained in Appendix A, comprise the following:

- Existing railings and parking (11 spaces) to the front yard removed, and a new public realm created, with level access from the surrounding pavements;
- Following removal of the vehicular access gate on Liverpool Road, the dropped kerb will be removed and the pavement level reinstated;
- New paving to the public realm, laid in patterns to create interest and delineate the building entrance;
- New covered cycle parking for 56 bikes within the Site and secured with fencing to serve Castlefield House as well as Upper and Lower Campfields;
- Byrom Street cobblestones retained as existing, with controlled vehicular access proposed via removable bollard;
- 9 parking spaces (including 2 accessible) are retained to the rear of Castlefield House, with the parking layout being rationalised;
- The existing bin store retained; and
- New sections of railing installed to enclose the rear car park. Design/materials to match the existing railings.

3.2 Pedestrian/Cycle Access

3.2.1 Pedestrian access to the Site is proposed via an improved entrance lobby fronting Liverpool Road to the South of the Site.

3.2.2 A new secure and covered cycle store is proposed fronting Barton Street including 56 two tier cycle stands, to the northeast of the Site, serving Castlefield House, as well as Upper and Lower Campfields. Access to this can be gained from the proposed controlled vehicular access point on Byrom Street, along the west boundary of the Site.

3.2.3 As part of the development, the existing railings and parking to the front yard on the southern boundary of the Site will be removed, and a new public realm will be created, with level access from the surrounding pavements.

3.3 Refuse/Servicing Access

3.3.1 Refuse collection will not be impacted from the proposed development and the existing bin store will be retained to the northwest of the Site.

3.3.2 Refuse collection and servicing of the building is to continue being undertaken from the turning head of Tonman Street/Byrom Street to the northwest of the Site.

3.4 Vehicular Access

3.4.1 The existing vehicular access to the Site off Liverpool Road through a sliding gate is to be removed alongside existing railings and parking to the front yard. Following this, the dropped kerb will be removed and the pavement level reinstated.

The remaining footway along Liverpool Road on the southern boundary of the Site will be retained as existing.

3.4.2 Nine existing and enclosed car parking spaces will be retained to the rear of the Site, including two accessible spaces. Access into and exiting these spaces is shown on the plan in Appendix C.

3.4.3 The development proposes controlled vehicular access to the Site from Byrom Street along the western boundary of the Site, via removable bollards.

3.5 Trip Generation

3.5.1 As the number of car parking spaces on Site is reducing from 30 to 9 spaces, the development will have a minor positive impact on the operation of the highway network. Employees to the Site have excellent access to public transport and new cycle infrastructure within the city centre, with the development implementing 56 cycle spaces to encourage staff to travel to the Site via active travel.

3.5.2 If staff who currently utilise a car to access the Site, wish to continue, there are numerous car parks within the city centre which would be able to accommodate these existing trips.

4. Summary and Conclusions

4.1.1 This Transport Statement (TS) has been prepared on behalf Allied London to support a detailed planning application for a refurbishment of an office building, Castlefield House, Manchester.

4.1.2 The proposed layout is shown on the architects plans in Appendix A and comprise:

- Existing railings and parking (11 spaces) to the front yard removed, and a new public realm created, with level access from the surrounding pavements;
- Following removal of the vehicular access gate on Liverpool Road, the dropped kerb will be removed and the pavement level reinstated;
- New paving to the public realm, laid in patterns to create interest and delineate the building entrance;
- New covered cycle parking for 56 bikes within the Site and secured with fencing to serve Castlefield House as well as Upper and Lower Campfields;
- Byrom Street cobblestones retained as existing, with controlled vehicular access proposed via removable bollard;
- 9 parking spaces (including 2 accessible) are retained to the rear of Castlefield House, with the parking layout being rationalised;
- The existing bin store retained; and
- New sections of railing installed to enclose the rear car park. Design/materials to match the existing railings.

4.1.3 Car parking at the Site will reduce from 30 to 9 spaces with the access from Liverpool Street removed. This will reduce vehicular trips to the Site. Access to the nine car parking spaces including two accessible spaces is taken from the existing access from Byrom Street.

4.1.4 It is appropriate to reduce car parking on Site and replace with cycle parking provision as part of a modal shift from car use to public transport and active travel. Alternative car parking is also available within Manchester City Centre.

