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ARUNDEL STREET
TECHNICAL NOTE – TRANSPORT UPDATE

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Cumming Group to provide traffic and transportation advice to support a planning update on the development known as Arundel Street located to the southwest of Manchester city centre.

1.1.2 Development of this land has been under consideration for a number of years, with a brief summary as follows:

- **October 2018**: Planning approval refused (Manchester City Council (MCC) Planning Reference: '118045/FO/2017'), for the *"Erection of a 10 storey residential building (Use Class C3a) together ground floor commercial units (Use Classes A1, A2, B1, D1 and D2) (379 sqm) and the erection of 35 storey residential building (Use Class C3a), following demolition of existing buildings, together with the change of use of the former Department of Transport Building to form a mixed use residential and commercial building (Use Classes C3a, A1, A2, B1, D1 and D2), forming 386 residential apartments in total with associated amenity space, car and cycle paring, access, landscaping and other associated works".* Curtins supported this planning application with the submission of a Transport Statement (Curtins Reference: '62979/TS')

- **August 2019**: Planning approval granted (MCC Planning Reference: '123261/FO/2019'), for the: *"Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work".* Curtins supported this planning application with the submission of a Transport Statement (Curtins Reference: '071713-CUR-00-XX-RP-TP-00001-V02')

- **August 2022:** Non-material amendment (NMA) to planning permission '123261/FO/2019' granted (MCC Planning reference: '134385/NMC/2022'), to: *"reconfigure the internal layout of the development, including omitting residential from the DOT building and creating commercial floorspace with associated elevational alterations, together with alterations to the internal layout of the new build element and introduction of an initial phase of development with associated new planning conditions and alteration to the trigger in condition 6 (Ground Conditions) to allow demolition of existing buildings."* The changes were reduced so there was no need to provide a Transport report to support the updated proposals at planning.

1.1.3 Following approval of the NMA, there have been a number of amendments to the scheme, with RIBA Stage 2 finalising at the end of March 2024.

1.1.4 These changes have been driven by the need to update the Cores, Riser Provisions and façade build up to align the design with the current Building regulations, in particular in line with Part B, Part L and Part O. In addition, amendments are required in response to space requirements relating to the Mains Electrical Plant Rooms.

1.1.5 As a consequence of the above, the car parking below Block A (the block along Arundel Street) has been omitted, resulting in a reduction of 6 parking spaces (25 from 31), and the bin stores have been altered in favour of:

- A more efficiently planned bicycle parking spaces;
- Increased commercial floor area; and
- Introduction of residents amenity in the form of gym spaces next to Core C.

1.1.6 Further to this, the retained building known as the 'DOT building' is now proposed to accommodate a total of 11 apartments.

1.2 Purpose of this Report

1.2.1 The purpose of this Technical Note (TN) is to support submission of a Section 73 Planning Application, to reflect the recent changes to the proposals.

1.2.2 Since the changes are minor, the information contained in the latest Transport Statement and Framework Travel Plan produced by Curtins to support the approved planning application (Curtins References: '071713-CUR-00-XX-RP-TP-00001-V02' and '071713-CUR-00-XX-RP-TP-00002-V02') is considered still relevant, with this TN focusing only in areas where the updated proposals have had an effect from a transport and highways perspective.

1.3 Structure of the Report

1.3.1 Following this introduction, **Section 2** of the report provides an overview of the updated proposals.

1.3.2 **Section 3** provides details of the revised parking proposals, including cycle parking, with **Section 4** providing an update on relevant policy and guidance.

1.3.1 **Section 5** includes an update on the Framework Travel Plan, whilst **Section 6** summarises and concludes the Note.

2.0 Proposed Development Update

2.1 Introduction

2.1.1 This section of the report provides an overview of relevant changes to the layout that affect transport and highways.

2.2 Development Proposals

2.2.1 The revised proposals are provided to the rear of this Note in **Appendix A**, and can be summarised as follows:

- The demolition of the existing industrial buildings;
- The construction of a residential-led scheme comprising residential uses (Use Class C3), ground floor commercial units (Use Classes A1, A2, B1, D1 and D2), and a resident roof garden;
- The U-shaped building steps 8 to 9-storeys from Arundel Street to Worsley Street, and 11 to 23-storeys along Mancunian Way (Use Class C3), accommodating a total of 355 no. 1, 2 and 3 bed apartments;
- Refurbishment and conversion of the existing 4-storey DOT Building to accommodate a total of 11 apartments (Use Class C3); and
- Associated courtyard car parking (25 spaces), cycle parking, access, landscaping, and associated works.

