

Plot X Manchester Airport

Technical Note

FINAL

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1. Introduction

Overview of Scope

- 1.1 AECOM has been appointed by Manchester Airports Group (MAG) to provide a Technical Note (TN) in support of the planning application to bring back into use a 729 space car park (Plot X), with associated access arrangements onto Enterprise Way, for a temporary period of five years.
- 1.2 The proposed car park forms part of the wider development within Airport City North (ACN). This was granted outline planning permission in December 2018 (Planning Application Ref. 121270/OO/2018). Further detail on the development planning background of the development site is provided in the following section.
- 1.3 This TN includes a review of the:
 - Existing highway conditions associated with the current use of the development site, plus existing wider highway conditions and characteristics; and
 - Proposed development, covering the trip generation for the proposed development site and expected highway impacts on the adjacent highway network.

Site Location

- 1.4 The site referred to as Plot X, is situated to the north of the existing Manchester Airport boundary and to the south of the residential areas of Wythenshawe. The site is located to the north-east of Enterprise Way and is bounded by Roxholme Walk, Dentdale Walk and Felskirk Road to the north.
- 1.5 The location of Plot X is shown in **Figure 1-1** below.

Figure 1-1: Plot X Site Location



Report Structure

1.6 Following this introductory chapter, this report will comprise of the following sections:

- **Chapter 2** provides a summary of the planning background;
- **Chapter 3** considers national, regional and local transport policy;
- **Chapter 4** presents the existing conditions relating to highway infrastructure, local developments and pedestrian provision;
- **Chapter 5** details the development proposal for Unit 1, Unit 2 and Unit 3, along with trip generation data and likely highway impacts;
- **Chapter 6** discusses vehicular and pedestrian access arrangements for Plot X; and
- **Chapter 7** summarises anticipated traffic impact of the proposed development.

2. Planning Background

- 2.1 This section presents a brief background to the previous planning consents granted for the site.
- 2.2 Outline planning consent for ACN was originally granted in 2013, permitting a total of 113,500 sqm office floor space and up to 4,182 car parking spaces. To support that planning application, AECOM prepared a Transport Assessment (TA) and a Framework Travel Plan (FTP) for the ACN masterplan site in October 2012.
- 2.3 Outline planning consent was subsequently granted in December 2018 (Planning Application Ref. 121270/OO/2018) for The Hut Group development which encompassed B1 (a) use class office estate and surface car park at the same location. This included for the provision of surface car parking spaces located off Enterprise Way.
- 2.4 Plot X (land northeast of Enterprise Way) has been used as a 729 space car park since approx. 2021 following the grant of a temporary planning permission in 2019 (124820/FO/2019) for a period of 2 years (starting with the date of first occupation).
- 2.5 This Technical Note considers bringing back into use Plot X as a 729 space car park (Plot X), with associated access arrangements onto Enterprise Way, for a temporary period of five years.

3. Transport Policy

Introduction

- 3.1 This chapter identifies and summaries the relevant Transport Policy in the area surrounding the Plot X development site.

National Policy

National Planning Policy Framework (2023)

- 3.2 This national planning guidance has been designed for local planning authorities and decision makers, for both drawing up plans and as a material consideration in determining applications.
- 3.3 Essentially, the NPPF identifies a presumption in favour of sustainable development. This is not intended to replace the development plan as the starting point for decision-making, but it does imply that, in accordance with the development plan, proposals should be approved without delay.
- 3.4 It calls on the planning system to “positively and proactively encourage sustainable economic growth”, and that “significant weight should be placed on the need to support economic growth.”
- 3.5 NPPF also emphasises the need to “recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs.”
- 3.6 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 3.7 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
 - Prioritise pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Ensure safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establish home zones;
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - Consider the needs of people with disabilities by all modes of transport.

3.8 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles.

