

To: Tim Ashley, Development Control
Engineer, Highways Development
Control, Neighbourhoods Directorate

From: Vectos, Part of SLR,
Transport Planning Team

Company: Manchester City Council

SLR Consulting Limited

cc:

Date: 19 October 2023

Project No. 237220-5

**RE: MAN1, Plot 318 (Amazon) World Logistics Hub, Sunbank Lane,
Manchester Airport, Manchester, WA15 8XL**

1.0 Introduction

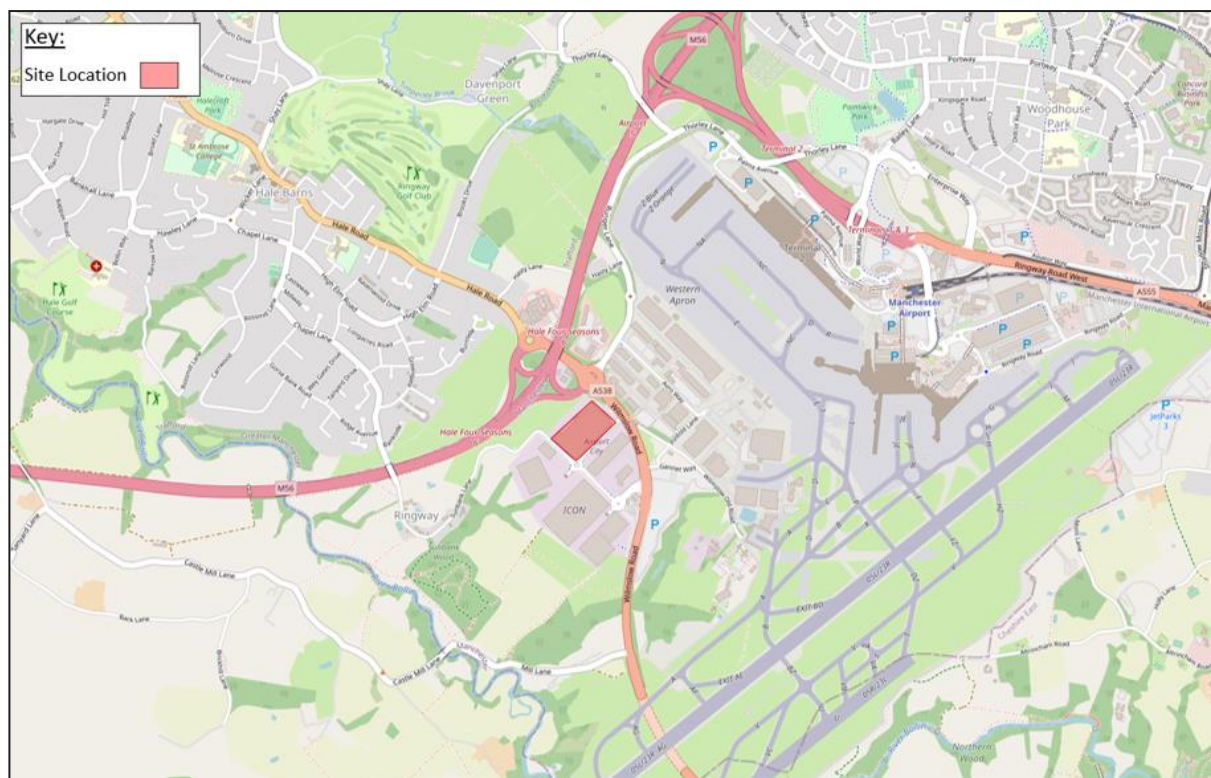
Vectos South Ltd, Part of SLR, have been appointed by Amazon UK Services Ltd to provide transport consultancy advice in regard to the MAN1 Amazon Unit, (herein referred to as the 'Site'), located within the administrative boundary of Manchester City Council (MCC).

The current layout of MAN1 provides a Gross Floor Area (GFA) of 60,750sqm of Class B8 use, including 3,980sqm of ancillary Class B1(a) office accommodation across three floors.

The Site is located within an industrial setting, known as the World Logistics Hub (WLH), located to the southeast of the M56 Junction 6 and to the west of Manchester Airport.

The location of the Site within the context of its general surroundings is shown in **Figure 1** below.

Figure 1 – Site Location Plan



The Applicant is submitting an application for the following proposal:

External amendments to the exterior of the decked parking facility to create a new van exit point (part-retrospective), in addition to the proposed alterations to the decked parking facility car parking provision to allow for the loading of vans, together with the installation of a new ramp, sally port and fencing.

The purpose of this Technical Note therefore is to set out the proposed layout for the Site, including the revised access arrangements, and parking arrangements.

This contents of this Technical Note follows the advice received within pre-application engagement with the highways authority.

Following this introduction, this Technical Note includes:

- Existing Conditions and Site Layout, setting the context for the existing Site, including a review of the planning history and accessibility by car and non car modes; and the existing Site Layout including current levels of parking.
- Proposed Development (Revised Site Layout Arrangements), setting out the proposals, including the revised Site Access arrangement and the proposed reduction in car parking.
- A summary and conclusion of the Technical Note findings.