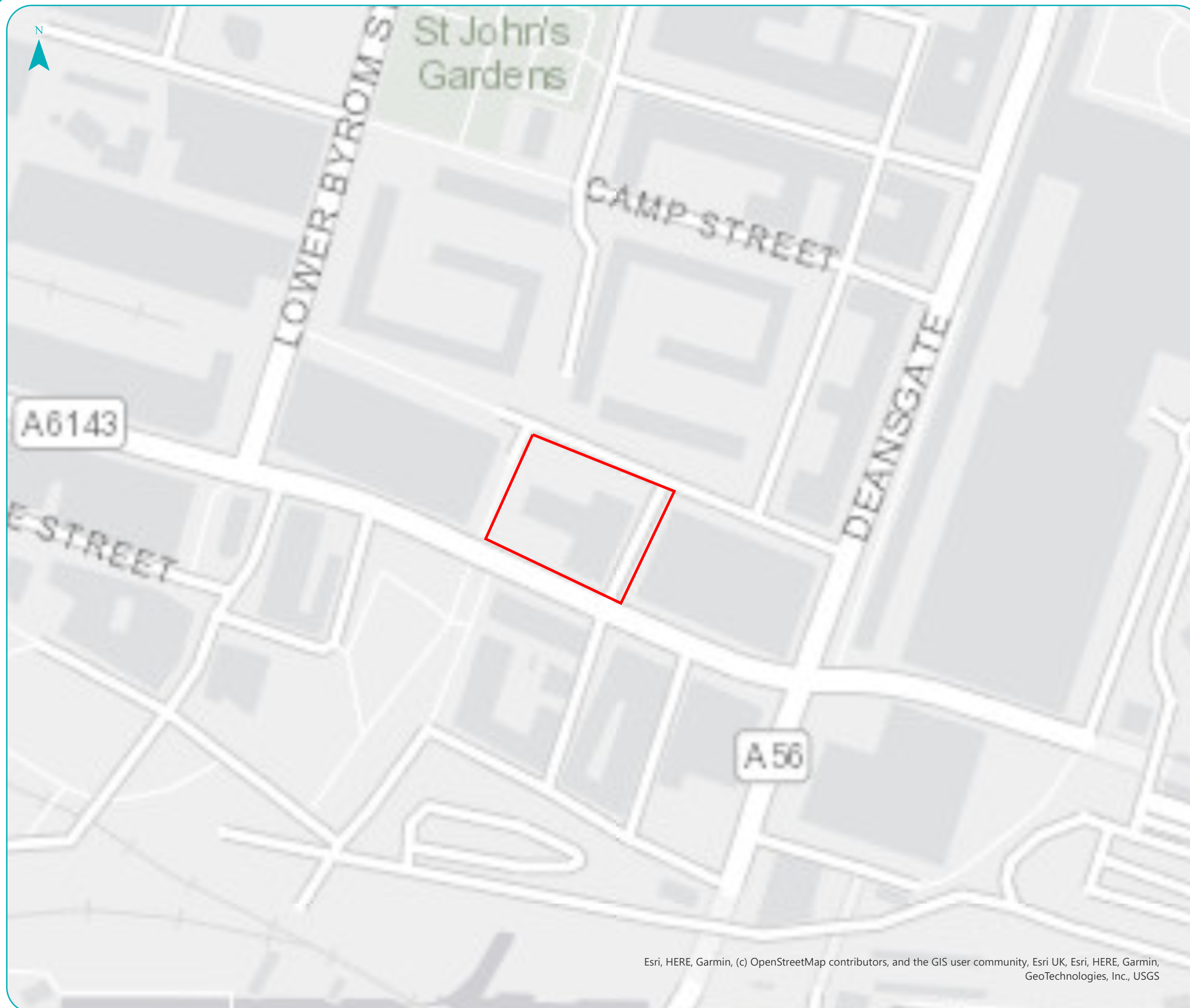
4.1.5 The existing refuse collection and servicing is to be retained as per the existing arrangement from Byrom Street where refuse vehicles access Byrom Street and Tonman Street at the turning head.

4.1.6 56 cycle parking spaces are to be provided within a new secure and covered cycle store at the northeast of the Site. These will be available to users of the proposed Site as well as Upper and Lower Campfields.

4.1.7 The Site provides excellent accessibility by foot, cycle and public transport to provide employees and visitors with opportunities to access the Site by public and active travel.