2.2.2 The number of apartments at the U-Shaped building remain the same as per the approved scheme with 355 apartments, with the only change being that the DOT Building will now accommodate 11 residential units.

2.2.3 The number of car parking spaces within the proposed development is reduced by 6, from 31 to 25. **Drawing 085744-CUR-XX-XX-D-TP-05003** provides details of a large car accessing the updated car park.

2.2.4 Vehicular, Cycle and Pedestrian access will continue to be provided as per the approved scheme.

2.2.5 Servicing will also be provided as per the approved scheme. Curtins has visited the site on 18th April 2024 to determine whether the recently implemented Controlled Parking Zone (CPZ) scheme has any impact on the proposed loading bays. It has been concluded that there have been no changes to on-street parking that would conflict with the proposed servicing strategy. Swept path analysis of a large refuse vehicle accessing both loading bays is included as **Drawing 085744-CUR-XX-XX-D-TP-05001.**

2.2.6 **Drawing 085744-CUR-XX-XX-D-TP-05002** provides details of access for a 7.7m fire tender, as per the updated fire strategy proposals.

2.3 Trip Generation

2.3.1 Trip generation was considered for 357 dwellings within the approved Transport Statement, which resulted in 24 trips in the AM peak and 31 on the PM peak. When compared to the existing uses, it was concluded that any impact would be negligible.

2.3.2 Whilst there is a marginal increase in the number of proposed dwellings (366) compared to the approved scheme (357), the proposed parking within the site has been reduced to 25 spaces which will reduce vehicular trip demand to and from the site.

2.3.3 Therefore, the conclusions of the approved TS in terms of traffic impact are still relevant and applicable.

2.4 Highway Safety

2.4.1 It is acknowledged that a number of years have elapsed since submission of the approved TS. On this basis, this section provides an updated review of Personal Injury Accident (PIA) data for the highway network adjacent to the site.

2.4.2 The data has been obtained from TfGM for the most recent five years available and is included below as **Figure 2.1.**

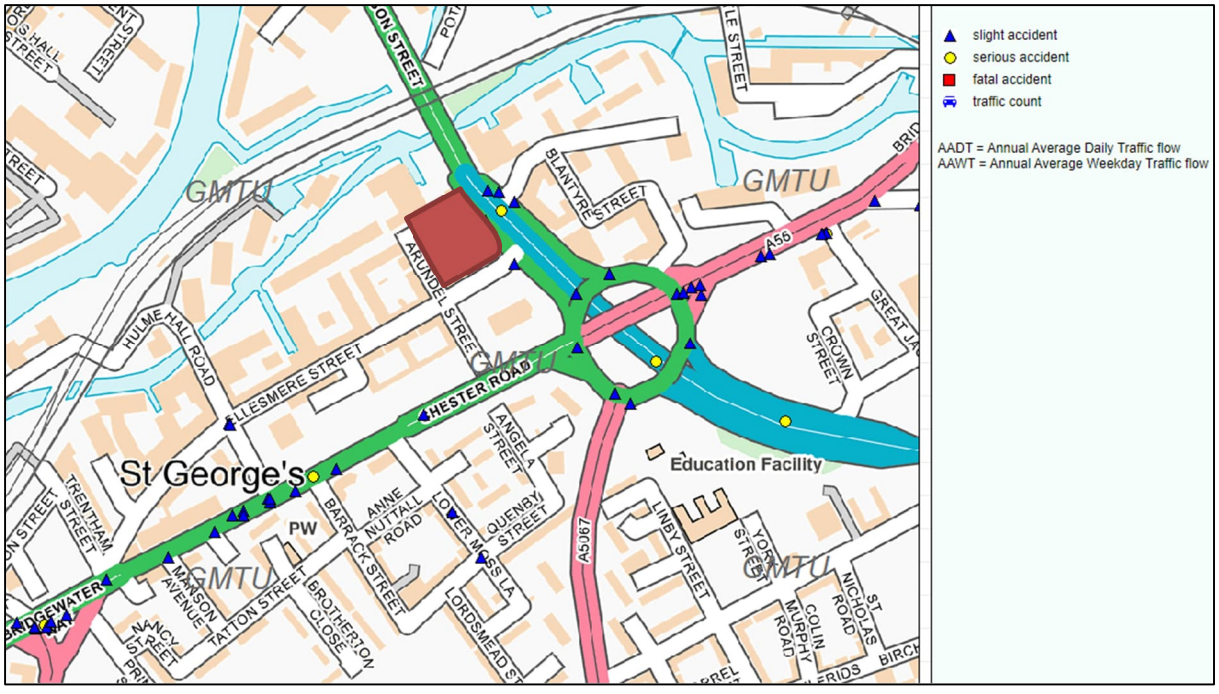


Figure 2.1 – Personal Injury Accident data in the vicinity of the site.

