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STACK, Oxford Road, Manchester

Transport Statement

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Site Address: Oxford Road, Manchester M1 7ED.

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Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Senior Transport Planner		30 July 2024

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc CMILT Associate		30 July 2024

Authorised	Signature	Date
Matt Thorley BA (Hons) MSc CMILT Associate		30 July 2024

Table of Contents

1.0 Introduction 1

1.1 Background 1
1.2 Purpose of the Report 2
1.3 Scope of the Report 2
1.4 Structure of the Report 2

2.0 Existing Situation 4

2.1 Site Location 4
2.2 Existing Use and Access 5
2.3 Surrounding Highway Network 6
2.4 Highway Safety 7

3.0 Development Proposals 9

3.1 Overview of Proposals 9
3.2 Proposed Access Arrangements 9
3.3 Proposed Parking Provision 10
3.4 Proposed Servicing Arrangements 11

4.0 Accessibility by Sustainable Modes of Travel 12

4.1 Introduction 12
4.2 Pedestrian Accessibility 12
4.3 Cycle Accessibility 13
4.4 Public Transport Accessibility 16
4.5 Summary 20

5.0 Traffic Forecasting 21

5.1 Introduction 21
5.2 Extant Trip Generation 21
5.3 Forecast Trip Generation 22
5.4 Net Trip Generation 23
5.5 Summary 23

6.0 Transport Planning Policy 25

6.1 Introduction 25
6.2 National Planning Policy Framework (2023) 25
6.3 Planning Practice Guidance (PPG) 27
6.4 Greater Manchester Transport Strategy 2040 27
6.5 Manchester Core Strategy (2012 – 2027) 28
6.6 Conclusions 29

7.0 Summary and Conclusions 30

7.1 Summary 30
7.2 Conclusions 31

Figures

Figure 2.1 – Site Location 4
Figure 2.2 – Area Assessed for Collision Data (5 years) 8
Figure 4.1 – Local Cycle Network 14
Figure 4.2 – Bike Hire Docking Stations in the Vicinity of the Site 15
Figure 4.3 – Public Transport Network in the Vicinity of the Site 17
Figure 4.4 – Rail and Metrolink Network in the Vicinity of the Site 19
Figure 4.5 – Greater Manchester Metrolink Network 20

Tables

Table 2.1 – Collision Data Summary 7
Table 5.1 – Extant Trip Generation 21
Table 5.2 – Proposed Trip Generation 23
Table 5.3 – Net Trip Generation 23

Appendices

Appendix A – Proposed Site Layout
Appendix B – TRICS Output

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Stack (Manchester) Limited to provide transport and highways advice in relation to a retail / leisure mixed-use development on the former Hatch site on Oxford Road, Manchester.

1.1.2 Hatch opened in 2017 in the undercroft of the Mancunian Way off Oxford Road, a space formerly occupied by a surface level car park. The scheme began as a three-storey marketing suite with café / gallery and marketing / commercial floorspace (Manchester City Council (MCC) planning reference: 12619/FO/2016) which gained temporary approval until 22 August 2021.

1.1.3 Subsequent planning applications for the Hatch scheme were approved between 2017 – 2019 for the extension of the scheme across a larger footprint, offering a mix of street food and bars set around a central plaza, with a central stage hosting live entertainment. These are detailed as follows:

- Phase 1 (MCC planning reference: 117089/FO/2017) – Temporary approval for erection of two storey building to be used for flexible commercial uses (Use Classes A1 (shop), A3 (restaurant/cafe), A4 (drinking establishment) or A5 (hot food takeaway)). Temporary approval lasted until 20 October 2022;
- Phase 2 extension (MCC planning reference: 120050/FO/2018) – Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) at ground and first floor. Temporary approval lasted until 25 September 2023;
- Reorganisation of the scheme and an increase in floorspace (MCC planning reference: 124502/FO/2019): Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) or B1 (office)) at ground and first floor. Temporary approval was granted until 6 March 2025.

1.1.4 Notwithstanding, the Hatch site was closed in September 2023, with a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remaining operational, with the intention for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

1.1.5 The vision is to recreate the atmosphere and feel generated by Stack (Manchester) Limited at the highly successful and popular STACK developments across Newcastle and Seaburn, and to implement this as a permanent use of the space. The existing space would be largely retained as part of the proposed development, which would comprise the courtyard arrangement to the north, and the undercroft space under the Mancunian Way to the south, with both linked by a small plaza.

1.1.6 The scheme is understood to create new outward facing retail stores to the north of the former craft bar, and the undercroft space would host street food vendors and bars within shipping containers, alongside the stage to host entertainment events, similar to the extant scheme.

1.1.7 Similar to the extant consent, the STACK development would be car-free given its central and highly accessible location. Four Sheffield cycle stands (totalling space for 8 cycles) were delivered along the western boundary of the site (directly off Oxford Road) as part of Hatch – Phase 2, and remain in use for future visitors to STACK.

1.1.1 It is envisaged that refuse and servicing trips would take place via the bin store at the rear of the development, on land that is leased from Bruntwood (to the south-east of the site, behind the proposed stage). The bin store can be accessed via Brook Street.

1.1.2 The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at MCC as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 Additionally, the TS is supported by a Framework Travel Plan (Document Reference: **085453-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3.2 On this basis, the TS contains the following:

- A description of the highway network in the vicinity of the site;
- A review of the collision record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals, access, and servicing arrangements;
- A review of accessibility by all sustainable modes of travel;
- Commentary on the highway impact associated with the development proposals; and
- A summary of relevant transport planning policy.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access and servicing strategy.

1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located entirety underneath the Mancunian Way flyover within Manchester City Centre. The site is bound to the north by Manchester Technology Centre, to the west by Oxford Road, to the south by Manchester Metropolitan University (MMU)'s Institute of Sport building, and to the east by the Circle Square external bin store / service yard. In the extant scenario, traders from Hatch share the external bin store / service yard with Circle Square and the neighbouring Tesco Express convenience store.

2.1.2 The Circle Square masterplan area further to the north of the site has been delivered by Bruntwood and VITA Group. Circle Square comprises a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