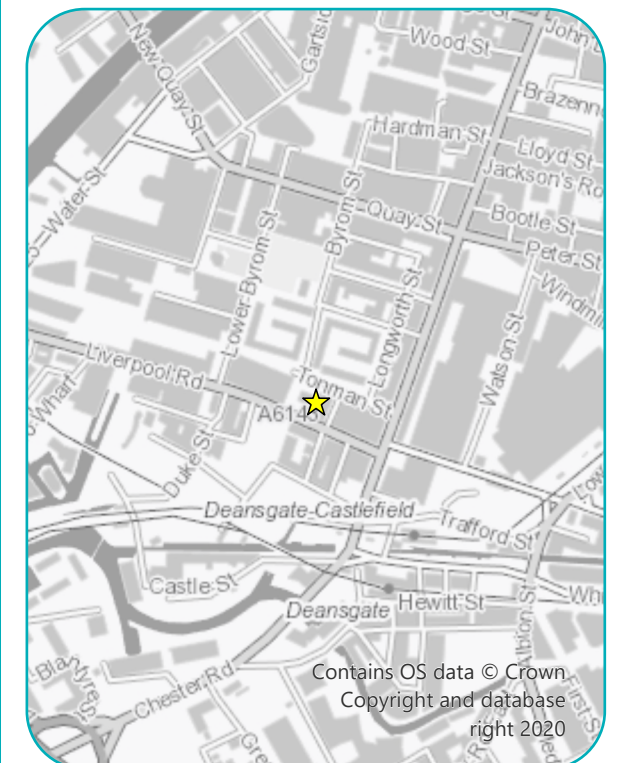
4.1.8 From the work undertaken, it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission.

Figures



Key

- ★ Site Location
- Indicative Site Boundary



Proposed Office
Refurbishment
Castlefield House
Site Location Plan

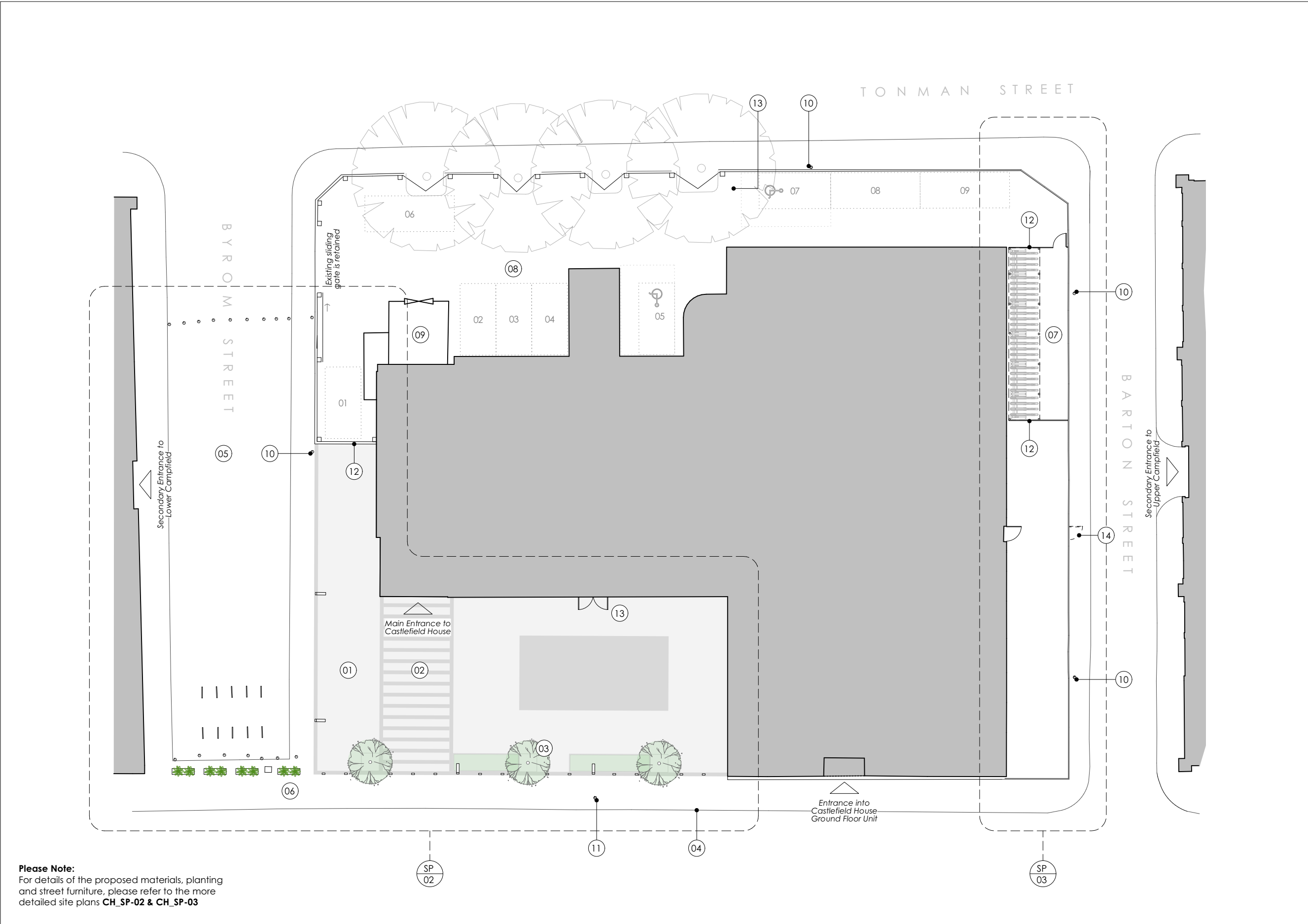
Figure 1

Scale @ A3 1:2,500

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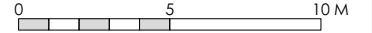
Appendices