Decarbonising Transport: A Better, Greener Britain (2021)

3.9 The Government has developed an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

3.10 Whilst there have been recently published strategies to reduce Greenhouse Gas (GHG) emissions in individual transport modes, the journey to net zero demands that transport as a whole sector moves further, faster. The TDP takes a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

Future of Mobility: Urban Strategy, Department for Transport (2019)

3.11 The Future of Mobility Grand Challenges are central in the Government's Industrial Strategy, in facilitating innovation in urban mobility for freight, passengers and services. The Government's approach will be underpinned by the following principles:

- New modes of transport and new mobility services must be safe and secure by design;
- The benefits of innovation in mobility must be available to all parts of the UK and all segments of society;
- Walking, cycling and active travel must remain the best options for short urban journeys;
- Mass transit must remain fundamental to an efficient transport system;
- New mobility services must lead the transition to zero emissions;
- Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight;
- The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers;
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users; and
- Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

- 3.12 The speed of transport innovation has been increased by advanced data science, artificial intelligence and sensing technology, allowing opportunity for cleaner transport, automation, new business models and new modes of travel promising to transform how people, goods and services move. Delivering these changes successfully has the potential to boost productivity and investment, increase export opportunities for UK companies and create high-quality jobs.

Aviation Policy Framework (2013)

- 3.13 The UK Aviation Policy Framework was published by the previous Government in 2013 and outlines national objectives and principles to guide plans and decisions at the local and regional level. The framework's primary objective is to achieve long-term economic growth and aviation is viewed as a key enabler in this regard by providing domestic and international connectivity which links business communities and markets. Aviation also benefits the UK economy through direct contributions to gross domestic product and employment, with the sector estimated to directly provide 220,000 jobs. The overall objective in the UK Aviation Policy Framework is to ensure that the UK's air links continue to make it one of the best-connected countries in the world.
- 3.14 The number of passengers using non-London airports has increased by over a third since 2000. Recognising the importance of airports such as Manchester the framework states 'a key priority is to work with the aviation industry and other stakeholders to make better use of existing runway capacity at all UK airports'. The framework also places importance on ensuring these airports are better integrated into the wider transport network. The UK Aviation Policy Framework seeks to promote improved surface access to airports and that future development schemes should be accompanied by clear proposals that demonstrate how the airport will ensure easy and reliable access for passengers and staff, increase the use of public transport and minimise the impact of the operation in the local area. The UK Aviation Policy Framework continues to encourage airport operators to publish plans that set out their approach to growth and future development.

Regional Policy

The Greater Manchester Transport Strategy (2040)

- 3.15 The Greater Manchester Transport Strategy 2040 was adopted in February 2017. It was developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). The document builds upon the '2040 Vision for Transport' and highlights the priority interventions needed to achieve the vision. The strategy addresses long term challenges for the Greater Manchester area, such as a rapidly growing and ageing population, climate change and the need to improve productivity.
- 3.16 The overall aim of the strategy is to create 'world class connections that support long-term, sustainable economic growth and access to opportunity for all'. The four key goals of the vision are:
- Supporting sustainable economic growth;
 - Improving quality of life for all;
 - Protecting our environment; and
 - Developing an innovative city-region.
- 3.17 The strategy acknowledges Greater Manchester's role as an important city region and national growth engine. Anticipated growth over the next 20 years will see wide scale development across the region and managing the impact of this on the transport network will be challenging. For this reason, integration between transport and development will be vital.

Greater Manchester Combine Authority: Places for Everyone Joint Development Plan 2021

3.18 The Place for Everyone Document is going through the adoption process by 9 local authorities in greater Manchester to deliver the ambitions for Greater Manchester. The plans aim to deliver the following:

- Significant falls in homelessness;
- An increase in new homes;
- An economic plan for the city region, agreed with Government in a Local Industrial Strategy, delivering growth in GM's world-leading sectors, and tackling low pay and insecure work through our Good Employment Charter;
- The delivery of a new Metrolink line, and Opportunity Pass giving young people free bus travel;
- Help for many people to get back into employment through our Working Well programmes of support;
- Improvements to connectivity including through promotion of active travel and the extension of full fibre; and
- Programmes to support increased levels of school readiness.
- The Plan for sustainable growth for the boroughs involved does the following:
 - Sets out how they should develop up to the year 2037;
 - Identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
 - Identifies the important environmental assets which will be protected and enhanced;
 - Allocates sites for employment and housing outside of the urban area;
 - Supports the delivery of key infrastructure, such as transport and utilities; and
 - Defines a new Green Belt boundary for the nine boroughs.

3.19 The following policies regarding Manchester Airport are set out below.

Policy JP – Strat 9: Southern Areas

3.20 This policy sets out that southern areas in Greater Manchester including Manchester Airport will see an emphasis on increasing attractiveness and the area's economic role. This will be complemented by increased transport connectivity with an emphasis on public transport, cycling and walking.