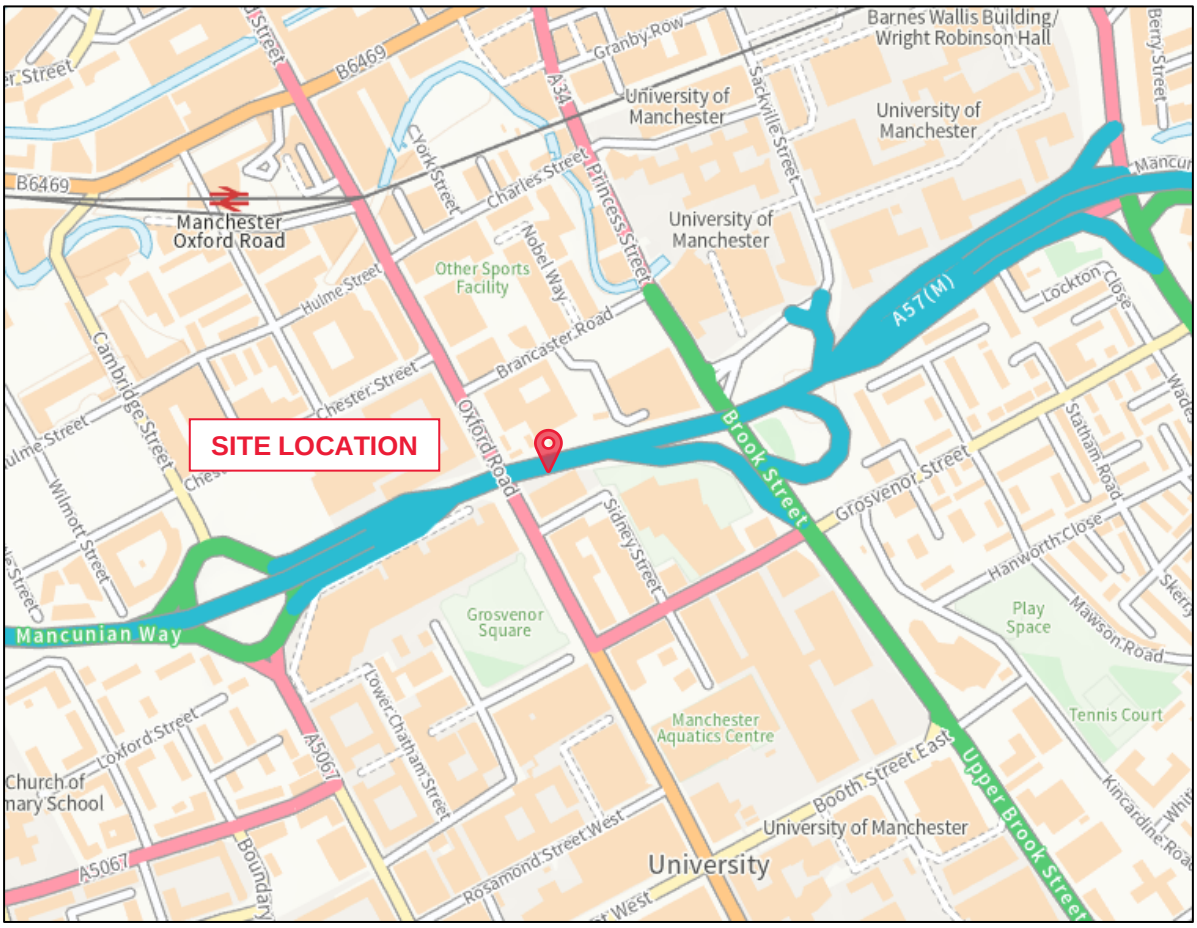


Figure 2.1 – Site Location
(Source: OS Maps, 2024)

2.1.4 The proposals are also cognisant of plans for the neighbouring site which is owned and operated by Bruntwood, located under the Mancunian Way fly-over, to the south of the Circle Square Masterplan

area. The existing site was an external compound area that served Manchester Technology Centre (MTC) with on-site parking (34 car parking spaces) for customers to the MTC in the years prior to 2020.

2.1.5 Since 2020, the site has been used solely by Bruntwood, and has been used for Bruntwood staff parking to minimise customer car travel, as well as starting to form a basis of an external compound. The external compound serves as a storage for materials and equipment to serve the external Circle Square estate. The equipment stored includes a street sweeper, leaf blowers, rock salt (in the winter), and other equipment needed to maintain the estate.

2.1.6 Bruntwood are in the process of submitting a planning application for the site to serve Manchester Technology Centre and No.1 & No.2 Circle Square as a site management compound, and to improve the efficiency of the waste collection process.

2.1.7 In light of this, STACK have agreed with Bruntwood to lease an area adjacent to this space in order to facilitate servicing so that Bruntwood's site management compound can operate independently of STACK's needs.

2.2 Existing Use and Access

2.2.1 Whilst the former Hatch site was fully operational, it primarily served as a food and leisure site, with a smaller number of retail units, for visitors to eat, drink, and shop. The nature of the site offered flexible and affordable licenses for small businesses, and as such was home to independent traders who rotated frequently.

2.2.2 The site also included 4 terraces and a large event space in the middle of the site, with capacity for up to 900 people. Hatch regularly hosted live music and events in addition to its primary food and drink offer. At the peak of operation, there were over 30 independent retailers, breweries, restaurants, and street food traders and more than 350 seated covers.

2.2.3 At the time of writing, the majority of the former Hatch space has closed. Only a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remains operational, however the intention is for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

2.2.4 Pedestrian access to the site can be taken directly off Oxford Road, whereas vehicular access is provided to the east / rear of the site, off the service yard. Due to the accessible nature of the site, there is no car parking provided. On this basis, vehicular traffic to the site comprises service and delivery vehicles.

2.3 Surrounding Highway Network

B5117 Oxford Road

2.3.1 To the west of the site, Oxford Road extends for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the "Curry Mile") from then on.

2.3.2 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

2.3.3 There are also 'Dutch-style' segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway.

2.3.4 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.

2.3.5 Oxford Road is subject to a speed limit of 20mph throughout. Double yellow parking line restrictions are present along the entirety of the road.

2.3.6 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

Brancaster Road

2.3.7 Further to the north of the site, Brancaster Road commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east.

2.3.8 The carriageway is approximately 4m wide, with wide footways of c. 4m along both sides of the road. There is a crossing point where Brancaster Road meets Oxford Road; this comprises dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

2.3.9 Towards the eastern section of the road, the northern side of the footway blends into the public realm of the completed Circle Square development, as such pedestrian infrastructure is in good condition.

2.3.10 Parking restrictions are present in the form of double yellow lines (no waiting at any time) along the entire length of Brancaster Road to prevent unauthorised parking.

2.4 Highway Safety

2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five years (2018 – 2022 inclusive).

2.4.2 The search area included local roads within close proximity of the site, shown in **Figure 2.2** below, however the search area excludes the Mancunian Way flyover, as there is no direct link between the site and the Mancunian Way. A breakdown of the information is contained in **Table 2.1**:

Junction / Link	Slight	Serious	Fatal	Total
Oxford Road	4	0	0	**4**
Oxford Road / Sidney Street	3	0	0	**3**
Oxford Road / Grosvenor Street / Cavendish Street	1	1	0	**2**
Grosvenor Street / Sidney Street	0	1	0	**1**
Oxford Road / Chester Street	1	0	0	**1**
Princess Street / Brancaster Road	0	1	0	**1**
Princess Street / Sackville Street	0	1	0	**1**
Total	**9**	**4**	**0**	**13**