Source (TfGM)

2.4.3 The updated report shows a similar scenario compared to the one presented at the approved TS, which primarily demonstrates that there have been no accidents on Arundel Street or Worsley Street during this time.

2.4.4 Two accidents have been recorded along Ellesmere Street, although both were considered of slight severity.

2.4.5 There were a number of accidents on Chester Road and the A57, but this is not considered to be unusual given the volume of traffic these roads accommodate.

2.4.6 On the above basis, it is clear that the safety record is not particularly onerous or indicative of a pre-existing safety problem. It is therefore concluded that road safety is not a material concern in the context of the proposed development.

3.0 Updated Parking Proposals

3.1 Introduction

3.1.1 As mentioned in Section 2.2, the main alteration to the development relates to parking provision, for both cars and bicycles. This section provides an overview of the updated parking proposals.

3.2 Car Parking

Proposed Car Park

3.2.1 The Proposed Development will provide a total of 25 car parking spaces, of which three are disabled parking spaces, which represents a ratio of 12%. All spaces will be located within the ground floor internal courtyard.

3.2.1 The approved development provided 31 parking spaces, hence the current proposals represent a reduction of six parking spaces.

3.2.2 It was established as part of the consented applications that the local area benefits from an excellent level of accessibility and has evolved in recent years to be an extension of the city centre, resulting in improved infrastructure and new key amenities within the area (supermarkets, GP, primary school, etc.). Further to this, MCC's desire to reduce car usage and ownership within Manchester has become stronger, with full support of car-free developments, complemented by establishing a Controlled Parking Zone in the area of which details are provided later in this section.

3.2.3 On this basis, the proposed level of parking provision is considered to be appropriate to the scale and nature of the development and will be further supported by the measures included in the Framework Travel Plan (see **Section 5** for an update on this document).

Car Sharing and Car Club

3.2.4 Notwithstanding the above, it is acknowledged that some residents may require the use of a car on certain occasions, and to accommodate this, car sharing and the Enterprise Car Club will be promoted through the Travel Plan.

3.2.5 Car sharing is an effective way of reducing single occupancy car trips if a number of people are traveling to the same or similar location. This could be a workplace destination or an event/leisure opportunity.

3.2.6 There are a number of organisations which offer a matching service but in this instance site users would be able to use the website; www.carsharegm.com, which has been developed by TfGM. They would have to register with the site, which then searches for appropriate car sharing matches.

3.2.7 If car sharing is not appropriate for some residents, then they may be able to take advantage of the Enterprise Car Club. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. Vehicles are located in designated parking bays

across the city and can be reserved by the hour, day or even longer. There are a range of vehicles from small city cars and estate cars to 7 seat cars and even vans.

3.2.8 The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at £7.13 an hour.

3.2.9 There is one Enterprise Car Club location on Ellesmere Street within 5 minutes' walk of the site, which has two vehicles.

3.2.10 It is considered that the Car Club could be an attractive facility for residents who do not own a car but require occasional use.

Nearby Parking Facilities

3.2.11 For those residents and visitors who choose to travel by car or own a car and don't have a space, a publicly available multi-storey car park (MSCP) has recently opened, c.500m to the east of the development. This equates to a walking time of approximately 10 minutes when walking at an average speed of 1.2m/s.

3.2.12 The MSCP is located at Silvercroft Street. The car park is open 24 hours a day, seven days a week and has capacity for 390 vehicles.

Britannia Basin Controlled Parking Zone

3.2.13 The proposed development is located within Britannia Basin Controlled Parking Zone, which has been implemented recently.

3.2.14 Pay and display bays have been placed on several streets in the area. The restrictions are indicated on the pay and display machines.

3.2.15 Residents with a valid permit displayed can park in any pay and display bay in the zone. Between 8pm and 8am there is no limit to how long people can park.

3.2.16 People who live in any eligible property may purchase a permit. There are a limited number of available permits within the zone that cover parking: Monday to Friday from 8am to 9am and from 5pm to 8pm Saturday and Sunday parking from 8am to 8pm. These are called 'B1' permits.

3.2.17 There are also a limited number of permits within the zone that cover Monday to Sunday parking from 8am to 8pm. These are called 'B2' permits.

3.2.18 Due to the small size of the scheme there are no visitor permits available. However, visitors can park in on-street pay and display bays, in other zones or in off-street car parks.