Policy JP – Strat 10: Manchester Airport

3.21 This policy sets out how Manchester Airport will sustainably grow in future. It recognises that the airport is key to improving Greater Manchester's connectedness and competitiveness and is central to raising the conurbation's global profile and improving its economic performance.

3.22 The airport will become more connected through the following:

- Northern Powerhouse Rail connections to other city regions;
- The construction of the Western Leg extension of Metrolink, connecting through Terminal 2 and Davenport Green back to the existing line near Wythenshawe Hospital;
- Improved local public transport services and connections such as Bus Rapid Transit links by a new spine road through the Timperley Wedge allocation towards Altrincham;
- Improved local public transport services and connections, including to Stockport and Cheshire East areas; and
- The provision of a network of cycling and walking routes.

3.23 In Chapter 10: Connected Places, the ten priorities of the strategy to deliver an integrated network that is sustainable and aids transition to a carbon neutral target for 2038 are set out. The plan aims to improve quality and capacity of public transport, supporting jobs and local areas through growing transportation infrastructure.

Policy JP-C 7: Transport Requirements of New Development

3.24 This policy sets out that planning applications must be supported by relevant transport assessments or statements, travel plans and construction traffic management plans where appropriate.

3.25 Developments must be located in areas where walking, cycling and the use of public transport are easily accessible and can be encouraged, as to reduce car dependency. Developments should also be connected to nearby facilities, employment areas, and public transport stops. Developments should also be appropriately connected to the existing highway network.

Local Policy

Manchester Core Strategy

3.26 Manchester's Core Strategy was adopted by the City Council in July 2012. Policy MA1 (Manchester Airport Strategic Site) sets out the policy context for the development of the proposed Airport City site. The document states that the area provides significant opportunity for employment in Manchester.

Policy MA1 Manchester Airport Strategic Site

3.27 This sets out the policy context for the development of the airport. It identifies areas for expansion of the airport and shows amendments to the Green Belt required to deliver that expansion. In table 8.1 of that Policy, the area subject to this application falls within the Existing Area Strategic Site, which is identified as being suitable for the development of 'Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking', and thus the proposals are in accordance with this policy.

3.28 Policy MA1 goes on to state "all development proposed as part of the airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure that any impact is acceptable. It will be necessary to mitigate or compensate any negative effects".

3.29 Policy EC11 relates to the Airport City Strategic Employment Location. This identifies that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

3.30 The area is suitable for high technology industries, logistics, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City Manchester. Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester.

3.31 Development should also:

- Maximise the employment and training opportunities and other regeneration benefits for local communities; and
- Take full advantage of the existing transport hub at Manchester Airport, the proposed extension of Metrolink, and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

3.32 Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk throughout the Manchester – Salford – Trafford SRFA, energy infrastructure, the scale of uses within the area, and take full account of Baguley Brook and any wildlife in this corridor, in accordance with the relevant Development Plan policies.

3.33 Policy T1 relates to Sustainable Transport. This policy advises that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

3.34 Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the airport. The proposed scheme specifically supports Policies T1 and T2. The development will:

- Improve choice by developing alternatives to the car, through the incorporation of excellent links with the Manchester Airport station, providing rail, bus and Metrolink links with the wider region;
- Provide a scheme that is designed to be entirely DDA compliant, and fully accessible to disabled people and people with mobility impairments;
- Contribute to improvements to the extent and reliability of the public transport network through encouraging the use of the GTI;
- Seek to reduce the negative impacts of road traffic;
- Be designed to take account of the needs of road users according to a hierarchy consisting of, in order of priority:
 - Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and
 - General peak time traffic.

Manchester Airport Sustainable Development Plan (2016)

- 3.35 MAG published the Manchester Airport Sustainable Development Plan (SDP) in June 2016. This document sets out the strategic context for the long-term development of the Airport. The SDP comprises a high-level summary and four detailed plans that deal with the Economy and Surface Access, Environment, Community and Land Use. These plans set out in greater detail how MAG will realise future opportunities and deal with the principle issues faced.
- 3.36 The Sustainable Development Plan updates the 2007 Manchester Airport Master Plan and develops the land use, environmental and community programmes and sets a context for the economic growth strategy that is strongly linked to the surface access strategy. The overall approach to surface access is to improve the airports accessibility with quick, convenient and reliable access from all parts of the airport's catchment area. The aim is to extend and improve rail services, making the airport a node in the wider network. It is intended to manage growth in road traffic and promote the improvement in public transport links for passengers and staff. The airport's public transport connections are also important in local access to airport employment.
- 3.37 Embedded within this plan is the detailed surface access strategy which has re-emphasised the airports long standing commitment to delivering sustainable travel and managing growth in road traffic. A key element of this commitment has been the setting of long-term modal split targets for both passengers and staff which reflects the on-going commitment to delivering a fully integrated surface access network.