2.0 Existing Conditions and Site Layout

2.1 Site Location

The location of the Site in a local context is shown in Figure 1.

As shown within Figure 1, the north-west boundary of the WLH is adjacent to the M56 motorway, with Junction 6 located at the northern tip of the site boundary. The north-eastern and eastern boundaries of the WLH are formed by the A538 Wilmslow Road, with the Airport beyond. The southern and south-eastern boundaries border areas of woodland and farmland, including Cotterill Clough, Sunbank Wood and Castle Mill Farm.

Access to the Site is achieved via the A538 Wilmslow Rod / Sunbank Lane priority controlled staggered crossroad junction, which includes ghost island right turn lanes.

2.2 Planning History

The original Outline Planning Permission for the WLH was granted in December 2012, (Application Ref: 100263/OO/2012/S2) for a freight logistics hub on 36.9 ha. The Site itself occupies Plot 318 (formerly Plot V) of the wider masterplan.

Various applications related to Plot 318 itself have previously been considered at the Site, as detailed below:

- 107568/MO/2014/S2 - Reserved Matters Application (appearance, landscaping, layout and scale) for the erection of a Class B8 warehouse and distribution unit (25,803m² gross internal area) with ancillary Class B1 offices (1,440m² gross internal area), with associated car parking, servicing and landscaping
- 110694/FO/2015 – Full Planning Application for the erection of a warehouse unit (Use class B8) with ancillary offices (Use class B1), creation of mezzanine floorspace, decked car park, external escape stairs and associated car parking and servicing.
- 113328/NMC/2016 – Non Material Amendment to planning permission number 110694/FO/2015/S2 to allow amendments to the layout of the multi storey car park, landscape layout, positioning of plan on roof and widening of service yard entrance.
- 113423/JO/2016 – Variation of Condition 2 attached to planning permission 110694/FO/2015/S2 for amendments to the layout of the multi storey car park and associated changes to the landscape layout, positioning of the plant on the roof and the widening of the service yard entrance.
- 118510/FO/2017 – Extension to the existing service yard, erection of security gatehouses, installation of bus turning area and associated fencing, installation of access ramp to multi-storey car park, along with landscaping and access following demolition of existing gatehouse.
- 122737/JO/2019 – Variation of Condition Number 2 attached to the planning approval reference 118510/FO/2017 to allow for amendments to: the bus drop off / pick up arrangements; the HGV parking and service yard egress points; and provision of a HGV overflow area to the north of the Fulfilment Centre but not connected to the service yard as previously proposed.



2.3 Local Highway Network

2.3.1 Sunbank Lane

Sunbank Lane is a single carriageway road, providing access to the Site from its western extent and access onto Wilmslow Road (A538) via a signalised staggered crossroads junction at its eastern extent.

Sunbank Lane provides access to the varying units within the World Logistics Hub, which are served by two roundabouts. The road is subject to a speed limit of 30mph.

2.3.2 Wilmslow Road (A538)

Wilmslow Road (A538) is a single carriageway road, located on the Site frontage with a dumbbell junction with the M56 to the north, which includes a short section of dual carriageway. Wilmslow Road is subject to a 50mph speed limit.

2.3.3 M56 Junction 6

To the north of the Site, the M56 Junction 6 provides two roundabouts in a dumbbell arrangement. The western roundabout is a four-arm roundabout providing access from Wilmslow Road (A538) to its east, the M56 northbound on and off slips at the south, Hale Road (A538) to the west and parking to the north associated with the Marriott Hotel.

The eastern junction is fully signalised, providing access to the A538 via the M56 Overbridge and east to the Site, Runger Lane to the north and the M56 southbound on and off slips.

2.4 Accessibility By Non Car Modes

2.4.1 Walking and Cycling

Pedestrian and cyclist access to the Site is taken from the internal road network on Sunbank Lane, whereby footways are provided on the northern and southern flank of the internal network, with dropped kerbs and tactile paving present on approach to crossing points.