3.2.19 Pay and display only applies between 8am and 8pm. There is no charge for overnight parking or on bank holidays. Monday to Sunday between 8am and 8pm there is a maximum stay of 3 hours with no return within 4 hours. Charges do not apply to blue badge holders.

3.2.20 The scheme provides additional parking opportunities for future residents whilst also ensuring availability of parking for visitors.

3.3 Cycle parking

3.3.1 One of the primary reasons for this new application is to provide more efficiently planned bicycle parking spaces.

3.3.2 Future residents will still benefit from a 1:1 ratio of secure cycle parking. A total of 366 bicycle spaces are envisaged to be available for residents.

3.3.3 The proposed U-shaped building will feature four bicycle stores, secured and sheltered at ground floor level. The combined capacity of these rooms is 355 bicycle spaces.

3.3.4 The refurbished DOT building will have 11 dedicated secure bicycle spaces, located within the building and accessible via a ramp from the courtyard.

4.0 Policy Update

4.1 Introduction

4.1.1 This section provides an overview of guidance that has been introduced since producing the approved TS, and guidance that has been updated since.

4.2 National Planning Policy Framework (2023)

4.2.1 The National Planning Policy Framework (NPPF) has been updated in 2023 and sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. At the time of writing, this is still the most recent NPPF approved document, although Curtins acknowledges that an update is imminent.

4.2.2 Paragraph 11 states that:

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

4.2.3 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*."

4.2.4 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.*"

4.2.5 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.

4.2.6 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."

4.2.7 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 with low car parking provision, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

4.2.8 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."

4.2.9 As detailed in **Section 2.3**, Curtins considers that the highway network would not experience any adverse traffic impact resulting from the proposed development.

4.2.10 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."*

4.2.11 The proposed development is situated in a highly accessible location. The proposed development has been designed to promote active travel and sustainable transport, with appropriate servicing facilities.

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

4.3 Greater Manchester Transport Strategy 2040

4.3.1 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.

4.3.2 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."*

4.3.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Framework Travel Plan submitted and approved in 2019 (**Document Reference 071713-CUR-XX-XX-T-TP-00002-V02**), with an update provided in this Note in **Section 5**.

4.3.4 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."*

4.3.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

4.4 Manchester Residential Quality Guidance

4.4.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

4.4.2 The guidance does not require a specific level of car parking as "there is no 'one size fits all' approach to car parking and it should be considered on a case-by-case basis".

4.4.3 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated"*

4.4.4 It is considered that the proposals adhere to the recommendations of the Manchester Residential Quality Guidance.

4.5 Places for Everyone (PfE) Plan

4.5.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

4.5.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

4.5.3 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

<u>Connectivity and Permeability</u>

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
    - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
        - *be direct, safe and convenient;*

- *connect to nearby facilities, employment areas, public transport stops; and*
- *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*

- *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
- *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*

2. *Ensure appropriate connectivity to the existing highway network;*

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*

8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*

    - *Showers, changing facilities and lockers for cyclists and walkers,*
    - *Pool or hire bikes for use by occupiers,*
    - *Information in advance about facilities to visitors.*

10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*

11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*

12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*

14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*

    - *meets road safety requirements,*
    - *reduces transport emissions and other environmental impacts,*
    - *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

4.5.4 The proposed development accords with the requirements of PfE.

4.6 Conclusion

4.6.1 It is considered that the proposed development is still 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.

5.0 Framework Travel Plan Update

5.1 Introduction

5.1.1 There have been changes to the guidance relating to the production of Travel Plans, particularly the National Planning Policy Framework, DLUHC (now MHCLG), in 2023. This section provides an update on the Framework Travel Plan document submitted and approved in 2020 (Curtins Document Reference: **071713-CUR-XX-XX-T-TP-00002-V02**).

5.1.2 A key part of the Framework Travel Plan (FTP) will be monitoring, whereby travel surveys will be distributed to future residents and staff of the commercial premises of the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of work / residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage them to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

5.2 Provision of Sustainable Travel Information

5.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard.

5.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; and • Calendar of events such as “National Walking Month’.
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport; • Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map)

Objectives	Contents
	• The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app; • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as 'National Bike Week'; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport. • A map showing local bus and rail stations in the vicinity of the site • Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and • Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey. • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Details of internal car sharing scheme; • Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	• Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/. • Transport & Environment's interactive online calculator (https://www.transportenvironment.org/discover/how-clean-are-electric-cars/) provides information on the carbon impact of various types of cars when considering a new vehicle purchase.

Table 5.1 – Sustainable Travel Information

5.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC).