Summary

- 3.38 The overriding theme of national policy is that developments must be accessible by sustainable means of transport as well as to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail relevant to the proposed development site. The following chapters of this report will demonstrate that the proposed development is compliant with local, regional and national policies outlined within this chapter.

4. Existing Conditions

- 4.1 The location of the site is afforded excellent connectivity to the Strategic Road Network (SRN) both within the North West and nationally, plus local connectivity, though high quality local road network. An overview of the routes is provided below.

Highway Network

- 4.2 **M56** - The M56 spur provides direct access to Manchester Airport and Airport City North via Junction 5. The M56 forms a strategic east-west route from the M60 in the east to the M53 in the west, providing access to the Greater Manchester and Cheshire areas. The M56 also provides direct links to the M6, which is approximately 15km to the west.
- 4.3 **M60** - The M60 forms an orbital ring road around Manchester and is approximately 5km to the north of the proposed site. The M60 provides direct access into Manchester City Centre via the M602. The M60 also provides links to other areas of Greater Manchester via other strategic motorways such as the M62, M61, M66 and M67.
- 4.4 **M6** - The M6 provides a major national strategic route in a north-south direction and is approximately 15km from the development site via Junction 20. As well as providing the main north-south movement from Greater Manchester, the M6 also provides direct links to the M62 and M58 to Liverpool.
- 4.5 **A555 Ringway Road West** - This is a 40mph dual-carriageway between Outwood Lane and the traffic signalised junction at Enterprise Way. After this point, Ringway Road West becomes a 40mph single-carriageway road linking to Styal Road. Ringway Road West has recently been enhanced from its junction with Shadowmoss Road to the east as part of the A6 to Manchester Airport Relief Road (A6 MARR).
- 4.6 **Thorley Lane** - Thorley Lane is a single carriageway road with a 40mph speed limit, providing access to Wythenshawe via Bailey Lane to the north, and to Runger Lane and the airport to the south, including the World Freight Terminal. Thorley Lane links with Outwood Lane to provide access to the T1 and T2 roundabouts providing access to the airport's passenger terminals.
- 4.7 **Outwood Lane** - Outwood Lane runs south from the new Ringway Road West / M56 Spur junction to the T1 roundabout, and provides direct access to Terminals 1 and 3. From the airport, Outwood Lane also provides direct access onto the M56 spur. The Outwood Lane (west side) roundabout provides slip roads on and off the M56 spur and also provides access to Terminal 2 and the station via World Way. The Outwood Lane (east side) roundabout is a signal controlled junction and provides access to Ringway Road West and Aviator Way to the east and direct access to Terminals 1 and 3 via Outwood Lane.
- 4.8 **Enterprise Way** – as part of the wider Airport City development, the 'Enterprise Way' link road opened to traffic in November 2017. Enterprise Way is a dual-carriageway road with a landscaped central reserve planted with semi-mature trees. The link road forms a loop between the Terminal 2 roundabout and Ringway Road West running to the south-west of the proposed development site. Enterprise Way serves as the main spine road for Airport City.

Cycling

- 4.9 Cycling is recognised as a sustainable and realistic alternative to short car journeys up to 8 km. Around the Manchester Airport Boundary there are cycle routes along local access roads and connecting to local residential areas, such as the Manchester Airport Orbital Cycle Route, implemented by Transport for Greater Manchester, with cycle links into Wythenshawe to the north.