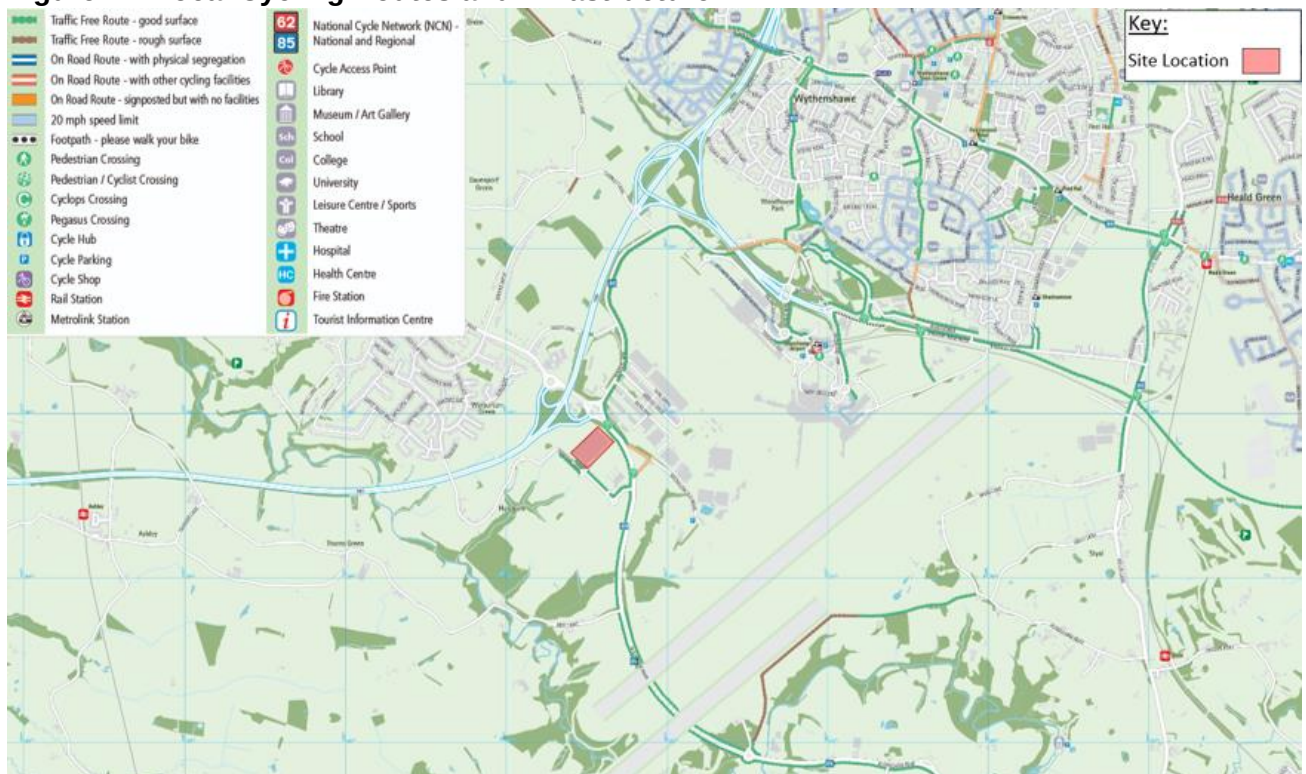
A shared footway / cycleway is located on the southern side of Wilmslow Road, which continues to additional footways on Runger Lane, and provides a route to Manchester Airport and Hale Road, leading to Hale Barns. The footway also provides access to the bus stops on Wilmslow Road.

The route to Morley Green is part of Cycle Route 85, which is an off-road cycle route. It passes the site on the southern side of the A538 Wilmslow Road and provides links to the Manchester Airport Terminal Area and southern Manchester, forming part of the Manchester Airport Orbital Cycleway.

The local cycle routes in proximity to the site are shown in **Figure 2** overleaf.



Figure 2 – Local Cycling Routes and Infrastructure



2.4.2 Public Transport

Bus

The nearest bus stops are located circa 400-550m (6 to 8 minute walking time) to the east of the Site, on Wilmslow Road, providing both northbound and southbound services.

These stops are served by the 88 bus service, routing from Altrincham to Macclesfield (via both rail and bus stations), which serve the stops approximately once per hour on Mondays through to Saturdays.

The existing Site also provides its own private dedicated regular bus service for employees and visitors.

Rail

Manchester Airport provides the nearest rail station, located circa 3.5km (13 minute cycling time) to the north-east of the Site.

The rail station provides services to Saltburn, Blackpool North, Crewe, Manchester Piccadilly, Chester, Barrow-in-Furness, Liverpool Lime Street, York and Edinburgh, as well as destinations more locally including Heald Green, Gately, East Didsbury, Burnage, Mauldeth Road, Styal, Wilmslow, Alderley Edge, Holmes Chapel and Sandbach.