Appendix A Proposed Layout



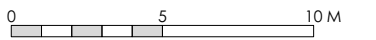
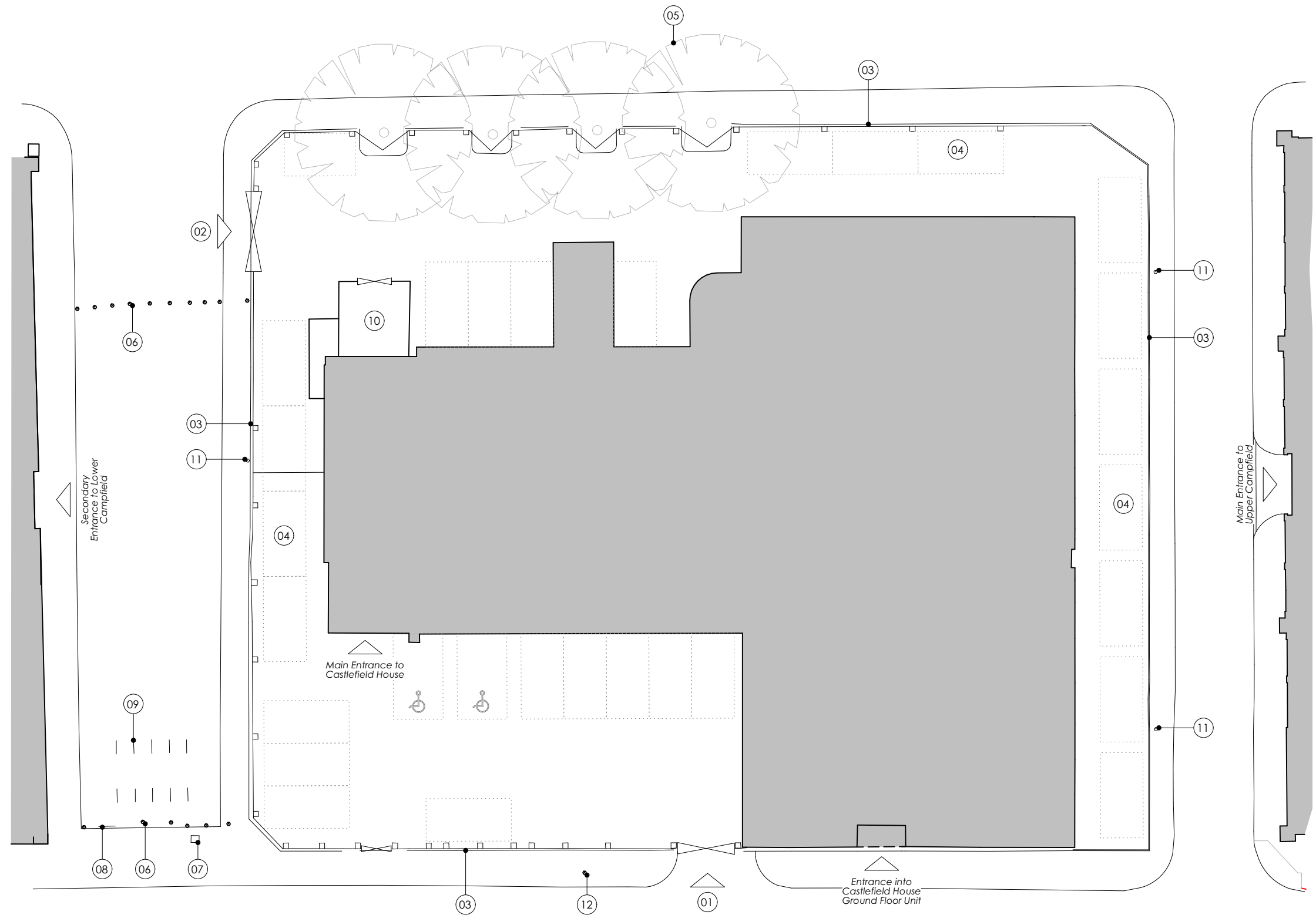
Please Note:
For details of the proposed materials, planting and street furniture, please refer to the more detailed site plans **CH_SP-02 & CH_SP-03**