Table 2.1 – Collision Data Summary

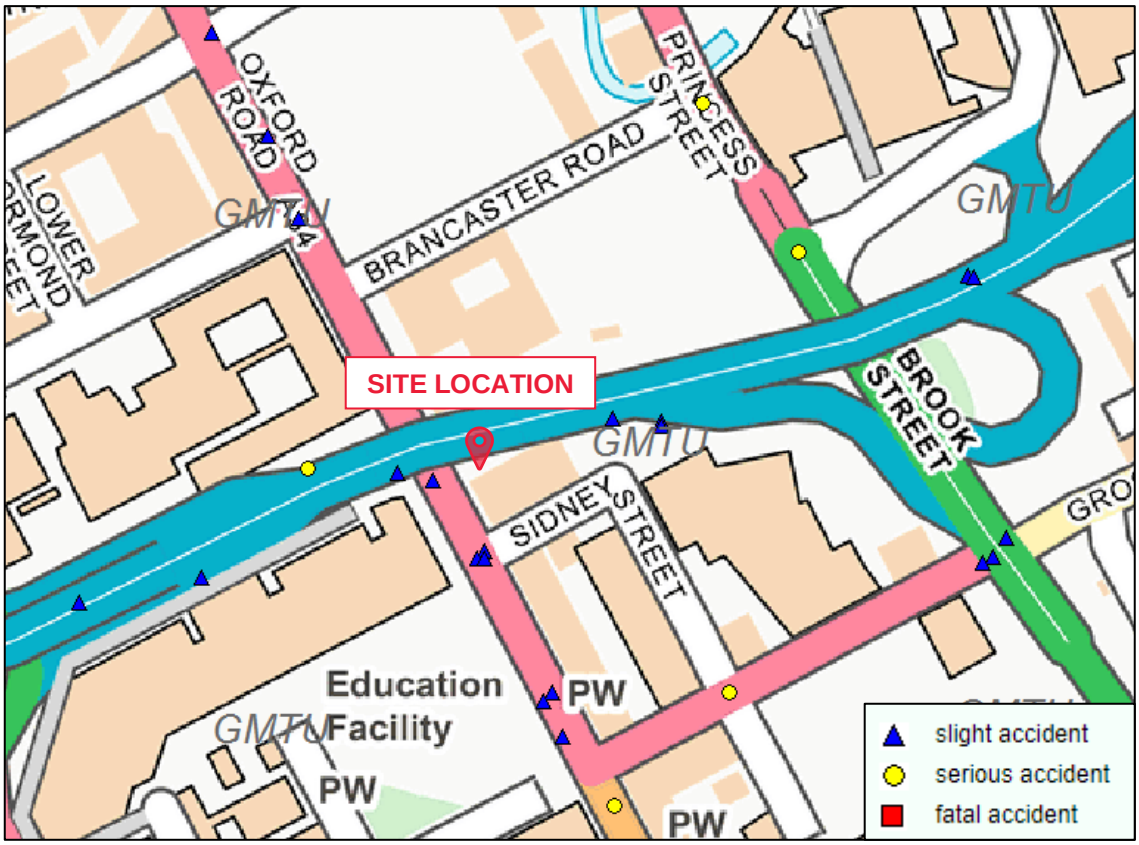


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2024)

2.4.3 There has been a total of 13 collisions in the latest five-year period available, 9 of which were 'slight' severity collisions and 4 of which were 'serious' severity collisions. No fatal collisions have been recorded in the study area and period.

2.4.4 The collisions are generally spread out across the study area, with no notable clusters. There have also not been any collisions reported in the immediate vicinity of the site.

2.4.5 Whilst all collisions are regrettable, the review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed development would comprise approximately 1,242.91 sqm of floorspace dedicated to bars, food and drink units, and retail space over two floors, including back of house storage. The remaining c. 2,621,15 sqm of floorspace would be spread out across the stage, street seating, and plaza / circulation areas.

3.1.2 The scheme falls into two distinct areas:

- A courtyard arrangement around four London plane trees to the north; and
- The under-croft space formed by the Mancunian Way.

3.1.3 The layout has been designed to reflect this pattern with accommodation forming enclosed plaza seating areas in each space. The two plaza areas are connected to one another via a smaller plaza, as per the extant scenario.

3.1.4 At the ground floor, the entrance to the development presents a gateway arch fronting onto Oxford Road, positioned similarly to the existing entrance. The entrance is flanked by two external seating areas, which serve the dual aspect coffee shop and street food units housed in shipping containers.

3.1.5 To the north of the former craft bar, two new outward facing retail stores will be provided. Within the development, there will be a large open plaza area flanked by street food vendors and bars accommodated within shipping containers; opposite the entrance there will be a large stage to host a broad range of entertainment and events. The courtyard area will make a feature of the retained mature trees and will be served by street food vendors and a bar accommodated within shipping containers.

3.1.6 The proposed site layout is included in **Appendix A**.

3.2 Proposed Access Arrangements

Vehicular Access

3.2.1 The proposed development would be car-free in nature, as such there would be no vehicular access directly into the site from Oxford Road. Vehicular access to the site is provided via Brook Street for service and delivery vehicles only, facilitating access to the rear of the site.

Pedestrian and Cycle Access

3.2.2 Pedestrian access will be provided in a similar arrangement to the existing situation on Oxford Road, with two access points envisaged to provide clear routing through the site. There would be a branded goalpost arrangement to highlight the entrance, and the containers closest to Oxford Road would be

set further back from the pavement (than those of Hatch) to allow for two small areas of off-pavement seating to either side of the entrance. Where the Hatch development had a roller shutter, STACK would comprise a lobbied entrance with glazed doors.

3.2.3 Disabled access is provided to all ground floor units at these locations, and is not intended to require any ramped or stepped access. Whereas the first floor is accessed by a number of stairs and a passenger lift.

3.2.4 Cyclists will access the site in a similar manner to pedestrians, where they would be required to dismount and store their bikes at the publicly available cycle stands to the south of the pedestrian entrance, adjacent to Oxford Road.

3.3 Proposed Parking Provision

Car Parking

3.3.1 Considering the site's central location in Manchester centre, and its accessibility by active travel and public transport (as described in **Section 4**), close proximity to key amenities, the proposed development does not include any dedicated car parking spaces. The development is therefore proposed as car-free.

3.3.2 A car-free provision is not unusual for city centre leisure developments, particularly those benefiting from excellent transport links and a highly sustainable location. Notwithstanding, should future staff / visitors choose to travel to the site by car, the Circle Square NCP car park is located directly to the east of the site, and there is step-free access between the car park and the proposed development via Brancaster Road.

3.3.3 It is considered that the excellent accessibility of the site for pedestrians, cyclists, and public transport users would contribute to keep the site's car trip generation at minimum levels.

Proposed Cycle Parking

3.3.4 Four Sheffield cycle stands (totalling space for 8 cycles) were delivered along the western boundary of the site (directly off Oxford Road) as part of Hatch – Phase 2, and remain in use for future visitors to STACK.

3.3.5 Alternatively, due to the location of the site on Oxford Road, there are various places to park cycles in close proximity. There are more Sheffield stands located to the south of the site adjacent to MMU's Institute of Sport building (c. 60m), and adjacent to All Saints Park (c. 150m) to the south of the site.

3.4 Proposed Servicing Arrangements

3.4.1 It is envisaged that the refuse and servicing trips would take place via the bin store at the rear of the development, on land that is leased from Bruntwood (to the south-east of the site, behind the proposed stage). The bin store can be accessed via Brook Street.

3.4.2 The extant Hatch development shared a servicing and delivery area with the neighbouring Tesco Express convenience store; however the intention now is for this to be separate.

3.4.3 The proposed development will be served by private refuse collections, as such the on-site management team would coordinate the waste collection to reduce the number of individual vehicles accessing the site.

3.4.4 Traders are responsible for transferring waste from their units to the bin store, whereby the on-site management team would be responsible for moving the bins from the bin stores to the collection point on collection day.

3.4.5 The waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be wheeled back to the bin stores by the on-site management team.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less."*

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) 'Preferred Maximum' walking distance of 2.0km in 'Providing for Journeys on Foot' (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.4 In addition, 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *"local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)".*

4.2.5 Most notably, the site integrates into the wider Circle Square development, consisting of residential, commercial and retail elements, along with large public squares. There are a number of residential properties within 800m walking distance of the site including those along Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.

4.2.6 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 800m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities. To the north of the site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the site on Charles Street.

4.2.7 Additionally, the Manchester Oxford Road rail station is within a 400m walk of the site, as such visitors and staff at the site could benefit from utilising public transport as part of multi-modal travel to the site. The many bus stops along Oxford Road to the west of the site also host a wide variety of bus services all across Greater Manchester.

4.2.8 Further services and facilities are also accessible within the 2,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the site.