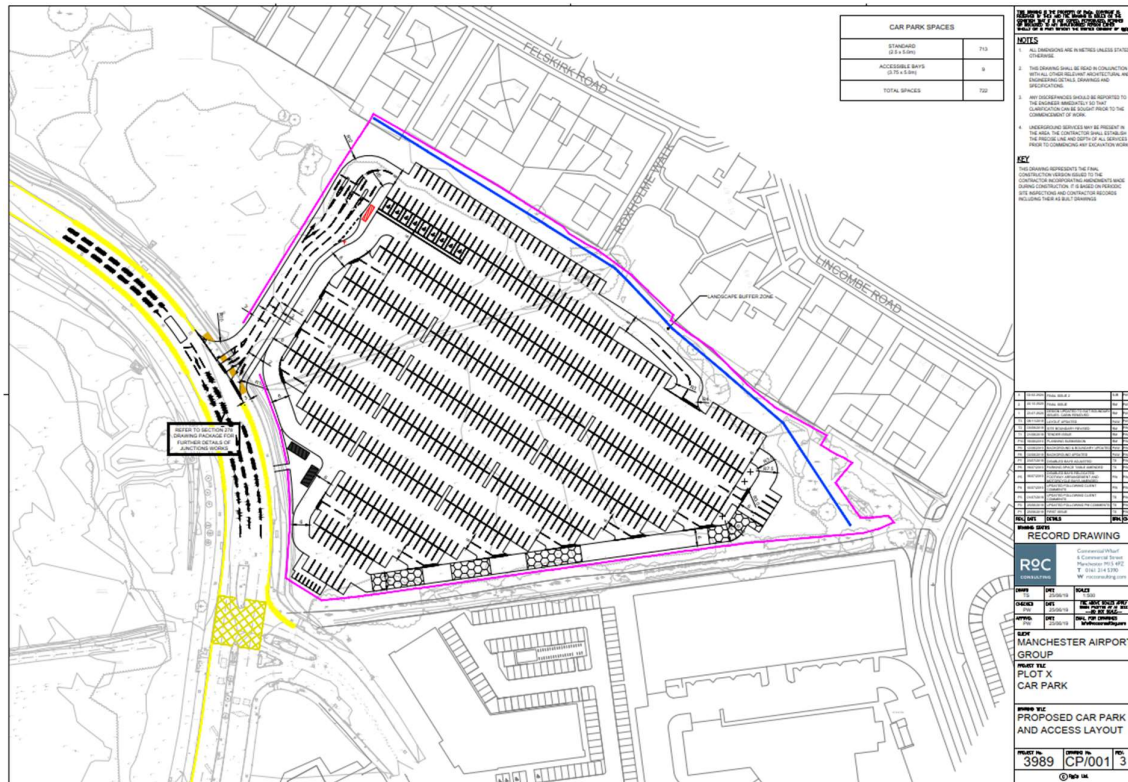
Pedestrian Access

- 4.10 Good quality, lit footways are provided between the Plot X car park and the Voyager / 4M buildings. Signalised pedestrian crossing facilities are provided at the junctions of Enterprise Way / Ringway Road West and Outwood Lane / Airport Spur to safely accommodate pedestrian movements across these roads.
- 4.11 The Airport City pedestrian bridge also enables connection between the site at Plot X and the airport developments, and will be identified as a key access to the site in the short term, following the completion of current construction works at plot H3, which is located adjacent to the bridge. However, it is anticipated to remain open and available.

5. Proposed Development

- 5.1 Plot X (land northeast of Enterprise Way) has been used as a car park since 2021 following the grant of a temporary planning permission in 2019 (124820/FO/2019) for a period of 2 years which has now expired.
- 5.2 It is now proposed that Plot X is brought back into use as a temporary car parking facility for 729 vehicles for 5 years. The proposed temporary car park forms part of the Phases 2 & 3 outline permission. The car park is intended to accommodate demand associated with staff office facilities at Voyager and 4M who are being displaced from their current parking arrangement at Area 2, along with assisting in further commercial negotiations to bring forward developments on Airport City in advance of the development of Plot E MSCP. Area 2 is then required to cater for the commercial arrangements agreed as part of the development of hotels in the vicinity.
- 5.3 The proposed car parking falls within the quantum of parking previously approved in the original outline planning application for the masterplan site, which comprised 4,182 spaces. It also falls within the quantum of car parking approved within the 2018 The Hut Group outline planning application, which initially included for 832 car parking spaces.
- 5.4 The proposed car park would provide a total of 729 car parking spaces, which are typically 5.0 x 2.5m in size with 6.0m wide running aisles for standard bays. A total of 9 accessible bays of 3.75x5.0m to be provided. The car park layout is shown in **Figure 5-1** below. It is also noted that 4 accessible parking spaces will remain at Voyager and a commercial agreement has been put into place to accommodate additional accessibility space requirements across on the estate.