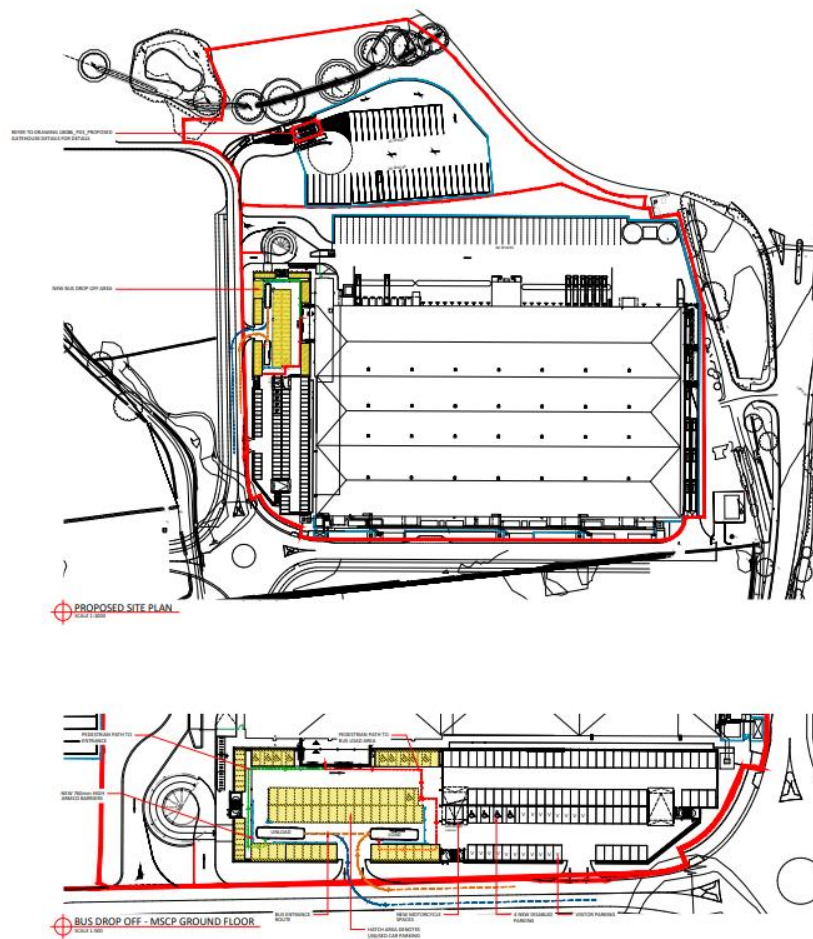
The station is served by circa 8 services per hour.

2.5 Existing Site Layout

The existing Site Layout Plan in line with Planning Application Ref (122737/JO/2019) is shown in **Figure 3** overleaf.



Figure 3 – Site Layout Plan (Ref: 122737/JO/2019)



Within the previous application, the Applicant proposed a revised access arrangement to include a two way access, serving an overflow HGV parking area of 44 spaces to the west of the Site, as shown in **Figure 3**. As a result, the bus service area was relocated to the ground floor level of the MSCP.

A HGV routing strategy was proposed to ensure HGVs follow the correct route. This comprised of new road signage in the vicinity of the site including on Sunbank Lane and at the service yard exit junction.

This application was granted permission, subject to one highways related condition, which required that the highway improvement works (footpaths, bus stop and bus shelter), shall be implemented before the development becomes operational.

The current Site therefore provides the following breakdown of parking:

- Car Parking – 595 spaces
- Disabled Car Parking – 14 spaces
- Motorcycle Parking – 16 spaces
- Cycle Parking – 36 spaces



3.0 Proposed Development (Revised Site Layout Arrangements)

The following sections set out the proposed changes to the Site layout including access arrangements and parking.

It is important to note that the proposals will not result in a change to the proposed use of the Site and the footprint of the existing building. This will be in line with the previously consented uses at the Site.

3.1 Access and Parking

Vehicle Access

The proposals will provide a new access junction at the north-western parcel of the Site, providing an additional point of egress for vans and cars, in addition to accommodating the new arrangements of the parking layout.

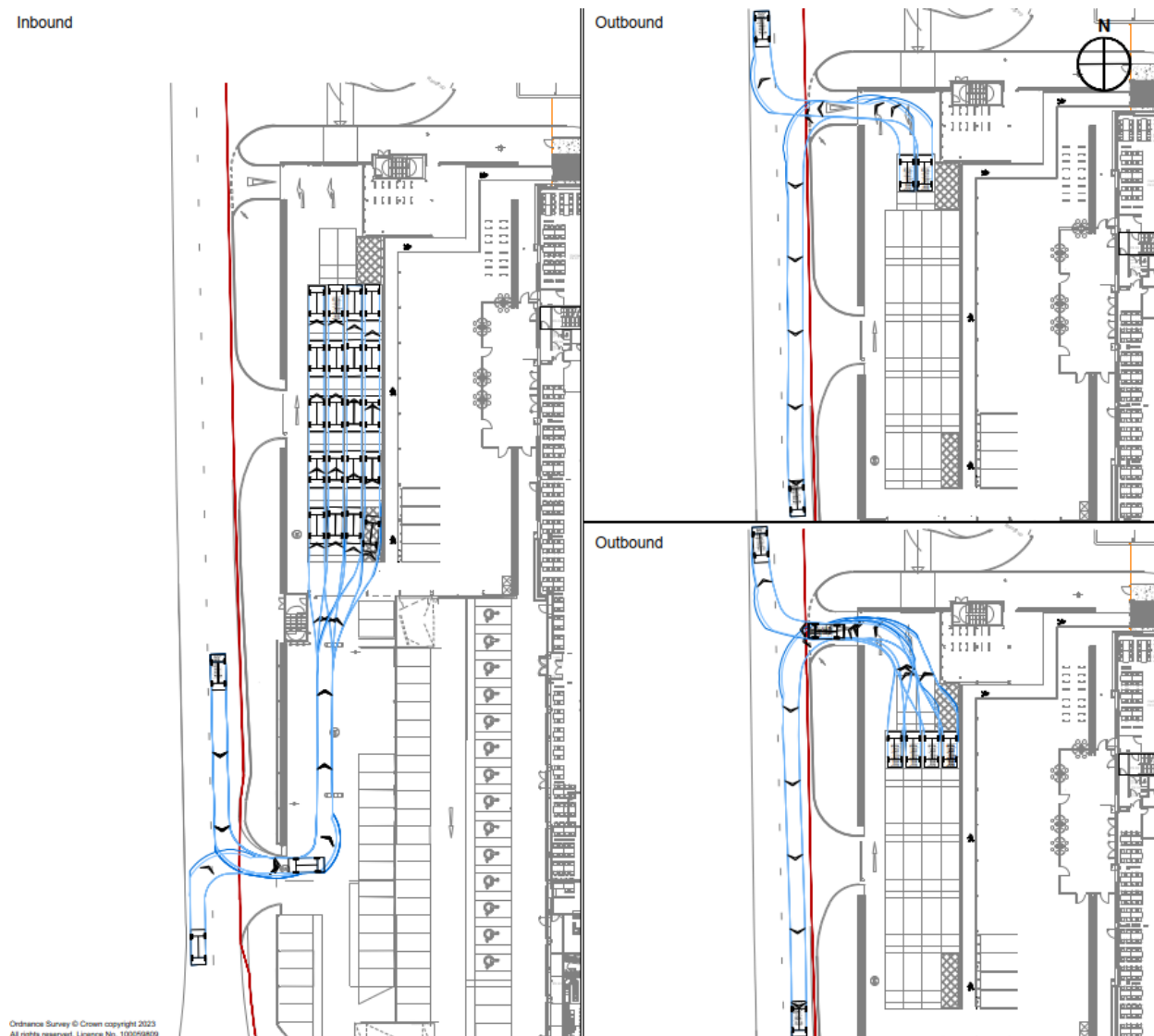
The access design achieves vehicle visibility splays of 2.4m by 43m, which is in accordance with the 20mph speed limit on Sunbank Lane.