4.2.9 To the north of the site is the Chinatown district of Manchester, and a further ahead lies St Peter's Square in turn, which comprises a Metrolink stop. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2,000m north of the site.

4.2.10 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.3**. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle to destinations further afield, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.3 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles (8km) in approximately 25 minutes.

4.3.4 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (National Travel Survey (NTS) dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).

4.3.5 LTN 1/20 characterises 5 miles / 8km as *"an achievable distance to cycle for most people"*. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.

4.3.6 The 5.5km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 8km catchment extends further to Blackley to the north, Fairfield to the east, West Didsbury to the south, and Trafford Park to the west.

4.3.7 Many of the routes within the city centre are subject to a 20mph speed limit. These routes, alongside the TfGM local cycle network in the vicinity of the site, are shown in **Figure 4.1** below:

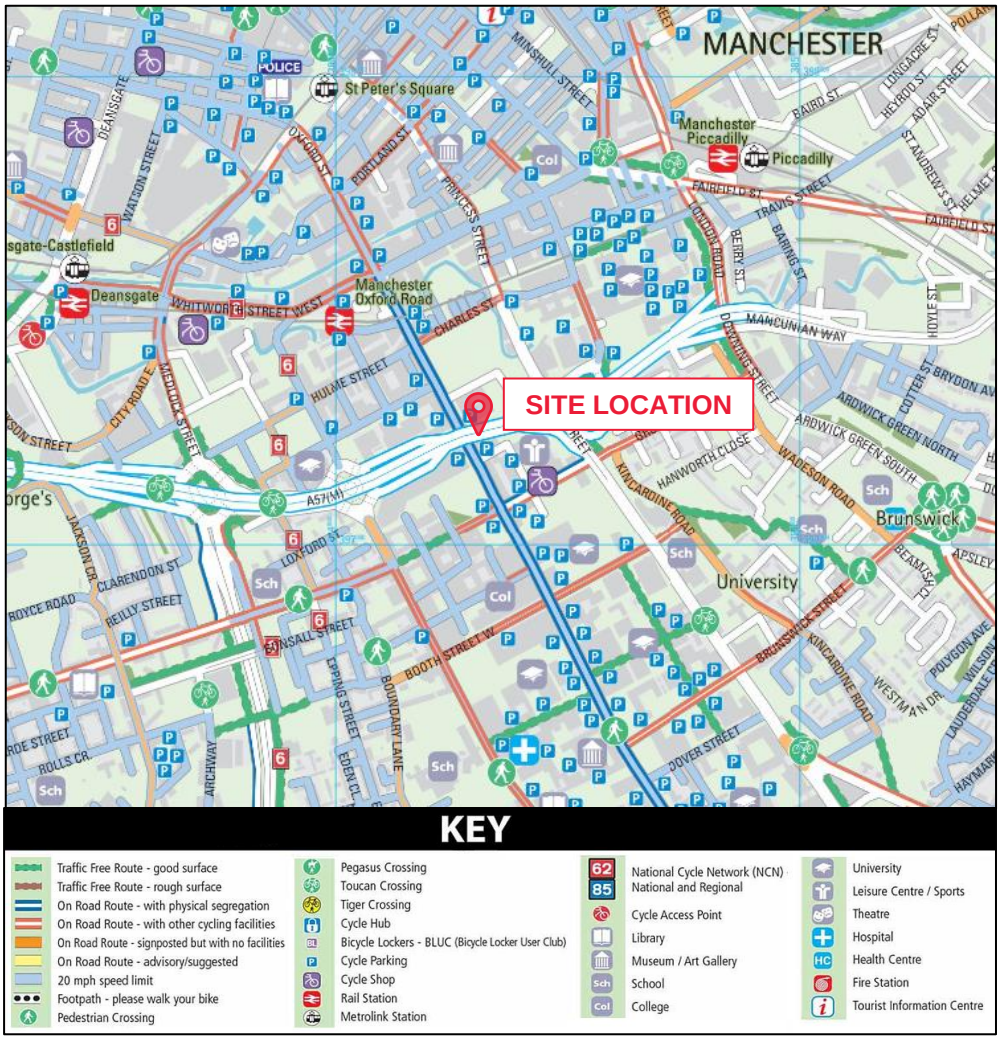


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2023)

4.3.8 There are two routes on the National Cycle Network (NCN) within close proximity of the site. Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton.

4.3.9 National Cycle Route 66 to the east can be accessed via Store Street. It connects the site to the north-east of Greater Manchester, including areas such as Failsworth.

4.3.10 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester City Centre are within 8km of the site and are accessible following Sustrans cycle routes.

4.3.11 The local cycle network shown above is also a part of Greater Manchester's Bee Network, which is TfGM's vision for an integrated transport system which will join together buses, trams, cycling and walking and rail.

4.3.12 As part of the Bee Network, a cycle hire scheme has been rolled out in recent years. These bikes are available on a Pay as You Ride (PAYR) basis, where those interested would be required to download a mobile app which shows the location of their nearest docking stations.

4.3.13 The Cycle Hire Scheme currently operates within in Manchester, Trafford, and Salford, with docking stations located to the north of the site along Circle Square, or to the south of the site near the MMU Institute of Sport building:

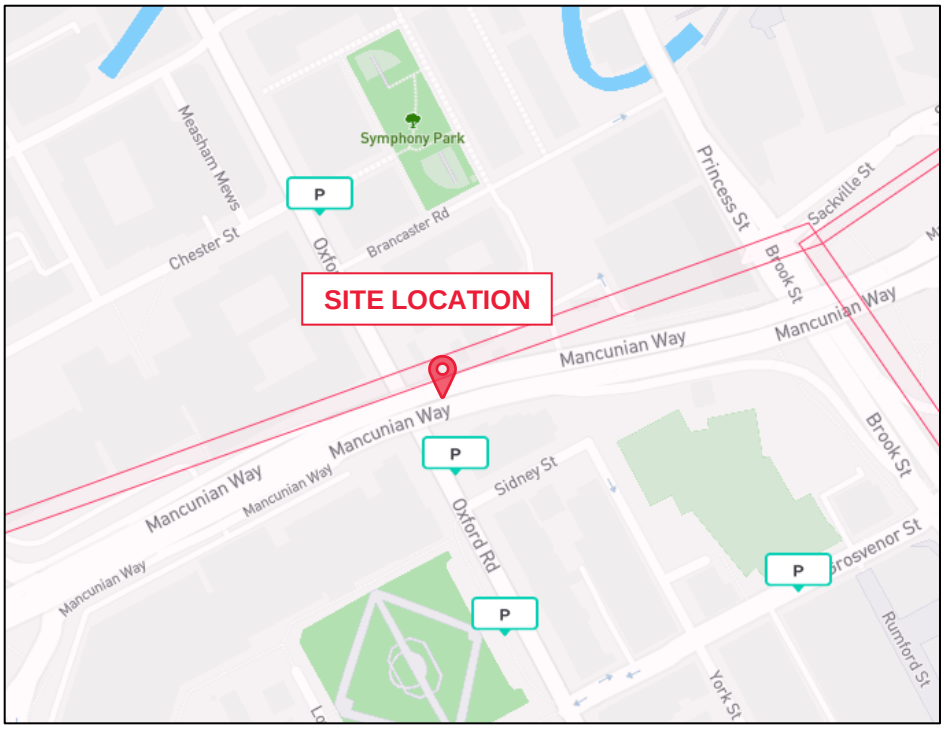


Figure 4.2 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2024)

4.3.14 The site is therefore well placed to take advantage of the cycle connections around Manchester City Centre. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.