5.3 SMART Targets

5.3.1 The potential targets are not expected to change from the approved TS. However and for reference, an example is provided in **Table 5.2** below:

Example of Potential Modal Shift Targets					
Travel Mode	**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	TBC	-2%	-2%	-4%	-8%
Car Share		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Public Transport		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Cycle		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Foot		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Other		-	-	-	-

Table 5.2 – Example of Potential Targets

5.3.2 The example modal split targets above aim for an 8% reduction in single occupancy car trips, whilst aiming for an 8% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing. However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

5.4 Monitoring and Evaluation

5.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 5.1** above.

5.4.2 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

5.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

5.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

5.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced (if applicable);
- Provision of information on proposed initiatives due for implementation (if applicable); and

- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

5.4.6 Monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the surveys and a summary of the survey results will be made available to residents by the TPC.

5.5 Action Plan

5.5.1 **Table 5.3** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	The current owner or any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupation or upon reaching 50% occupancy, whichever is sooner	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with Manchester City Council	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 5.3 – Action Plan

5.5.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

5.5.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

6.0 Summary and Conclusions

6.1 Summary

6.1.1 Curtins has been appointed by Cumming Group to provide traffic and transportation advice to support a planning update on the development known as Arundel Street.

6.1.2 The development at this land has been under consideration for a number of years, with a brief summary as follows:

- **October 2018**: Planning approval refused (MCC Planning Reference: '118045/FO/2017').
- **August 2019**: Planning approval granted (MCC Planning Reference: '123261/FO/2019')
- **August 2022:** Non-material amendment (NMA) to planning permission '123261/FO/2019' granted (MCC Planning reference: '134385/NMC/2022').

6.1.3 Following approval of the NMA, there have been a number of changes recently to align the design with the current Building regulations, in particular in line with Part B, Part L and Part O as well as the updated space requirement related to the Mains Electrical Plant Rooms.

6.1.4 The purpose of this Technical Note (TN) is to support the submission of a Section 73 Planning Application, to reflect the recent changes to the proposals. Since the changes are minor, the information contained in the latest Transport Statement and Framework Travel Plan produced by Curtins to support the approved planning application (Curtins References: '071713-CUR-00-XX-RP-TP-00001-V02' and '071713-CUR-00-XX-RP-TP-00002-V02') is considered still relevant, with this TN focusing only in areas where the updated proposals have had an effect from a Transport and Highways perspective.

6.1.5 The parking below Block A (the block along Arundel Street) has been omitted, resulting in a reduction of 6 parking spaces (25 from 31), and the bin stores have been altered in favour of:

- A more efficiently planned bicycle parking spaces;
- Increased commercial floor area; and
- Introduction of residents amenity in the form of gym spaces next to Core C.

6.1.6 The DOT building is now proposed to accommodate a total of 11 apartments. The number of apartments at the U-Shaped building remain the same as per the approved scheme with 355 apartments.

6.1.7 Vehicular, Cycle and Pedestrian access will continue to be provided as per the approved scheme. Servicing will also be provided as per the approved scheme.

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6.1.8 The Proposed Development will provide a total of 25 car parking spaces, of which three are disabled parking spaces, which represents a ratio of 12%. All spaces will be located within the ground floor internal courtyard. The proposed level of parking provision is considered to be appropriate to the location, scale and nature of the development and will be further supported by the measures included in the Framework Travel Plan.

6.1.9 The updated proposals provide more efficiently planned bicycle parking stores. Future residents will still benefit from a 1:1 ratio of secure cycle parking. A total of 366 bicycle spaces are envisaged to be available for residents.

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

6.1.11 A brief updated to the Framework Travel Plan has been provided to ensure it align with the latest guidance.

6.2 Conclusions

6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

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Drawings

EXISTING BARRIER AT WORSLEY ST
TURNING HEAD (INDICATIVE)

PROPOSED ARUNDEL ST
LOADING BAY (3.0 x 12.5m)

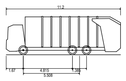
PROPOSED ELLESMERE ST
LOADING BAY (2.75 x 14.0m)

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6. DRAWING BASED ON SIMPSON HAUGH LAYOUT.
   DRAWING REFERENCE: '10090-1903-A-G200-P-100'

KEY: PROPOSED ROAD MARKINGS
EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout updated	26/07/24	MQ	DD

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Status: PLANNING

Project: ARUNDEL STREET - MANCHESTER

Drg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE

Drawn By	Designed By	Checked By
JM	JM	DD
	Date: 01/05/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85744 - CUR - XX - 00 - D -TP- 05001
Revision: P02

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INGRESS

20m REVERSE MANOEUVRE AT
WORSLEY ST TURNING HEAD

Dennis Sabre Fire Tender (LWB)