Figure 5-1: Car Park Layout



- 5.5 A 2m wide footway is provided alongside the vehicular access to accommodate pedestrian movements to Enterprise Way.
- 5.6 A soft landscaping scheme, a planted buffer to screen the residential areas, is to be implemented as per original planning permission (CDN/22/0017) which was approved in March 2022.
- 5.7 It is anticipated that this parking use would be for a period of up to five years. Following the 5-year period and as further Airport City North developments are being brought forward, including additional hotels, parking demand catered at Plot X will be moved to Plot E1.

Proposed Car Park Users

- 5.8 **Voyager House** and **4M** are office use buildings within Manchester Airport located to the south of M56 spur. The number of staff which can be accommodated within Voyager House and 4M is estimated approximately 1,200. Currently parking demand associated with Voyager House and 4M is being accommodated within the Area 2 car park.
- 5.9 **Area 2 car park** is located south of M56 and is bound by World Way to the west.
- 5.10 The Airport City North development, **P1** and **P2** hotels, are now open and a hotel at H3 is currently under construction just north of Outwood Lane.
- 5.11 Car parking from Voyager House and 4M needs to be displaced due to the commercial arrangement for H3, which is opening shortly, and for a commercial agreement to be entered into for the development of plot H5. Parking associated with the P1 and P2 hotels will also be located at Area 2 as an interim position.

5.12 The location of the existing and proposed developments mentioned in above is shown in **Figure 5-2**.

Figure 5-2: Local Developments



6. Access Strategy

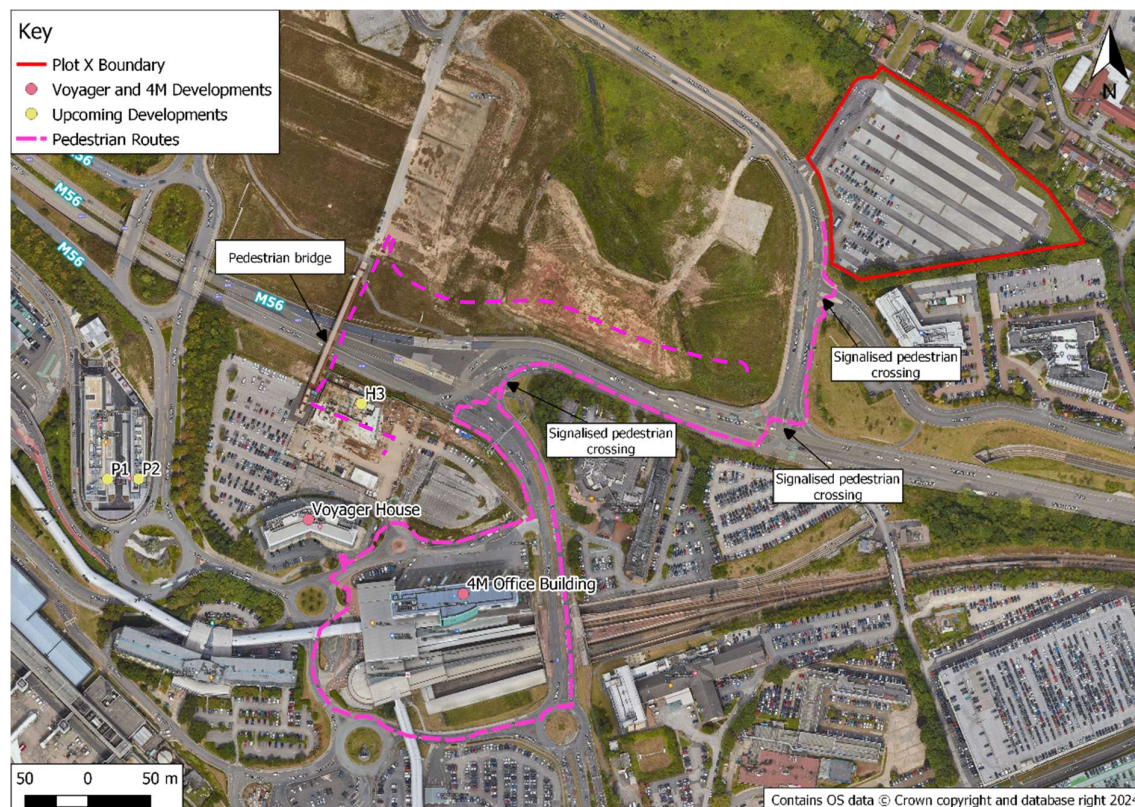
Vehicular Access

- 6.1 The proposed car park is accessed via a priority junction with Enterprise Way to the west of the car park. A right-turn ghost island is provided on Enterprise Way to accommodate right-turning entry vehicles, with separate left-turn and right-turn lanes provided on exit as shown within the proposed car park layout, **Figure 5-1** above.
- 6.2 Automated barrier control is provided on entry and exit in order to restrict access to authorised vehicles only. A stacking lane approximately 80m in length is provided on access in order to ensure that queuing would not impact the operation of Enterprise Way.
- 6.3 One lane is provided on entry, widening to two lanes on approach to the automated barrier control for 18m to aid throughput of vehicles into the car park. Two lanes are provided on exit.