Swept path analysis has been undertaken, to ensure that vehicles can circulate the car parking and egress the Site successfully via the new Site Access.

An insert of the swept path analysis of a Large Car (SDV) egressing the revised parking layout and Site access is shown in **Figure 4** overleaf, also attached at **Appendix B**.



Figure 4 – Swept Path Analysis (SDV)



As shown in **Figure 4**, the car is shown to successfully access the Site in a forward manoeuvre via the existing south-western access junction, circulating the car parking before egressing the parking area at the proposed northern Site egress junction.

Buses will continue to access the Site via the dedicated access and egress point, adjacent to the parking deck. Buses will enter the Site via a forward manoeuvre to the south, before reversing backwards to the loading bay, and exiting the Site in a forward gear. The arrangement of this is illustrated in **Appendix A**.

Opposed to the previous arrangement in Planning Application Ref (122737/JO/2019), it is noted that this is a shared use area, with the lower ground to be used by the buses and the cars. Whilst this is a shared area, the timings for both car and bus arrivals and departures differ. This will ensure that buses and cars will not arrive at Site at the same time, avoiding clashes. This operation of this will be managed on Site.

Parking

The proposals comprise alterations to the decked parking facility at ground floor level, on the western boundary of the Site, in order to facilitate improved circulation for staff cars and include provision for loading of vans, whilst still ensuring sufficient parking supply is retained for the operation of the Site.



The Applicant therefore propose the following provision of parking:

- Car Parking – 543 spaces
- Disabled Car Parking – 14 spaces
- Motorcycle Parking – 2 spaces
- Cycle Parking – 56 spaces

Thus, the revised layout of the parking results in a reduction in the overall parking levels and is provided in **Appendix A**.

The proposed changes also result in an increase in disabled car parking provision and cycle parking provision.

Whilst the Applicant proposes a reduction in overall parking levels, it is noted that the resulting provision in parking will fall in line with Applicant's standard template for parking demand, based on similar site by the Applicant, across the UK and Europe.

This therefore will still provide sufficient parking to accommodate both existing and future demand generated by the Site.

4.0 Summary and Conclusions

The Applicant is submitting an application for the following proposal:

External amendments to the exterior of the decked parking facility to create a new van exit point (part-retrospective), in addition to the proposed alterations to the decked parking facility car parking provision to allow for the loading of vans, together with the installation of a new ramp, sally port and fencing.

This Transport Technical Note therefore sets out the proposed changes to the layout and demonstrates that these changes do not detrimentally affect the operation of the site.

Dimensioned plans are included in the Appendices along with vehicle tracking to support the proposals.