4.60

3.05

POTENTIAL FOR FIRE TENDER TO
ACCESS AREA BETWEEN LANDSCAPING
AND PROPOSED BUILDING IF NECESSARY
(with 0.5m clearance to external wall)

LOADING ONLY

LOADING ONLY

EGRESS

Dennis Sabre Fire Tender (LWB)

4.60

3.05

LOADING ONLY

LOADING ONLY

EGRESS TOWARDS A57(M)

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6. DRAWING BASED ON SIMPSON HAUGH LAYOUT.
DRAWING REFERENCE: '10090-1903-A-G200-P-100'

KEY: PROPOSED ROAD MARKINGS
EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.390m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout updated	26/07/24	MQ	DD

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Status:
PLANNING

Project:
ARUNDEL STREET - MANCHESTER

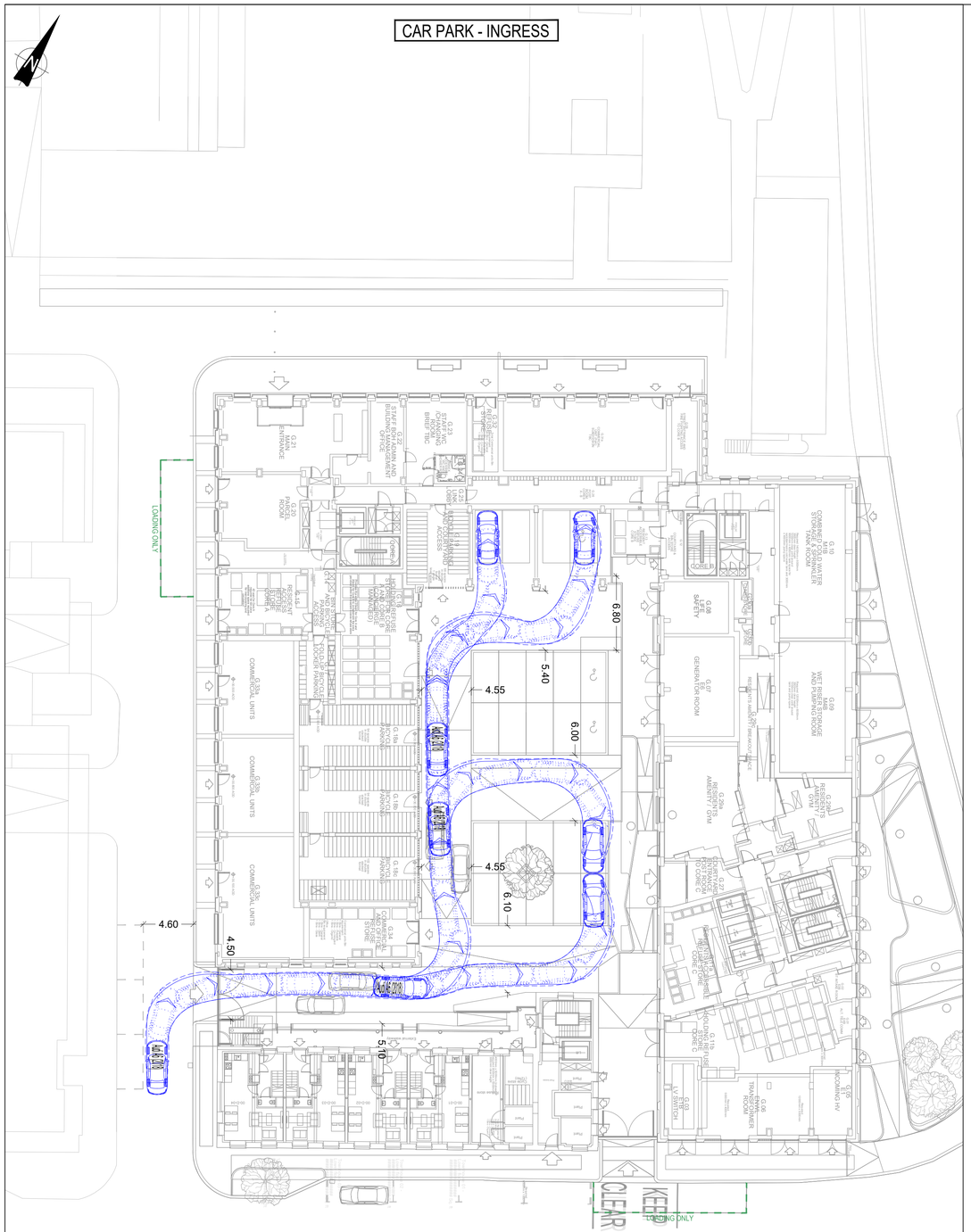
Drg Title:
SWEPT PATH ANALYSIS
FIRE TENDER