4.4.3 Accessibility by bus and rail are considered further, with a local public transport network map included in **Figure 4.3** overleaf.

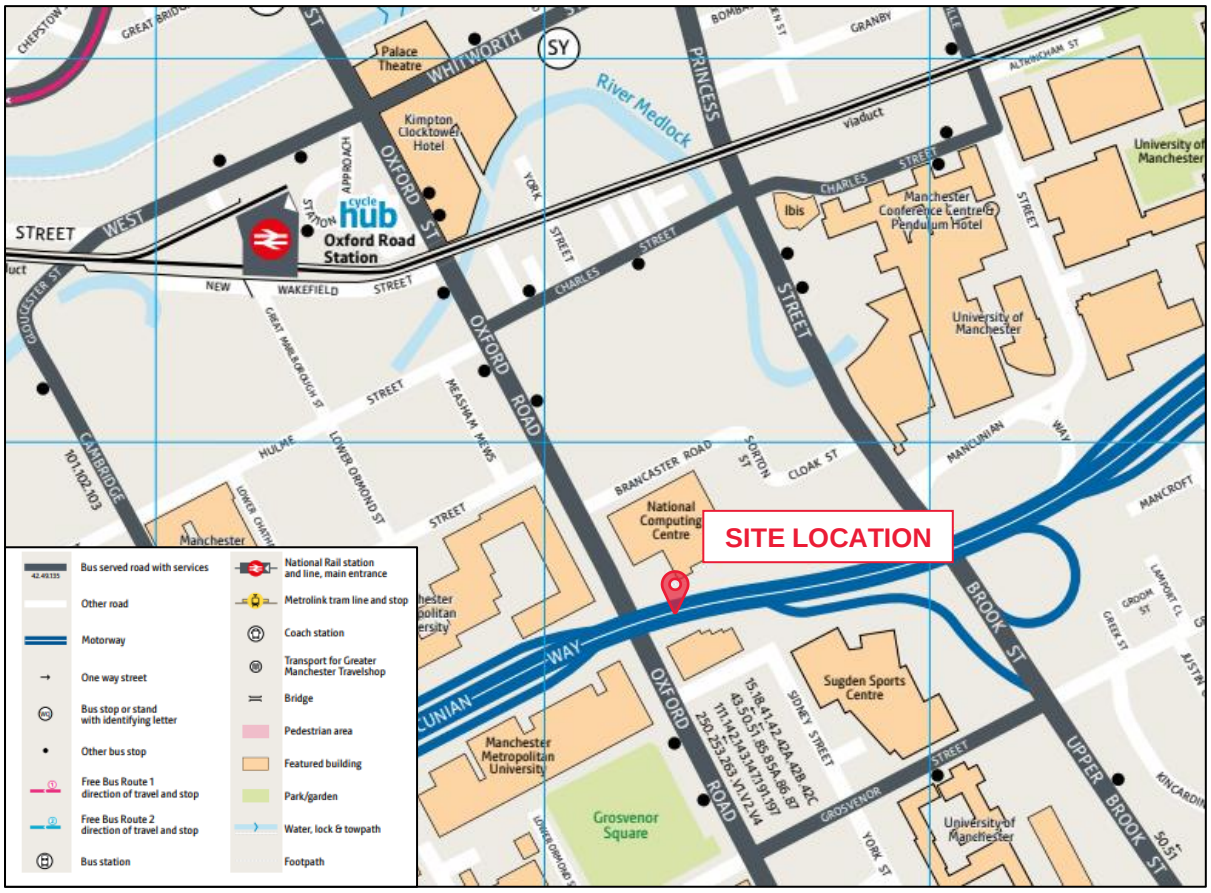


Figure 4.3 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2023)

Bus Accessibility

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

4.4.5 The nearest bus stop to the site is located directly to the west of the site along Oxford Road on its western perimeter. The bus stops here host southbound services and comprise good infrastructure such as shelters with seating, flag and pole, notice boards, and raised platforms for level access into buses. Northbound bus stops can be accessed c. 130m further to the north of the site.

4.4.6 The Oxford Road corridor is served by over two dozen bus routes, most of which run multiple times per hour, offering easy access every day of the week to areas across Greater Manchester and beyond. The provision of bus services will change over time in response to current circumstances and during different seasons of the year, however up-to-date bus times can be found on TfGM's website: https://tfgm.com/public-transport/bus.

4.4.7 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.8 The closest rail station to the development is Manchester Oxford Road, located c. 400m to the north of the site. The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

4.4.9 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom such as Carlisle, Preston, Manchester Airport, Southport, Liverpool, Warrington, Crewe, Norwich, North Wales, Glasgow, Edinburgh, Hull, Leeds, York, and Newcastle; this provides frequent access for visitors and staff to the site and is a viable alternative to private car use.

4.4.10 Alternatively, Manchester Piccadilly is located within a 1.2km walking distance towards the north-east of the site. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the services that call at the Oxford Road station also call at the Manchester Piccadilly station.

4.4.11 Local commuter train services also call at Manchester Piccadilly and Manchester Oxford Road, for staff who work further afield or visitors who travel from outside of central Manchester. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: https://www.northernrailway.co.uk/travel/timetables;
- Transpennine Express: https://www.tpexpress.co.uk/travel-updates/timetables;
- East Midlands Railway: https://www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: https://tfw.wales/service-status/timetables;
- CrossCountry: https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables; and
- Avanti West Coast: https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables.

4.4.12 A detailed map of the train network within Greater Manchester served by Manchester Oxford Road and Manchester Piccadilly is shown in **Figure 4.4** overleaf.