Pedestrian Access

- 6.4 There are currently two routes which can be used by Voyager / 4M staff to access the location of the temporary car park. These are summarised in **Figure 6-1** below.

Figure 6-1: Pedestrian Routes



- 6.5 As discussed in **Section 4** signalised pedestrian crossing facilities are provided at the junctions of Enterprise Way / Ringway Road West, Enterprise Way /Aviator Way and Outwood Lane / Airport Spur to safely accommodate pedestrian movements. This route would also utilise the public realm improvements in the vicinity of the bus & coach station, associated with the development H3.

- 6.6 In addition, the Airport City pedestrian bridge also enables connection between Plot X site and the airport developments.
- 6.7 A 2m wide footway is provided alongside the vehicular access to accommodate pedestrian movements to Enterprise Way. Pedestrian refuge islands with associated dropped kerbs and tactile paving are provided across the site access junction to accommodate pedestrian movements along Enterprise Way.

7. Traffic Impact Assessment Summary

- 7.1 The site has been accounted for within a number of previously approved studies. The Transport Statement, which supported the 2018 Outline Planning Application (ref: 121270/OO/2018) for The Hut Group, included a summary of the transport modelling and trip generation assessments that was undertaken to appraise the forecast traffic impact associated with the development.
- 7.2 A VISSIM model was created for a 2021 forecast year in order to assess the localised impact of The Hut Group and an adjacent development on Plot E of the Airport City North site, which comprised the development of 8,600 sqm of B1 office land use and a 1,497 space multi-storey car park.
- 7.3 The micro-simulation modelling assessments undertaken in VISSIM concluded that the proposed development could be accommodated on the local highway network in the 2021 assessment year. Trip generation within the VISSIM model assumed for the Hut Group development site, including the Plot X car park, the available car parking would be 100% full between 10am and 4pm. This would encourage the site to utilise a higher public transport mode share to accommodate all employee demand. Standard trip rates were applied for this development, but the close proximity of the airport Ground Transport Interchange (GTI) means that this development will be located close to high quality public transport linkages, which will help to minimise the development's reliance on car travel.
- 7.4 The proposed surface car park forms part of the wider The Hut Group development which was granted outline planning consent in 2018. It can therefore be deduced that the conclusion of the Transport Statement was considered to be acceptable.
- 7.5 The impact of traffic associated with the Plot X surface car park would be less than the total cumulative impact for the Hut Group site as a whole that was assessed within the 2018 The Hut Group Transport Statement.
- 7.6 It is therefore considered that the proposed development has been taken into account in previous traffic modelling work and that these have shown that the level of assumed future development can be accommodated on the local highway network. It is therefore considered that the impact of the development is acceptable in principle.

8. Summary

- 8.1 AECOM has been commissioned to produce a TN to support a detailed planning application for a temporary 729 space surface car park, on a site located to the north-east of Enterprise Way within the wider ACN development area.
- 8.2 The proposed car park forms part of wider ACN development area which was granted outline planning permission in December 2018 (Planning Application Ref. 121270/OO/2018).
- 8.3 Vehicular access arrangements to the car park have been considered along with the provision of a pedestrian link between the car park and the surrounding highway network. Appropriate pedestrian access is arranged for employees between the temporary car park and the Voyager / 4M buildings.
- 8.4 The analysis has concluded that the impact of traffic associated with the Plot X surface car park is acceptable in principle. The site has been accounted for within a number of previously approved studies. Plot X traffic generation would be less than the total cumulative impact for the Hut Group site as a whole that was assessed within the 2018 The Hut Group Transport Statement.
- 8.5 Mitigation measures have been proposed for surface car park interface with the residential areas to the north of the development site, to screen the housing from the operation of the car park.
- 8.6 It is considered that there are no significant transport reasons why the proposed surface car park development should not be granted planning permission.

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