Drawn By	Designed By	Checked By
JM	JM	DD
	Date: 01/05/24	Scales @ A1: 1:250

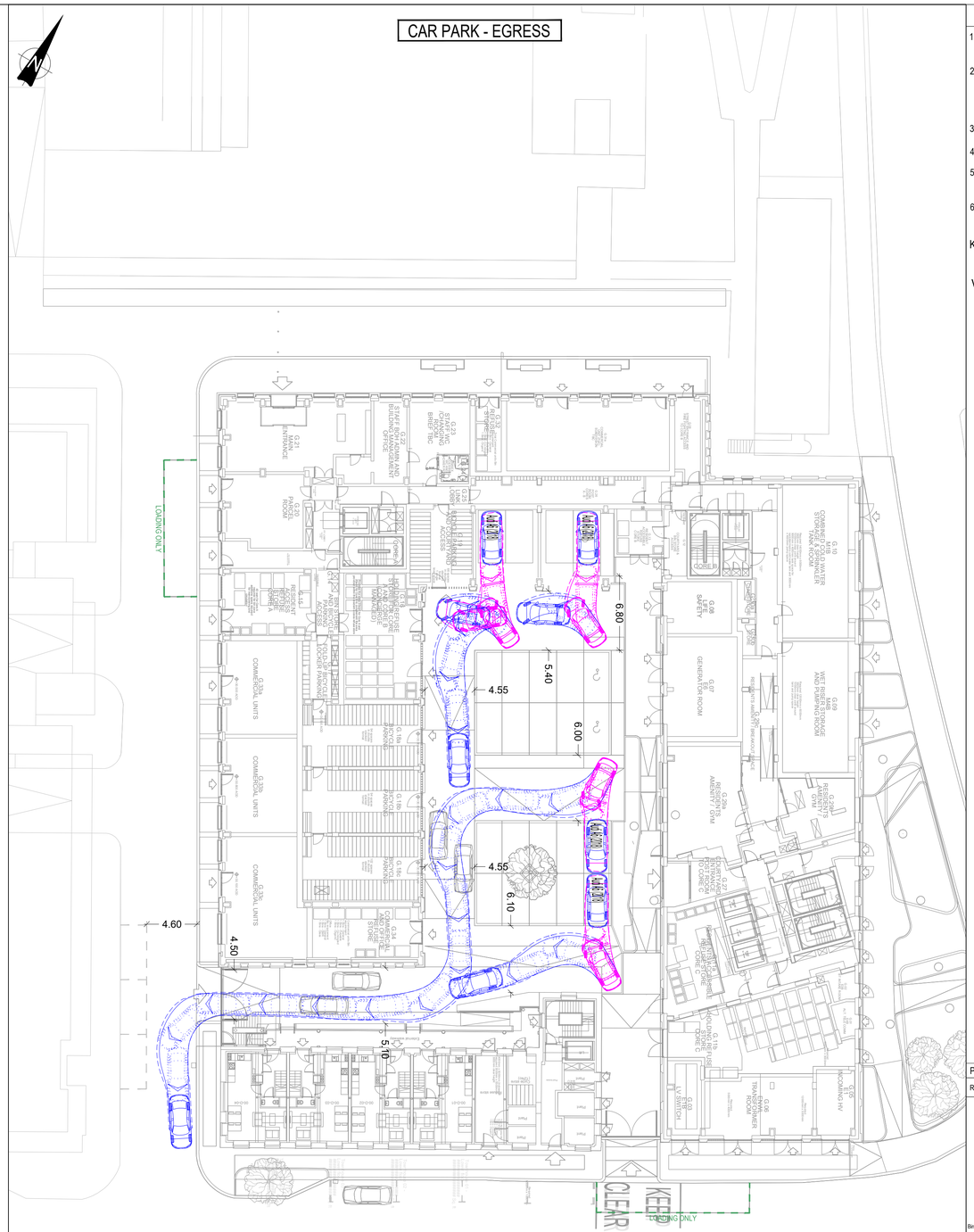
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
85744 - CUR - XX - 00 - D -TP- 05002	P02

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CAR PARK - INGRESS



CAR PARK - EGRESS



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   DRAWING REFERENCE: '10090-1903-A-G200-P-100'

KEY: PROPOSED ROAD MARKINGS
EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Body Ground Clearance	0.142m
Max Track Width	1.875m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout updated	26/07/24	MQ	DD