Regards,

Vectos, Part of SLR

E. Groves

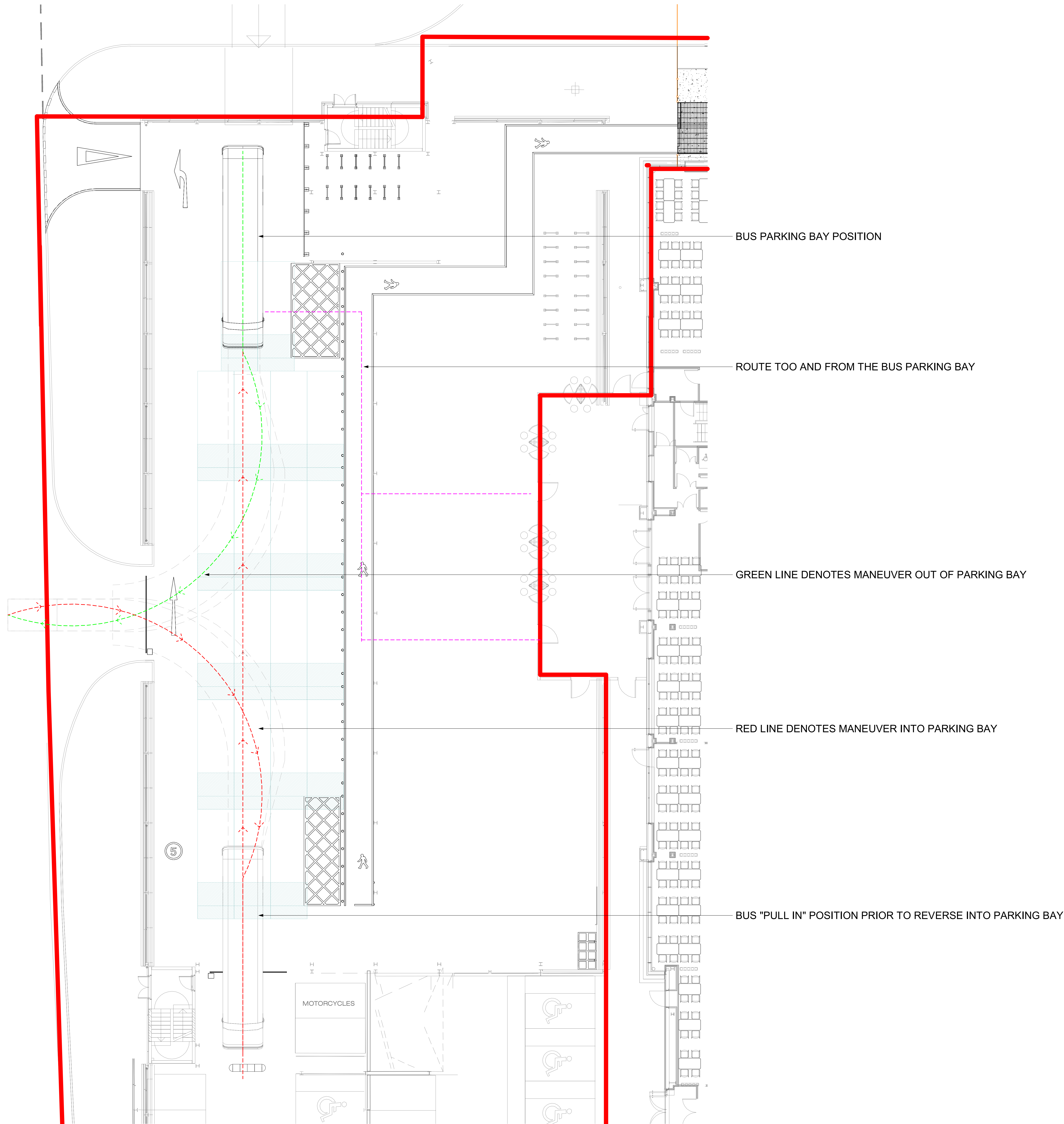
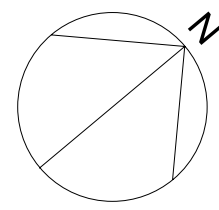
Ella Groves
Senior Transport Planner



Rory Spiller
Associate Director



Appendix A



BUS PARKING STRATEGY
1 : 100

PO2	LAYOUT UPDATED FOLLOWING	23.10.23	CAB	MMC
PO1	CLIENT COMMENTS	12.10.23	CAB	MMC
Rev	Description	Date	By	Chk

Status

PLANNING

SMR
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Project

PROJECT VOLTA, MAN1

Client

amazon

Drawing Title

BUS PARKING STRATEGY

Proj Ref	Origin	Zone	Level	Type	Role	Norm	Status	Rev
MAN1 - SMR	01	00	DR	A	2009	S3	P02	
SMR Job Ref	Sheet	A0	Scale	1 : 100	Drawn	CAB		
7742-01-2009								