4.4.13 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

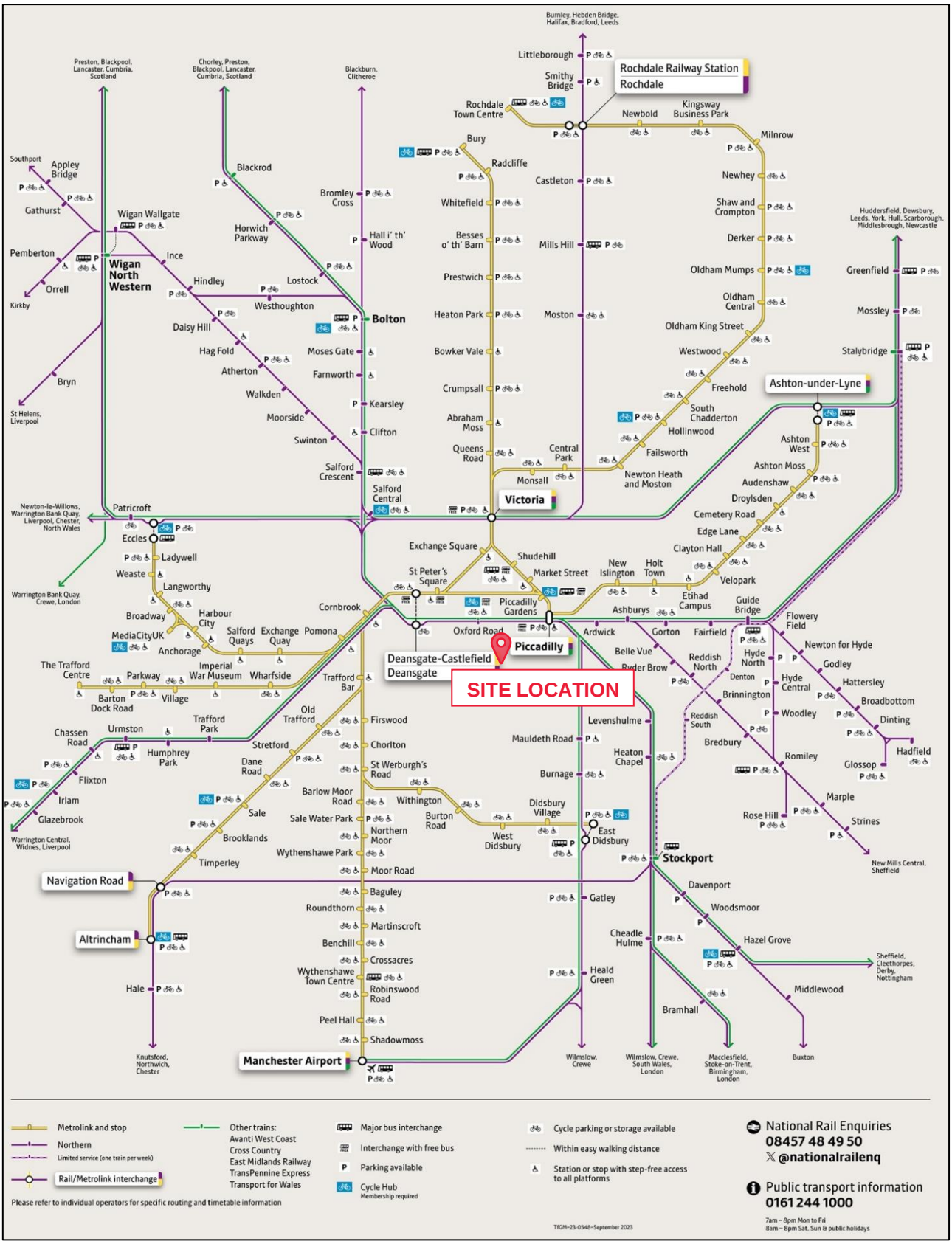


Figure 4.4 – Rail and Metrolink Network in the Vicinity of the Site

(Source: TfGM, 2023)

Metrolink (Light Rail)

4.4.14 **Figure 4.5** below shows the Greater Manchester Metrolink network:

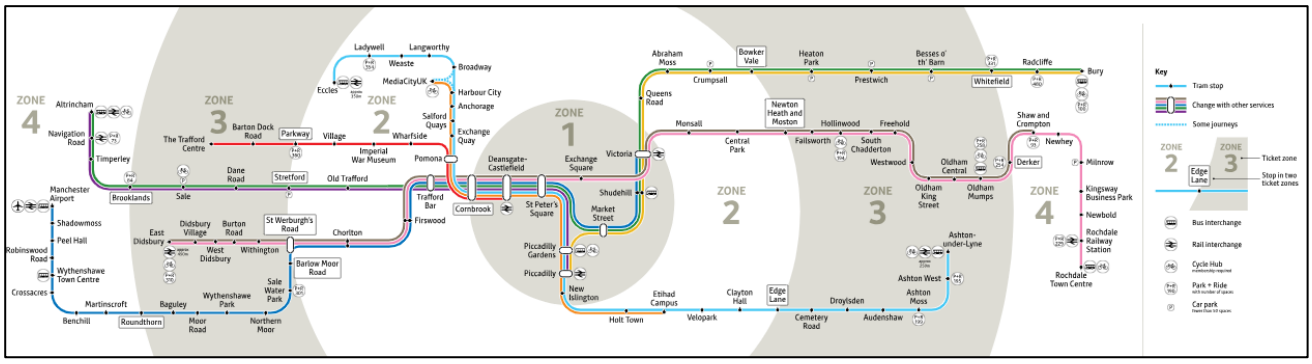


Figure 4.5 – Greater Manchester Metrolink Network
(Source: TfGM, 2022)

4.4.15 The nearest Metrolink stop is at St Peter's Square, approximately 700m to the north of the site.

4.4.16 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.17 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-times.

4.4.18 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Cornbrook, and a direct service to Manchester Airport.

4.4.19 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site.

5.0 Traffic Forecasting

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, the TRICS database has been used for the forecast trip generation.

5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which is estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature.

5.1.3 It is important to acknowledge that the proposed development is car-free. This is complemented by accessibility via sustainable modes of transportation and residential areas located within walking distance. The TRICS database provides a general overview of potential trip generation based on a number of similar developments, but any analysis will need to consider the context of this particular site.

5.2 Extant Trip Generation

5.2.1 In the TS submitted to support the Hatch – Phase 2 extension, it was noted that the development considered a net increase of c. 1,155sqm of restaurant / café uses onsite (compared against the c. 304sqm of uses within Phase 1, amounting to a total of c. 1,459sqm across Phases 1 and 2).

5.2.2 The trip rates used to calculate the consented trip generation were those consented as part of the Phase 1 planning permission, which are shown in **Table 5.1** below:

Time Period	Average Trip Rates (per 100 sqm)			Extant Trip Generation (1,459 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (10:00 – 11:00)	1.697	1.455	3.152	25	21	46
PM Peak (20:00 – 21:00)	1.084	2.056	3.140	16	30	46

Table 5.1 – Extant Trip Generation

5.2.3 The number of trips generated by the extant uses equates to 46 two-way vehicular movements respectively in the both the AM and PM peak hours associated with restaurant / café uses.

5.2.4 It was noted that the above is a worst-case scenario and does not account for the following:

- The highly accessible location of the development;
- Any vehicular trips associated with the development would likely be non-primary trips (pass-by / diverted / linked);

- The site formed part of a former car park underneath the Mancunian Way flyover (comprising approximately 46 parking bays within the application red-line). The removal of these parking spaces will lead to a reduction in vehicular trips to / from the site; and
- The development peak hours are different from the traditional network AM and PM peak hours, and therefore would not have a perceptible impact on the network.

5.3 Forecast Trip Generation

5.3.1 The proposed development would comprise approximately 1,242.91 sqm of floorspace dedicated to bars, food and drink units, and retail space over two floors, including back of house storage. The remaining c. 2,621.15 sqm of floorspace would be spread out across the stage, street seating, and plaza / circulation areas.

5.3.2 The latter is not considered within the trip generation assessments, as they are ancillary to the primary retail and leisure uses of the site, and would not generate trips independently. On this basis, as the proposed development's retail and leisure floorspace is smaller than that of the extant site, the proposed development would not generate additional trips in excess of the consented figures.

5.3.3 Notwithstanding, as several years have elapsed since the initial Hatch – Phase 1 TS and trip generation calculations were produced, the TRICS database has been interrogated further to obtain updated trip rates as a sensitivity test.

5.3.4 TRICS trip rates and proposed traffic generation are shown in **Table 5.2** below. All trip rates are per 1 unit, and the full TRICS outputs are provided in **Appendix B** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of '06 – Hotel, Food & Drink' and 'B – Restaurants';
- Town Centre and Edge of Town Centre;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

Time Period	Average Trip Rates (per 100 sqm)			Proposed Trip Generation (1,243 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
2017 Peak Hours						
AM Peak (10:00 – 11:00)	0.146	0	0.146	2	0	2
PM Peak (20:00 – 21:00)	0.704	1.971	2.675	9	24	33
2024 Peak Hours						

Time Period	Average Trip Rates (per 100 sqm)			Proposed Trip Generation (1,243 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (13:00 – 14:00)	1.288	1.017	2.305	16	13	29
PM Peak (19:00 – 20:00)	2.084	1.746	3.830	26	22	48

Table 5.2 – Proposed Trip Generation

5.3.5 Most notably, the peak hours of operation, which have been extracted from an amalgamation of in the newer sites surveyed by TRICS, have varied since 2017. The number of trips generated by the proposed uses equates to 28 and 47 two-way vehicular movements in the new peak hours respectively.