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Status: PLANNING

Project: ARUNDEL STREET - MANCHESTER

Drg Title: SWEPT PATH ANALYSIS LARGE CAR

Drawn By	Designed By	Checked By
JM	JM	DD
	Date: 01/05/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
85744 - CUR - XX - 00 - D -TP- 05003	P02

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Appendix A – Proposed Layout

EGERTON STREET

WORSLEY STREET

ARUNDEL STREET

ELLESMERE STREET

ST GEORGE'S CHURCH

KEEP CLEAR

+31.000 AOD (Assumed level, TBC)

+31.000 AOD

+31.500 AOD

+31.400 AOD

+30.600 AOD

+30.800 AOD assumed level TBC

+30.500 AOD

+31.000 AOD

+31.400 AOD

+30.500 AOD

+30.500 AOD

+31.400 AOD

+31.500 AOD

+30.500 AOD +30.500 AOD

+30.800 AOD +31.000 AOD

+30.500 AOD

+30.800 AOD

+31.000 AOD +31.100 AOD +31.200 AOD

+30.500 AOD

+30.400 AOD

+30.300 AOD

+30.500 AOD +30.700 AOD +30.800 AOD +31.000 AOD +31.000 AOD

+31.100 AOD +31.100 AOD +31.200 AOD

+31.000 AOD

+31.300 AOD

G.10 M1B COMBINED COLD WATER STORAGE & SPRINKLER TANK ROOM

G.09 M4B WET RISER STORAGE AND PUMPING ROOM

G.29b RESIDENTS AMENITY / GYM

G.29c RESIDENTS AMENITY / BREAKOUT SPACE

G.30a CLEANS STORE

G.30b STORE

G.08 LIFE SAFETY

G.07 E6 GENERATOR ROOM

G.29a RESIDENTS AMENITY / GYM

G.27 COURTYARD ENTRANCE POST ROOM TO CORE C

G.11a RESIDENTS ACCESSIBLE REFUSE STORE CORE C

G.11b HOLDING REFUSE STORE CORE C

G.05 E1 INCOMING HV

G.06 ENWL TRANSFORMER ROOM

G.03 E1B LV SWITCH

G.31a COMMERCIAL UNIT SUBDIVISION TBC

G.31b RESIDENT ACCESSIBLE REFUSE STORE CORE B

G.32 REFUSE STORE

G.24 PLANT

G.25 LINK LOBBY

G.23 STAFF WC /CHANGING ROOM BRIEF TBC

G.19 BICYCLE PARKING AND COURTYARD ACCESS

G.22 STAFF BOH ADMIN AND BUILDING MANAGEMENT OFFICE

G.16 HOLDING REFUSE STORE FOR CORE A AND CORE B (CONCIERGE MANAGED)

G.18a BICYCLE PARKING

G.18b BICYCLE PARKING

G.18c BICYCLE PARKING

G.34 COMMERCIAL AND OFFICE REFUSE STORE

G.14

BIN STORE AND BICYCLE PARKING ACCESS

G.17 FOLD-UP BICYCLE LOCKER PARKING

G.21 MAIN ENTRANCE

G.20 PARCEL ROOM

G.15 RESIDENT ACCESS REFUSE STORE CORE A

G.33a COMMERCIAL UNITS

G.33b COMMERCIAL UNITS

G.33c COMMERCIAL UNITS

CORE A

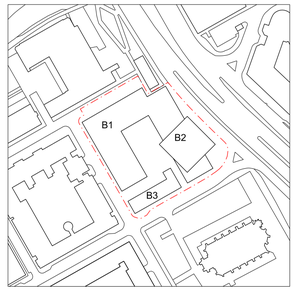
CORE B

CORE C

Note:

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North:



FLOOR PLAN KEY

- 1 Bed
- 2 Bed
- 2 Bed Duplex
- 3 Bed
- Lobby and FOH amenity
- Circulation and BOH
- Commercial space
- Access and services

1 0 1 2 3 4 5 10m

Rev	Date	Description
P3	Aug 2024	Planning Update
P2	April 2022	Planning Update
P1	03.04.2019	Planning Issue

LOGIK DEVELOPMENTS

Sir Robert McAlpine Capital Ventures

Project Title
ARUNDEL STREET
MANCHESTER
M15 4JZ

Drawing Title
Proposed Floor Plan
Level 00 Ground Floor
General Arrangement
April 2019 Planning Application

Status
Planning

Job No	Scale	Date
10090	A1 - 1:200	03/04/2019

Drawing No	Revision
10090-1903-A-G200-P-100	P3

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