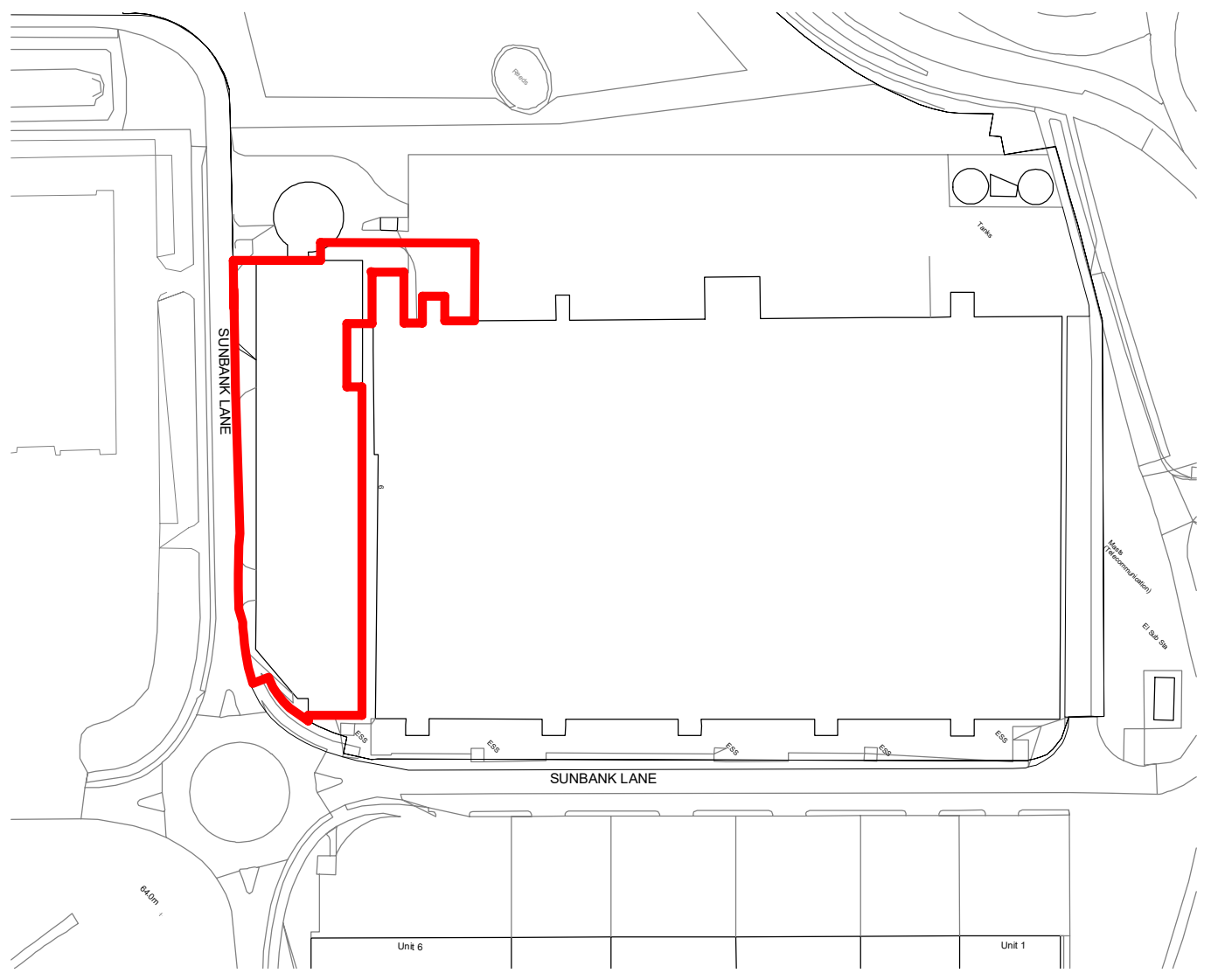
SOFT LANDSCAPING TO EXISTING
BOUNDARY UPDATED TO SUIT PROPOSED
NEW HIGHWAY CONNECTION LAYOUT.

THERMOPLASTIC WHITE LINE MARKING
TO DENOTE "GIVE WAY" POINT TO MAIN
ACCESS ROAD

TARMAC FINISH JUNCTION CONSTRUCTED
TO HIGHWAY STANDARDS.

BRITISH STANDARD KERBSTONE EDGING
TO MATCH EXISTING .

DETAIL A
1 : 50



SCHEDULE OF WORKS:

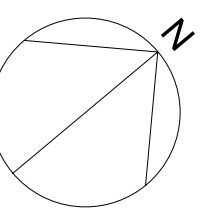
1. MODIFICATIONS TO EXTERNAL CLADDING SYSTEM TO MULTI STOREY CAR PARK PROVIDING EGRESS POINTS FOR VEHICLES / PEDESTRIAN ACCESS.
2. MODIFICATIONS TO EXTERNAL CLADDING SYSTEM TO FORM CAR PARK EXIT POINT INCLUDING THE INSTALLATION OF NEW EGRESS ROAD TO HIGHWAY. SEE DETAIL A FOR REFERENCE
3. INSTALLATION OF ARMCO BARRIER TO EDGE OF PROPOSED CAR PARKING FACILITY. *NOTE WORKS WITHIN EXISTING BUILDING FOOTPRINT UNDERNEATH MULTI STOREY CAR PARK.
4. RELOCATION OF 12NO. SHEFFIELD HOOP BIKE RACK POSITIONS FROM EXTERNAL COVERED SHELTERS TO NEW POSITIONS UNDER CAR PARK STRUCTURE.
5. WHITE LINE MARKING TO PARKING BAYS 2.5m X 7.5m 21no. BLUE HATCH DENOTES AREA FOR WORKFORCE AND TROLLEYS *NOTE WORKS WITHIN EXISTING BUILDING FOOTPRINT UNDERNEATH MULTI STOREY CARPARK.
6. YELLOW LINE MARKING INDICATING PEDESTRIAN FOOTPATH. *NOTE WORKS WITHIN EXISTING BUILDING FOOTPRINT UNDERNEATH MULTI STOREY CARPARK.
7. INSTALLATION OF 1.2m HIGH BOLLARD TO EDGE OF PROPOSED CAR PARKING FACILITY.
8. PORTALOO PROVISION FOR CAR PARK STAFF 1NO. STANDARD AND 1NO. DOC M UNIT. *NOTE WORKS WITHIN EXISTING BUILDING FOOTPRINT UNDERNEATH MULTI STOREY CARPARK.
9. RELOCATION OF EXISTING 14 No. DISABLED PARKING BAYS.
10. STEEL LEVEL ACCESS RAMP FROM DOCK DOOR POSITION TO PACKAGE STORAGE AREA (SALLY PORT). SEE DRAWING ~~2006~~ FOR FULL DETAILS.
11. INSTALLATION OF ARMCO BARRIER TO EDGE OF PROPOSED RAMP INSTALLATION.
12. SALLY PORT CAGE STORAGE AREA PPC RAL GREEN 6005 TO MATCH EXISTING. SEE DRAWING ~~2007~~ FOR FULL DETAILS
13. NEW CONCRETE BASE HARDSTANDING IN LIEU OF BLOCK PAVED FOOTPATH
14. REPLACEMENT 2.4M HIGH MESH FENCE SYSTEM RAL GREEN 6005 TO MATCH EXISTING. SEE DRAWING ~~2008~~ FOR FULL DETAILS
15. INSTALLATION OF MANUAL CAR PARK DROP BARRIERS.

* UPDATED PARKING PROVISION:
71NO. STANDARD PARKING BAYS - 52NO. LOSS - SITE TOTAL: 543
14NO. DISABLED BAYS - 9 LOSS - SITE TOTAL: 14
2NO. MOTORBIKE BAYS - 14NO. LOSS - SITE TOTAL: 2

Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
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The drawing is to be used solely for the information as stated only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

2 0 2 4 6 8 10
SCALE 1:200
m



PO6	LAYOUT UPDATED FOLLOWING CLIENT COMMENTS	29.10.23	CAB	MMC
PO7	LAYOUT UPDATES TO INCLUDE ADDITIONAL PARKING BAYS / DROP BARRIERS	17.10.23	CAB	MMC
PO8	UPDATES FOLLOWING CONSULTANT REVIEW	17.10.23	CAB	MMC
PO5	UPDATES FOLLOWING CONSULTANT INPUT	12.10.23	CAB	MMC
PO4	UPDATES ADDED FOLLOWING CND REVIEW	04.10.23	CAB	MMC
PO3	ISSUE FOR CLIENT REVIEW	29.09.23	CAB	MMC
PO2	DESIGN UPDATES FOLLOWING CLIENT REVIEW	28.09.23	CAB	MMC
PO1	FIRST ISSUE	29.09.23	CAB	MMC
Rev	Description	Date	By	Chk

Status

PLANNING

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Project

PROJECT VOLTA, MAN1

Client

amazon

Drawing Title

SITE PLAN AS PROPOSED

Proj Ref	Origin	Zone	Level	Type	Role	Rev	Status	Rev
7742 - SMR	- 01 - 00 - DR	- A -	2003 -	S3 -	P08			
SMR Job Ref	Sheet	A0	Scale	1 : 200	Drawn			
7742-01-2003					CAB			

Appendix B

Inbound

Outbound

Outbound

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only

2. White lining is indicative only.

3. Proposed layout is based on SMR drawing : 7742-SMR-01-ZZ-DR-A-8001-S3-P03

4.8

0.9

2.9

Standard Design Vehicle (SDV)

Overall Length4.800m

Overall Width2.000m

Overall Body Height1.950m

Min Body Ground Clearance0.100m

Track Width2.000m

Lock to lock time4.00s

Wall to Wall Turning Radius6.000m

THE STANDARD DESIGN VEHICLE (SDV) IS A COMPOSITE OF SMALLEST 95% OF PRIVATE VEHICLES REGISTERED TO DRIVE ON UK HIGHWAYS AND HAS BEEN DEVISED BY THE I.C.E (INSTITUTE OF CIVIL ENGINEERS).

A

Layout & tracking updated

JB

RS

23.10.2023

REV.

DETAILS

DRAWN

CHECKED

DATE

STATUS:

INFORMATION ONLY

CLIENT:

Amazon UK Services Ltd.

PROJECT:

MAN1 Sunbank Lane

DRAWING TITLE:

Swept Path Analysis
Site Access
Large Car (SDV)

SCALES:

1:500 at A3

DRAWN:

JB

CHECKED:

RS

DATE:

22.09.2023

SLR

DRAWING NUMBER:

237220-5/AT/A01

REVISION:

A

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