5.3.6 However, as set out at the start of this section, it should be noted that the proposed development is car-free. The actual trip generation at the site as a result of the proposed development is likely to be less than forecast, with vehicular trips limited to servicing and deliveries. Alternatively, staff and visitors to the site who choose to travel by car would be required to park off-site and walk to the site.

5.4 Net Trip Generation

5.4.1 The net peak hour trips associated with the proposed development is shown in **Table 5.3** below:

Scenario	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Extant Development	24	21	46	16	30	46
Proposed Development	16	13	29	26	22	48
Net Change	-8	-8	-17	+10	-8	+2

Table 5.3 – Net Trip Generation

5.4.2 The proposed development could result in a net decrease of 17 trips during the AM peak hour, and a net increase of 2 trips during the PM peak hour.

5.4.3 This change in trip generation is negligible and would have no perceptible or material impacts on the local highway network. As noted above, the actual trip generation at the site is likely to be less than forecast, due to the car-free nature of the proposed development.

5.5 Summary

5.5.1 In summary, the trip generation assessment presented in this section provides a robust assessment, comparing the extant and proposed uses.

5.5.2 The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester City Centre. On this basis, the vehicular trip generation is likely to be lower than forecast, and there is therefore likely to be a greater increase in pedestrian footfall, cyclists, and public transport users (**Section 4**) rather than private car users.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 When developing scheme proposals, it is important to review the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (2023)

6.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.2.2 Paragraph 11 states that:

"Plans and decisions should apply a presumption in favour of sustainable development."

6.2.3 For decision taking this means granting permission unless:

"*…any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies*."

6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"*The planning system should actively manage patterns of growth …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.*"

6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *"reduce congestion and emissions and improve air quality and public health"* and provide *"safe and suitable access"* for all users.

6.2.6 Paragraph 114 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

a) "Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

6.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within a highly accessible area, and it is not anticipated that the proposals would result in any perceptible or material impacts on the highway network.

6.2.8 Paragraph 115 of 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."

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there would be a negligible change in vehicular trip generation at the site comparing the existing and proposed uses during AM and PM peak hours. The actual trip generation at the site is likely to be less than forecast, due to the car-free nature of the proposed development. It is most likely that future staff and visitors would take advantage of the proximity to public transport links and amenities.

6.2.10 Paragraph 116 of the NPPF states that applications for development should:

- *"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;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

6.2.11 The proposed development is situated in a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and the public transport network is accessible within short walking distance. The proposed development has been designed to promote active travel and sustainable transport.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 Planning Practice Guidance (PPG)

6.3.1 In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS.

6.3.3 As outlined above, this TS demonstrates that the site is highly accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the PPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Greater Manchester Transport Strategy 2040

6.4.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.4.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)." Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

6.4.3 Under Policy 4, TfGM will also "work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network." This will be in accordance with the principles of:

- *"Reducing the need to travel;*
- *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;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.4.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

6.5 Manchester Core Strategy (2012 – 2027)

6.5.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific "Transport" policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.5.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.5.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that … Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development."

6.5.4 **Section 3** above has demonstrated that no car parking provision is considered in accordance with the transport policy and guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users. Additionally, cycle parking and cycle hire stations are available within close proximity of the site, which would encourage more people to travel by sustainable modes.

6.5.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5.6 **Section 3** above has demonstrated that the proposals for no parking provision is appropriate with respect to the nature of the site and realistic needs of the end users. The development will benefit from sustainable transport links within Manchester City Centre and within other areas of Greater Manchester.

6.5.7 It has been clarified in this report that the proposed development aims to promote low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services available in the immediate vicinity, including bus stops along Oxford Road, and the Manchester Oxford Road train station for journeys further afield.

6.6 Conclusions

6.6.1 Overall, it is concluded that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking and cycling distance.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed by Stack (Manchester) Limited to provide transport and highways advice in relation to a retail / leisure mixed-use development on the former Hatch site on Oxford Road, Manchester.

7.1.2 Hatch opened in 2017 in the undercroft of the Mancunian Way off Oxford Road, a space formerly occupied by a surface level car park. The scheme began as a three-storey marketing suite with café / gallery and marketing / commercial floorspace which gained temporary approval until 22 August 2021.

7.1.3 Subsequent planning applications for the Hatch scheme were approved between 2017 – 2019 for the extension of the scheme across a larger footprint, offering a mix of street food and bars set around a central plaza, with a central stage hosting live entertainment.

7.1.4 Notwithstanding, the Hatch site was closed in September 2023, with a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remaining operational, with the intention for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

7.1.5 The vision is to recreate the atmosphere and feel generated by Stack (Manchester) Limited at the highly successful and popular STACK developments across Newcastle and Seaburn, and to implement this as a permanent use of the space. The existing space would be largely retained as part of the proposed development, which would comprise the courtyard arrangement to the north, and the undercroft space under the Mancunian Way to the south, with both linked by a small plaza.

7.1.6 The scheme is understood to create new outward facing retail stores to the north of the former craft bar, and the undercroft space would host street food vendors and bars within shipping containers, alongside the stage to host entertainment events, similar to the extant scheme.

7.1.7 Similar to the extant consent, the STACK development would be car-free given its central and highly accessible location. Four Sheffield cycle stands (totalling space for 8 cycles) were delivered along the western boundary of the site (directly off Oxford Road) as part of Hatch – Phase 2, and remain in use for future visitors to STACK.

7.1.8 It is envisaged that the refuse and servicing would take place via the bin store at the rear of the development, on land that is leased from Bruntwood (to the south-east of the site, behind the proposed stage). The bin store can be accessed via Brook Street.

7.1.9 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

7.1.10 Relevant details of the proposed site layout, access, and servicing arrangements have been provided.

7.1.11 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.12 Trip generation forecasts using TRICS data have demonstrated that there would be a negligible change in vehicular trip generation at the site comparing the existing and proposed uses during AM and PM peak hours. The actual trip generation at the site is likely to be less than forecast, due to the car-free nature of the proposed development. It is most likely that future staff and visitors would take advantage of the proximity to public transport links and amenities.

7.1.13 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

7.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 115 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a significant or severe residual cumulative impact on the surrounding highway network.