- Drawing Key:**
- 01 Existing railings and parking to front yard removed, and a new public realm created, with level access from the surrounding pavements
 - 02 New paving to the public realm, laid in patterns to create interest and delineate the building entrance.
Please note that the patterns shown are indicative
 - 03 3no. New mature in-ground trees with square tree grilles
 - 04 Following removal of the vehicular access gate on Liverpool Road, the dropped kerb will be removed and the pavement level reinstated
 - 05 Byrom Street cobblestones retained as existing, with controlled vehicular access proposed via removable bollard (refer to CH_SP-02 for details)
 - 06 The pavement along Liverpool Road is retained as existing (and as noted above, will be reinstated in one area, due to the removal of the dropped kerb)
 - 07 New secure and covered cycle store, serving Castlefield House, as well as Upper and Lower Campfields
 - 08 Parking is retained to the rear enclosed yard
 - 09 Existing bin store retained
 - 10 Existing lamp post retained
 - 11 Existing bus stop retained
 - 12 Sections of removed railings are repurposed to enclose the reduced rear yard, and the cycle store
 - 13 New access door
 - 14 New gate in railings, for escape purposes



 Studio Hart Limited 7-8 Savile Row London, W1 SPE	DRAWING <i>PROPOSED SITE PLAN</i>		PROJECT <i>Castlefield House</i>
	SCALE <i>1:250 at A3</i>	PROJECT NUMBER <i>24-021</i>	
	DATE <i>Nov 2024</i>	DRAWING STATUS <i>Planning</i>	
	DWG No. <i>CH-SP-01</i>	REVISION <i>P1</i>	
General Notes: All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions. This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details. Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect. DO NOT SCALE FROM THIS DRAWING.			
<i>P1</i>		<i>Planning</i>	<i>22/11/24</i>
STATUS	REVISION	DATE	

Appendix B Existing Layout





Studio Hart Limited
7-8 Saville Row
London, W1 SPE

DRAWING <i>EXISTING SITE PLAN</i>	
SCALE 1:250 at A3	PROJECT NUMBER 24-021
DATE Nov 2024	DRAWING STATUS Planning
DWG No. CH-EX-01	REVISION P1

PROJECT
Castlefield House

- Drawing Key:**

01 Vehicle access off Liverpool Road, through a sliding gate

02 Vehicle access off Byrom Street, through a sliding gate

03 Railings around the full site boundary

04 30no. Existing car parking spaces, a number of which are inaccessible and/or unusable

05 Existing trees

06 Existing bollards

07 Existing CCTV camera

08 Existing information board

09 10no. Existing Sheffield cycle stands

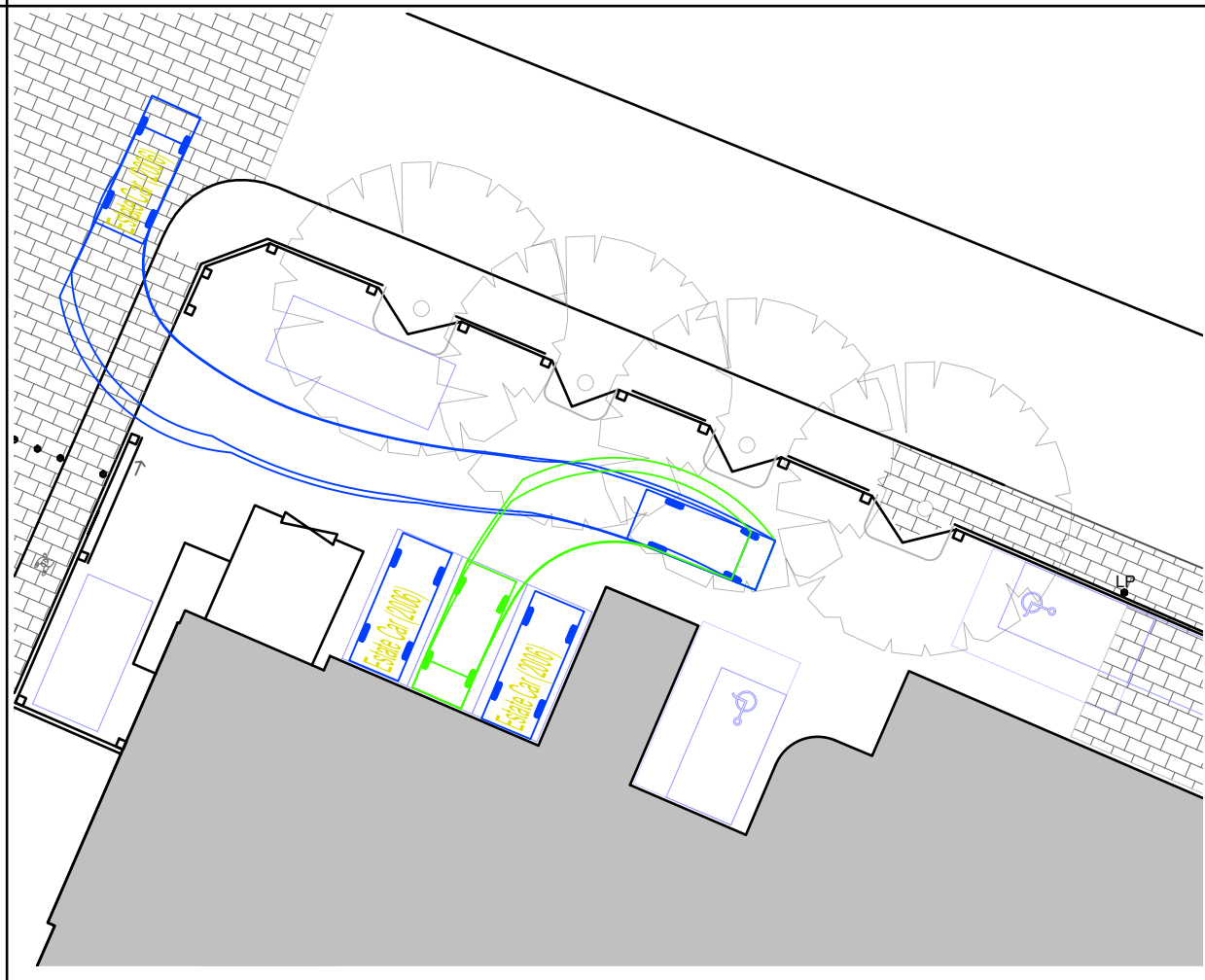
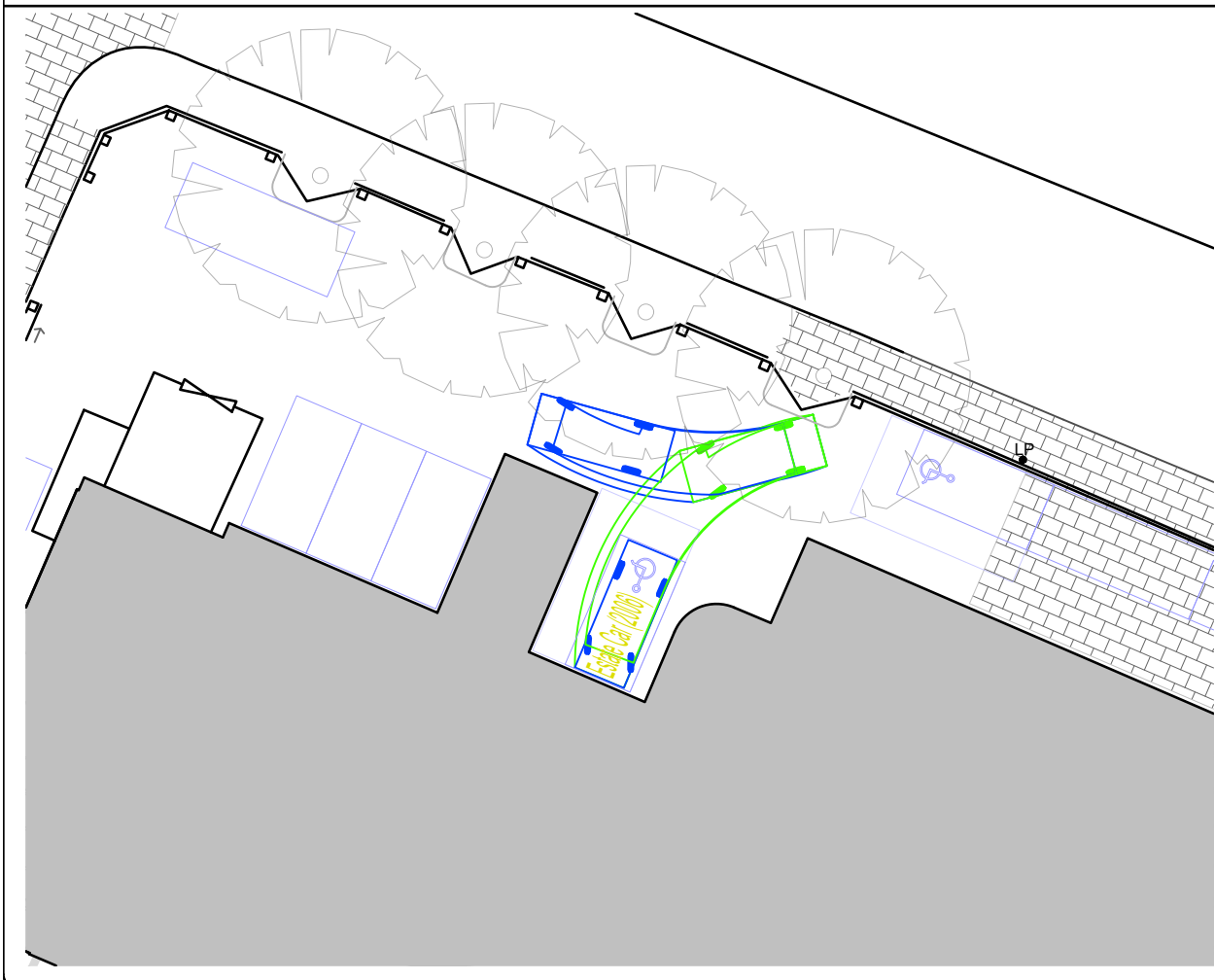
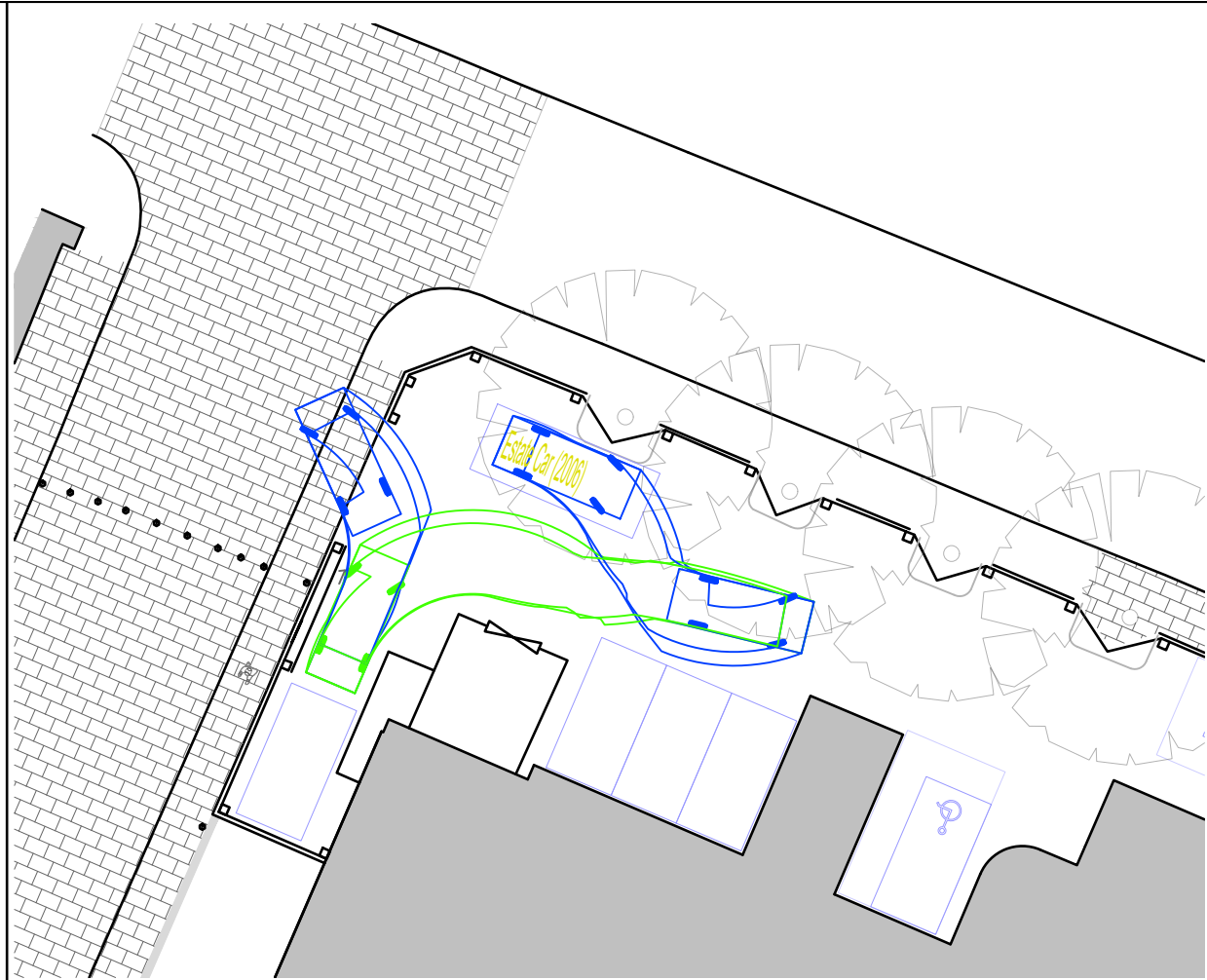
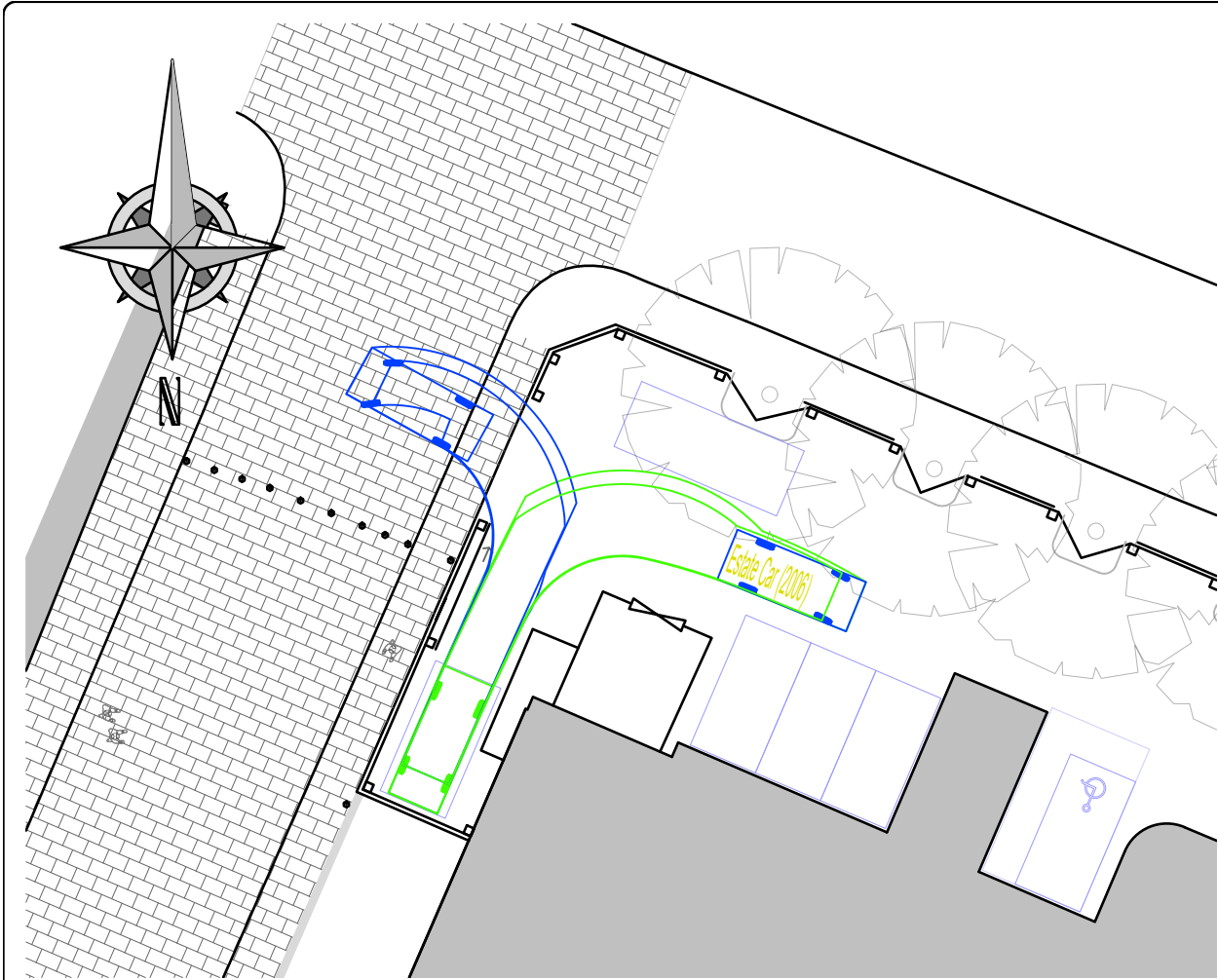
10 Existing bin store

11 Existing lamp post

12 Existing bus stop

P1	Planning	22/11/24	General Notes: All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural elements are indicative only. See service engineers drawings for actual sizes / dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions. This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details. Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect. DO NOT SCALE FROM THIS DRAWING.
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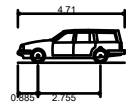
Appendix C Car Parking Tracking



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.
3. The following layout is based on Allied London Drawing No: CH_SP-01 - Post Pre-App 2

Key:



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

Rev:	11.11.24	INITIAL ISSUE	LG
Date:		Status/Amendments:	By:

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Manchester 0161 413 5168
Leeds 0113 323 0854

Client:
ALLIED LONDON

Project:
CASTLEFIELD HOUSE,
MANCHESTER

Drawing Title:
VEHICLE TRACKING OF PARKING
ARRANGEMENT

Drawn By: LG	Checked By: SJP	Approved By: SJP
Scale: 1:250	Paper Size: A3	Date Created: 11.11.24
Drawing Number: 24040.ATR.01	Drawing Revision: -	