7.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Appendix A – Proposed Site Layout

NOTES
DO NOT SCALE THIS DRAWING. IF IN DOUBT ASK. THIS DRAWING IS COPYRIGHT DUNWOODIE SWIFT ARCHITECTS LTD. ALL DIMENSIONS TO BE CONFIRMED ON SITE. ANY INCONSISTENCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY

NORTH

VISUAL SCALE BAR 1:125
0 1m 2m 3m 4m 5m 6m

EXISTING HIGH CONTAINMENT KERB TO BASE OF COLUMNS

COLUMN PROFILE AT GROUND FLOOR

STORE 1
SECURITY OFFICE
ACC WC
FOOD 7
FOOD 8
RETAIL
RETAIL
CELLAR
BAR 4
FOOD 6
FOOD 5
FOOD 2
FOOD 1
BAR 1
CELLAR
PLANT
FEMALE WC
STORE 2
STAGE
STAGE CHANGE
AV BOOTH
FOOD 17
FOOD 9
CELLAR
FOOD 18
LOBBIED ENTRANCE
LIFT
COFFEE SHOP
FOOD 4
FOOD 3
BAR 3
CELLAR
BAR 2
CELLAR
GLASS WASH
STORE 3
MALE WC
KEG STORE
REFUSE STORE

TIMBER SCREEN UPTO UNDERSIDE OF DECK WITH EMERGENCY EXIT GATES

EMERGENCY EXIT GATES WITH TIMBER SCREEN ABOVE UPTO UNDERSIDE OF CONTAINER AND MOTORWAY

TIMBER SCREEN UPTO UNDERSIDE OF DECK WITH EMERGENCY EXIT GATES

FRAMED ENTRANCE PORTAL WITH BRANDED SIGNAGE

TIMBER SCREEN UPTO UNDERSIDE OF DECK AND PROFILED TO SIDE OF COLULMN

GATES WITH TIMBER SCREEN ABOVE UPTO UNDERSIDE OF CONTAINERS ABOVE

Area Under Construction
No Access To Survey

Area Under Construction
No Access To Survey

BT CL 37.02
BT CL 36.56
BT CL 36.64
BT CL 36.71
BT CL 36.79
BT CL 36.81
BT CL 36.88
TP
SV
LP
LP
Flower Bed
Oxford Road

REV	DATE	DESCRIPTION	BY	CHK
PL04	11/06/2024	KEG STORE AREA EXTENDED; OXFORD ROAD ESCAPE CAPACITY INCREASED	JW	PS
PL03	06/06/2024	DEMISE LINE (BLUE) UPDATED TO REFLECT AFL; REFUSE STORE RE-ORGANISED TO SUIT DEMISE; APPLICATION BOUNDARY (RED LINE) UPDATED TO CAPTURE STREET SEATING	JW	PS
PL02	10/04/2024	UPDATED TO SUIT AMENDMENTS TO FIRST FLOOR GA - INCLUDING REFORMATTING OF - FIRE ESCAPES, REFUSE STORE, STAIRS & PLATFORM LIFT, AND PLANT ROOM & FEMALE WC	JW	PS
PL01	15/03/2024	ISSUED FOR PLANNING	JW	PS

dunwoodieswift architects

CLIENT
STACK (MANCHESTER) LIMITED

PROJECT
STACK MANCHESTER

TITLE
PROPOSED FLOOR PLAN GROUND LEVEL

SCALE @ A1 1:125
STATUS PLANNING
NAME DATE
DRAWN BY JW 29/07/2024
CHECKED BY PS
PROJECT No. 1162.1
DRAWING No P0-[20]-000.2
REVISION PL04

Manchester Technology Centre

DASHED LINES INDICATE TENSILE FABRIC ROOF OVER

COVERED SEATING FORMED OUT OF HIGH CUBE CONTAINERS SET ONTO DECK LEVEL WITH OPEN FACE TO PLAZA AND GLAZED FACE TO BOUNDARY

ACOUSTIC SCREENING OVER CONTAINERS

TIMBER SCREEN UPTO UNDERSIDE OF MOTORWAY

UNDERSIDE OF MOTORWAY OVER SITE

GLAZED SCREENS TO EDGE OF UPPER DECK WITH BALUSTRADE EXTERNALLY

FRAMED ENTRANCE PORTAL WITH BRANDED SIGNAGE

GLAZED SCREENS TO EDGE OF UPPER DECK WITH BALUSTRADE EXTERNALLY

TIMBER SCREEN UPTO UNDERSIDE OF MOTORWAY

CORUGATED CONTAINER STYLE CLADDING

IC
CL 36.73

Canopy

Upper Canopy

Canopy

Flower Bed

FOOD 15

FOOD 13

CLNR CUPB

ACC WC

BAR 7

BAR 5

36.54

36.67

FOOD 11

STAFF ROOM

MALE WC

LIQUOR STORE

STAGE BELOW

PLAZA

VOID

COVERED WALKWAY

FOOD 14

STORE

FOOD 12

BAR 6

STORE

FOOD 10

GLASS WASH

FEMALE WC

OFFICE

STORE

Area Under Construction
No Access To Survey

Area Under Construction
No Access To Survey

Oxford Road

NOTES
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NORTH

VISUAL SCALE BAR 1:125
0 1m 2m 3m 4m 5m 6m

COLUMN PROFILE AT FIRST FLOOR

REV	DATE	DESCRIPTION	BY	CHK
PL02	10/04/2024	BOH AREA TO NORTH AND SOUTH OF STAGE REFORMATTED IN RESPONSE TO FIRE STRATEGY REVIEW; FOOD 14 & ACC WC UNITS REFORMATTED TO ALLOW ADDITIONAL STORE; ADDITIONAL STORE BETWEEN BAR 6 AND FOOD 10 (FORMED OUT OF TIMBER HOARDING)	JW	PS
PL01	15/03/2024	ISSUED FOR PLANNING	JW	PS

dunwoodieswift architects

CLIENT
STACK (MANCHESTER) LIMITED

PROJECT
STACK MANCHESTER

TITLE
PROPOSED FLOOR PLAN
UPPER LEVEL

SCALE @ A1		STATUS
1:125		PLANNING
NAME		DATE
DRAWN BY	JW	29/07/2024
CHECKED BY	PS	

PROJECT No.	DRAWING No	REVISION
1162.1	P1-[20]-100.2	PL03

Appendix B – TRICS Output

Curtins Consulting Ltd 10 Oxford Street Manchester Licence No: 148301

Calculation Reference: AUDIT-148301-240308-0316

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	160 to 1136 (units: sqm)
Range Selected by User:	75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 21/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2
High Street	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

2 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY *10/10/17* *Survey Type: MANUAL*

4 LS-06-B-01 CHINESE RESTAURANT LEEDS
BINGLEY STREET
LEEDS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 950 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

5 NF-06-B-01 INDIAN RESTAURANT NORFOLK
KING STREET
GREAT YARMOUTH

Town Centre
High Street
Total Gross floor area: 160 sqm
Survey date: THURSDAY *14/09/17* *Survey Type: MANUAL*

6 WM-06-B-05 AKBARS WEST MIDLANDS
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	5	590	0.542	5	590	0.169	5	590	0.711
12:00 - 13:00	5	590	1.389	5	590	0.237	5	590	1.626
13:00 - 14:00	5	590	1.288	5	590	1.017	5	590	2.305
14:00 - 15:00	5	590	0.712	5	590	1.423	5	590	2.135
15:00 - 16:00	5	590	0.339	5	590	0.576	5	590	0.915
16:00 - 17:00	6	592	0.563	6	592	0.282	6	592	0.845
17:00 - 18:00	6	592	1.098	6	592	0.282	6	592	1.380
18:00 - 19:00	6	592	2.140	6	592	1.183	6	592	3.323
19:00 - 20:00	6	592	2.084	6	592	1.746	6	592	3.830
20:00 - 21:00	6	592	0.704	6	592	1.971	6	592	2.675
21:00 - 22:00	6	592	0.535	6	592	1.295	6	592	1.830
22:00 - 23:00	6	592	0.366	6	592	1.155	6	592	1.521
23:00 - 24:00	4	803	0.311	4	803	0.467	4	803	0.778
Total Rates:			12.428			12.014			24.442

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	160 - 1136 (units: sqm)
Survey date date range:	01/01/15 - 21/05/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

OUR LOCATIONS

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds
Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com

Curtins

Curtins Consulting Ltd registered in England and Wales No: 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB