

Crown Street Phase 3 and Plot D

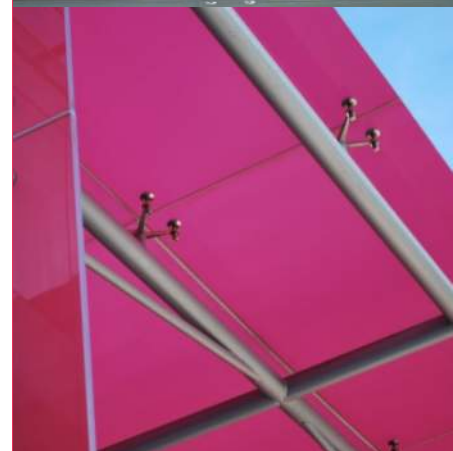
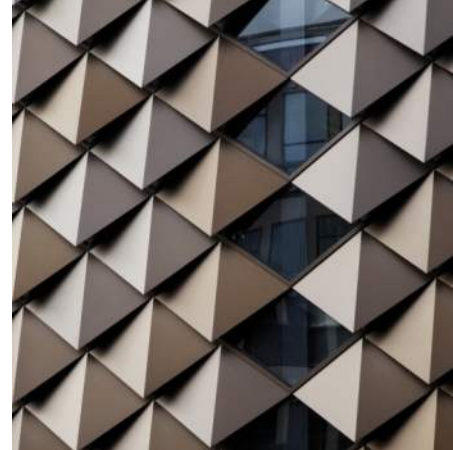
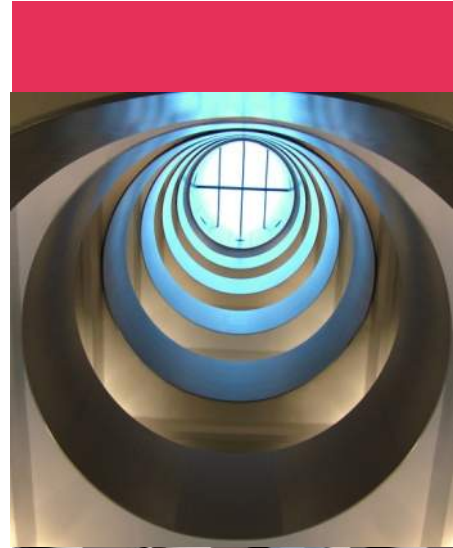
Framework Travel Plan

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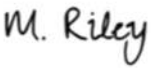
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Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	What is a Travel Plan?	2
1.3	Document Purpose.....	3
1.4	Document Structure	4
2.0	Travel Plan Benefits	5
2.1	Introduction.....	5
2.2	Environmental Benefits	6
2.3	Health Benefits	7
2.4	Financial Benefits	9
2.5	Social Benefits.....	10
2.6	Mutual Benefits.....	10
2.7	Travel Plan Aims & Objectives.....	10
3.0	Existing Situation	11
3.1	Site Location.....	11
3.2	Existing Use and Access.....	12
3.3	Existing Use and Access.....	12
3.4	Surrounding Highway Network.....	13
4.0	Development Proposals	17
4.1	Development Proposals	17
4.2	Access Strategy	18
4.3	Parking Provision	19
5.0	Accessibility by Sustainable Modes of Travel	21
5.1	Introduction.....	21
5.2	TRACC Analysis.....	21
5.3	Pedestrian Accessibility	21
5.4	Cycle Accessibility.....	23
5.5	Public Transport Accessibility	25
5.6	Summary	29
6.0	Travel Plan Initiatives.....	30
6.1	Introduction.....	30
6.2	Appointment of Travel Plan Coordinator	30
6.3	Production of Welcome Packs	30
6.4	Measures to Encourage Walking	31
6.5	Measures to Encourage Cycling	31
6.6	Measures to Encourage Public Transport.....	32

6.7	Measures to Encourage Use of Car Sharing / Shared Transport	33
6.8	Measures to Encourage Ultra-Low and Zero Emission Vehicles.....	34
6.9	Reducing the Need to Travel	34
7.0	Targets.....	35
7.1	Introduction.....	35
7.2	Data Collection and Analysis	35
7.3	Data Analysis and Modal Split Targets	36
8.0	Monitoring and Review	38
8.1	Introduction.....	38
8.2	Responsibility and Management.....	38
8.3	Travel Plan Coordinator	39
8.4	Monitoring and Evaluation.....	39
9.0	Action Plan.....	41
9.1	Introduction.....	41

Figures

Figure 1.1	– Great Jackson Street Development Framework – Development Plots	1
Figure 2.1	– Walking and Cycling Index 2021 Excerpt'. (Source: Sustrans, 2021).....	5
Figure 2.2	– Activity Levels for Adults (Source: Active Lives Adult Survey: November 2018/19 Report)	8
Figure 2.3	– The Impact of Travel Behaviour on Public Health (Source: PHE).....	9
Figure 3.1	– Indicative Site Location in Relation to the Local Highway Network.....	11
Figure 3.2	– Site Location (with respect to GJS Masterplan) (Source: Simpson Haugh)	12
Figure 5.1	– Local Cycle Routes (Source TfGM).....	24
Figure 5.2	– Proposed Bee Network (Source: MappingGM).....	25

Tables

Table 5.1	– CIHT Suggested Acceptable Walking Distances	22
Table 5.2	– Summary of Bus Service Frequencies.....	26
Table 5.3	– Free Bus Services	27
Table 5.4	– Summary of Rail Services from Deansgate Railway Station	28
Table 5.5	– Summary of Metrolink Services from Deansgate-Castlefield	29
Table 7.1	– Example Targets – Residential Use.....	36
Table 9.1	– Action Plan	41

Plans

Plan 081453-CUR-00-XX-DR-TP-06003 – Accessibility – Walking Catchment

Plan 081453-CUR-00-XX-DR-TP-06004 – Accessibility – Cycling Catchment

Plan 081453-CUR-00-XX-DR-TP-06005 – Accessibility – Public Transport Catchment

Appendices

Appendix A – Site Layout Plan & Accommodation Schedule

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Renaker Build Limited to provide traffic and transport advice in relation to the redevelopment of the Site known as Crown Street Phase 3 (CSP3) and Plot D at Great Jackson Street, Manchester. Together, the CSP3 Site and the Plot D Site comprise the Site and the Proposed Development.
- 1.1.2 The Proposed Development includes the demolition of the existing buildings on-site, including the removal of the Deansgate Square Marketing Suite, Gaddum House and existing light industrial units at the CSP3 Site, and the removal of a concrete batching plant from the Plot D Site, and the construction of a high-quality residential development comprising of five separate towers and a separate three-storey office building.
- 1.1.3 The CSP3 Site and the Plot D Site form part of the Great Jackson Street Development Framework (GJS Framework) which encompasses a Site area of 7.78 hectares, as shown in **Figure 1.1** below:

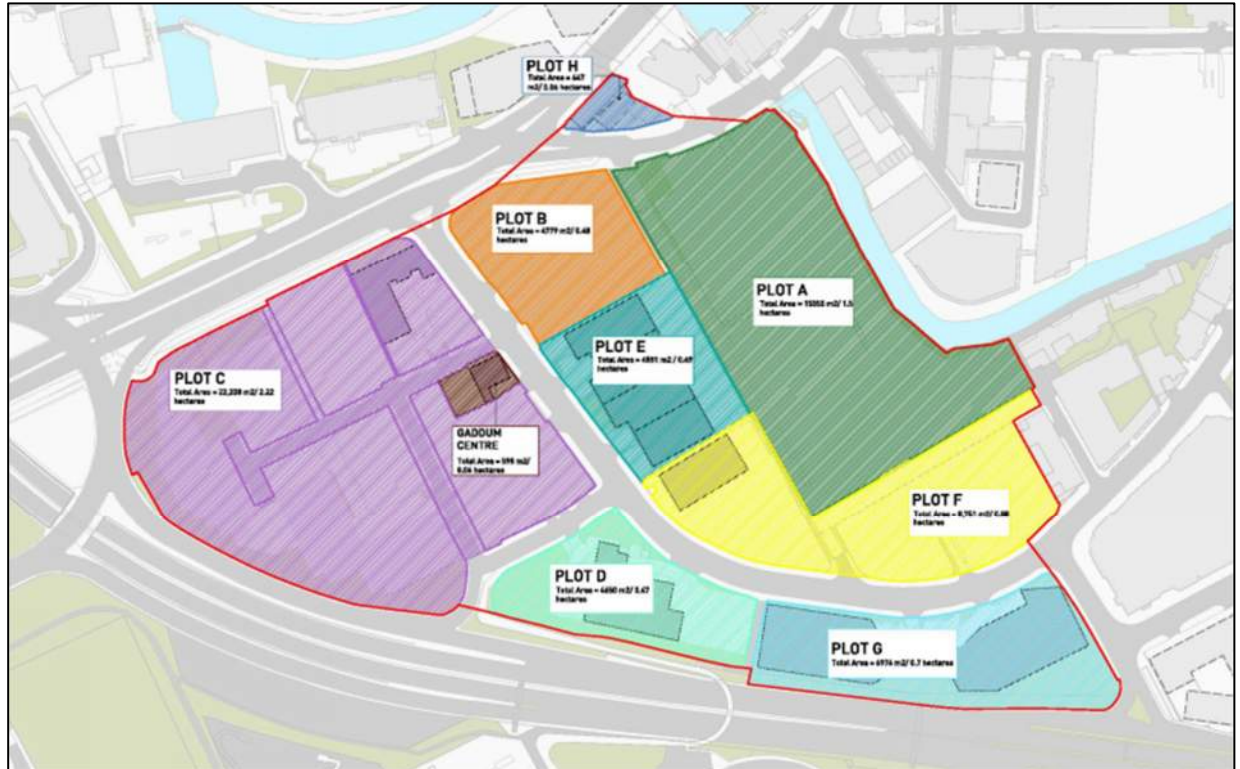


Figure 1.1 – Great Jackson Street Development Framework – Development Plots

(Source: Great Jackson Street Development Framework 2018 Update, Deloitte/Manchester City Council)

- 1.1.4 The GJS Framework was prepared on behalf of Manchester City Council (MCC) to guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and

Castlefield Quay sites. The Framework seeks to deliver a critical mass and mix of high-quality City Centre uses that will combine in order to create a distinctive sense of place as well as life and vitality on weekdays, in the evenings and at the weekend.

- 1.1.5 MCC originally endorsed a Development Framework for Great Jackson Street in 2007, based on a mix of residential and commercial uses. This was subsequently updated in 2015 and finally in 2018 in order to establish a set of development principles appropriate to the creation of a new, more focused residential-led neighbourhood and community in this part of the City Centre. This neighbourhood has an essential role to play in supporting Manchester's growth, productivity and quality of life.
- 1.1.6 The Site forms part of Plot C, and the entirety of Plots D and E of the GJS Framework; a major part of the Southern Gateway redevelopment to create a high quality residential led neighbourhood at a key point of entry into Manchester City Centre. The GJS Framework was originally endorsed in 2007 and was updated in both 2015 and 2018.
- 1.1.7 More specifically, the CSP3 Site comprises Plot E (to the east of Great Jackson Street) and the south-eastern section of Plot C (to the west of Great Jackson Street and inclusive of the Gaddum Centre). As such, the CSP3 Site is bound by Silvercroft Street and Owen Street Car Park to the north, Melbourne Street and the recently consented Plot F to the south, Owen Street and Deansgate Square to the east and the currently under construction Crown Street Phase 2 (CSP2) to the west.
- 1.1.8 The Plot D Site is bounded by Great Jackson Street to the northeast, the A57(M) Mancunian Way to the south, Melbourne Street to the northwest and a public footpath to the east.
- 1.1.9 It is noted that Plot E (eastern parcel of CSP3) obtained planning permission in 2017 for three residential buildings with c. 450 residential units and associated commercial uses (MCC Planning Reference: 116850/FO/2017); however, this consent has now lapsed.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities (DLUHC)) as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Source: *National Planning Policy Framework*, MHCLG, 2021.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 This Framework Travel Plan (FTP) should be read alongside the accompanying Transport Assessment (TA) (**Document Reference: 081453-CUR-XX-XX-T-TP-00001**), which has been prepared to consider the traffic and transportation impacts of the Proposed Development.
- 1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the Proposed Development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.
- 1.3.3 Transport for Greater Manchester endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage active travel which improves peoples' health. According to Transport for Greater Manchester's guidance document '*Transport for Sustainable Communities: a Guide for Developers*', a Travel Plan should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers*, TfGM 2013

- 1.3.4 This document has been written with reference to the above statement and the following key documents:
- National Planning Policy Framework, Department for Communities and Local Government, 2021;
 - National Planning Practice Guidance, Department for Communities and Local Government, 2014;
 - Manchester Core Strategy (2012-2017);
 - Greater Manchester Transport Strategy 2040, Transport for Greater Manchester, 2021;
 - Transport for Sustainable Communities: a Guide for Developers, Transport for Greater Manchester, 2013; and
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport, 2009.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits that can be derived from a successful FTP. It also sets out key aims and objectives for the FTP process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the Proposed Development.
- 1.4.3 **Section 5** assesses the accessibility of the Site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 6** outlines various initiatives that could be implemented at the Site to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for FTP targets.
- 1.4.5 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the FTP progresses.
- 1.4.6 **Section 9** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from an FTP can be loosely categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the benefits that can be realised during a successful Travel Planning process.

2.1.3 **Figure 2.1**, from Sustrans' 'Walking and Cycling Index 2021' illustrates some of the benefits of walking, wheeling, and cycling in Greater Manchester.

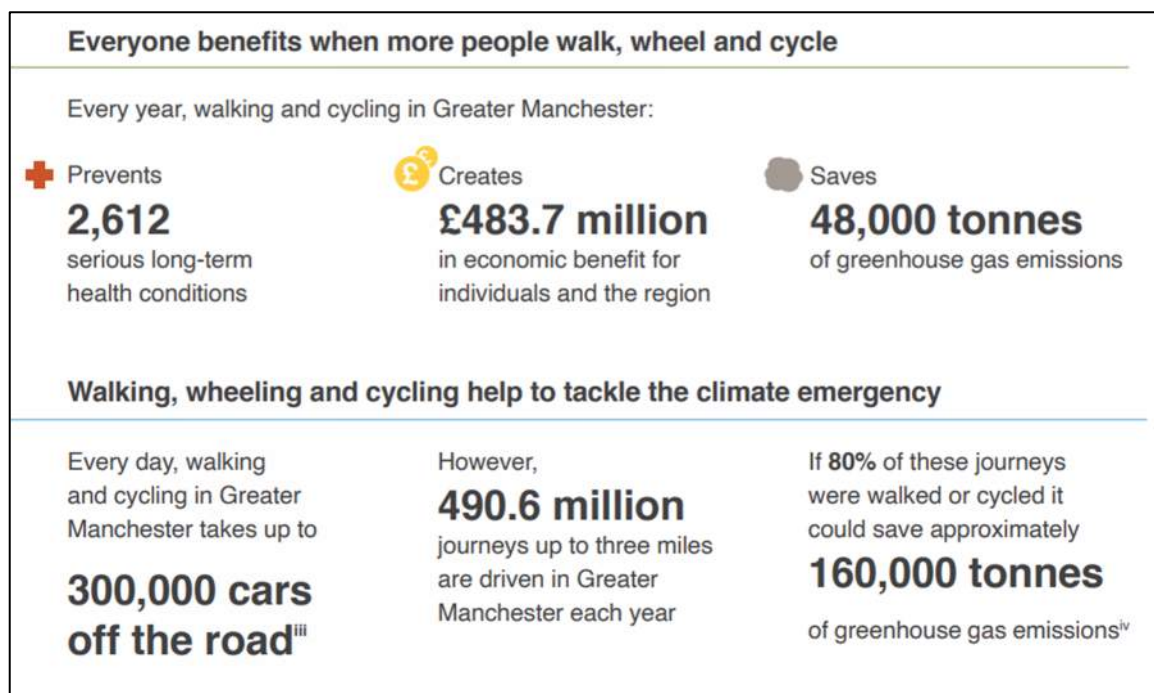


Figure 2.1 – Walking and Cycling Index 2021 Excerpt'. (Source: Sustrans, 2021)

2.1.4 'A Greater Manchester Congestion Deal' (Mayor of Greater Manchester, GMCA, and TfGM; 2018) found that almost a third of all journeys less than 1km are made by car, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands in Greater Manchester, and traffic congestion has a £1.3 billion cost to businesses in Greater Manchester every year.

2.2 Environmental Benefits

- 2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include a Greater Manchester Clean Air Zone (CAZ), funding package, and electric vehicle public charging points.
- 2.2.3 At the time of writing, the CAZ has not yet been implemented. The CAZ was delayed in February 2022, with the government allowing a revised plan to be submitted by 1st July 2022. The Government has suggested the charging CAZ be retained but limited to Manchester City Centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester.
- 2.2.4 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.
- 2.2.5 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.6 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:
- *"work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*

- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a 'climate emergency' was agreed and a target of 2038 set for becoming a zero-carbon city.

2.2.8 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.9 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.10 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

"In 2019, 28% of adults were obese, and a further 36% were overweight but not obese."

Taking overweight and obesity together, the highest prevalence was in the West Midlands and South West (both 69%) and North West (68%).

Source: Health Survey for England 2019, NHS Digital.

- 2.3.2 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*. **Figure 2.2** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target:

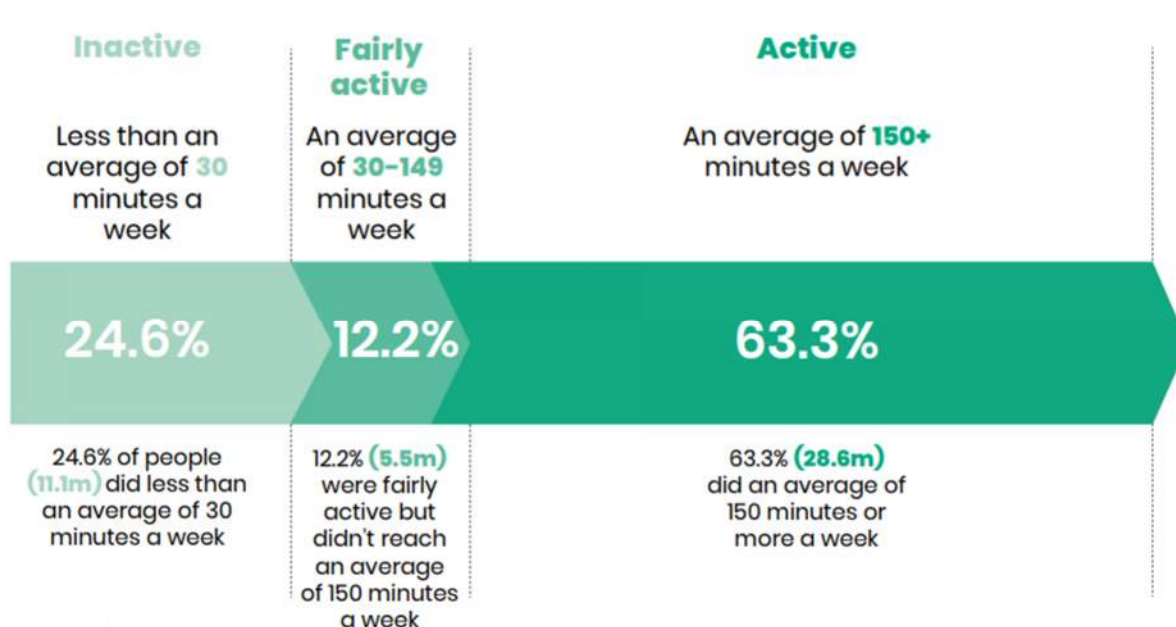


Figure 2.2 – Activity Levels for Adults (Source: Active Lives Adult Survey: November 2018/19 Report)

- 2.3.3 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** below:

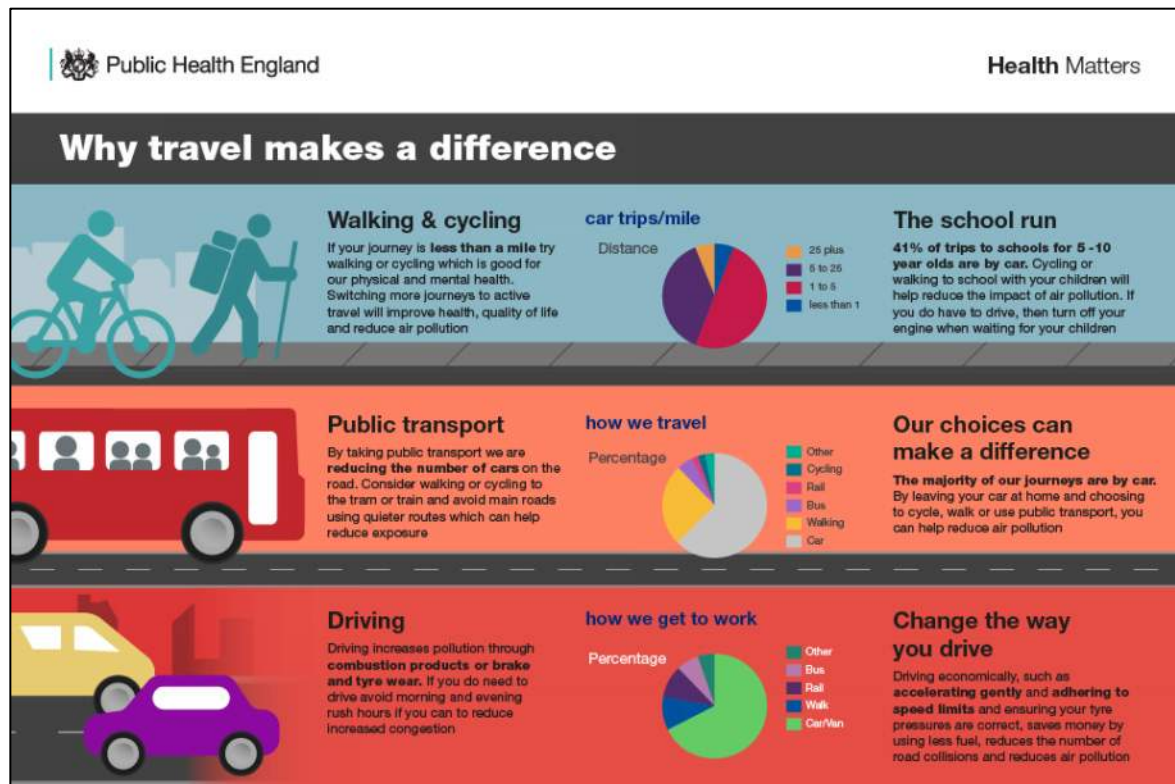


Figure 2.3 – The Impact of Travel Behaviour on Public Health (Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups*, PHE, 2016)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage staff and residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this FTP will have a positive effect on the future staff and residents of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this FTP aims to minimise the number of car trips generated by the development and encourage residents, staff and visitors to use sustainable modes of transport.

- 2.7.2 The aims of this FTP will be supported with the following objectives:

- **Objective 1** – To increase the level of walking to and from the Site;
- **Objective 2** – To increase the level of cycling to and from the Site;
- **Objective 3** – To increase the level of public transport use to and from the Site;
- **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The Site is located on the south-west edge of Manchester City Centre, situated in the Deansgate-Castlefield area. The Site is located in a key strategic location being within a ten-minute walk of numerous amenities and of the transport hubs of Deansgate train station and Deansgate-Castlefield tram station.
- 3.1.2 The Site is also within easy walking distance to employment opportunities and the services and facilities offered by Manchester City Centre and in close proximity to the district of Hulme, just beyond the Mancunian Way to the south. It benefits from being in close proximity to Oxford Road which is a bus corridor with many services linking Manchester City Centre, the Oxford Road Corridor, and South Manchester. It is also within easy access of the City's Inner Ring Road, which connects with key arterial routes leading to the strategic motorway network.
- 3.1.3 The Site is bounded to the north by Silvercroft Street and Owen Street Car Park, Owen Street/Deansgate Square to the east, to the west by CSP2, and to the south by the A57(M) Mancunian Way.
- 3.1.4 The following **Figure 3.1** illustrates the Site in relation to the local highway network.

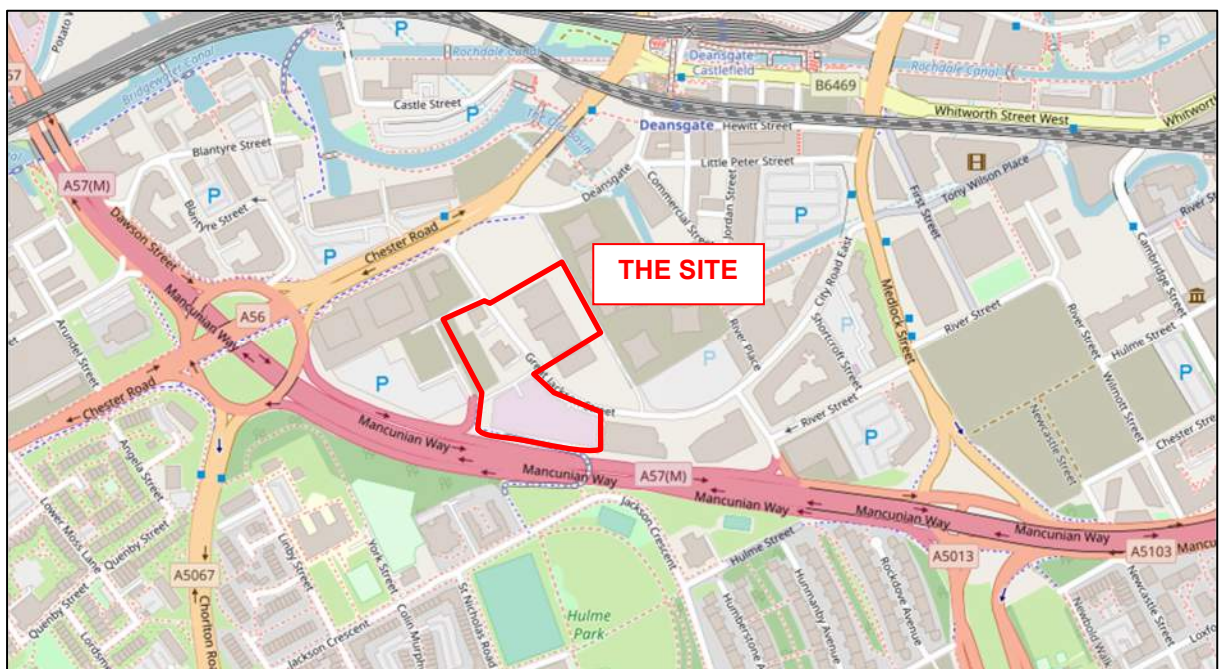


Figure 3.1 – Indicative Site Location in Relation to the Local Highway Network
(Source: ©OpenStreetMap)

3.2 Existing Use and Access

3.2.1 **Figure 3.2** illustrates CSP3 and Plot D in context with the emerging Masterplan:

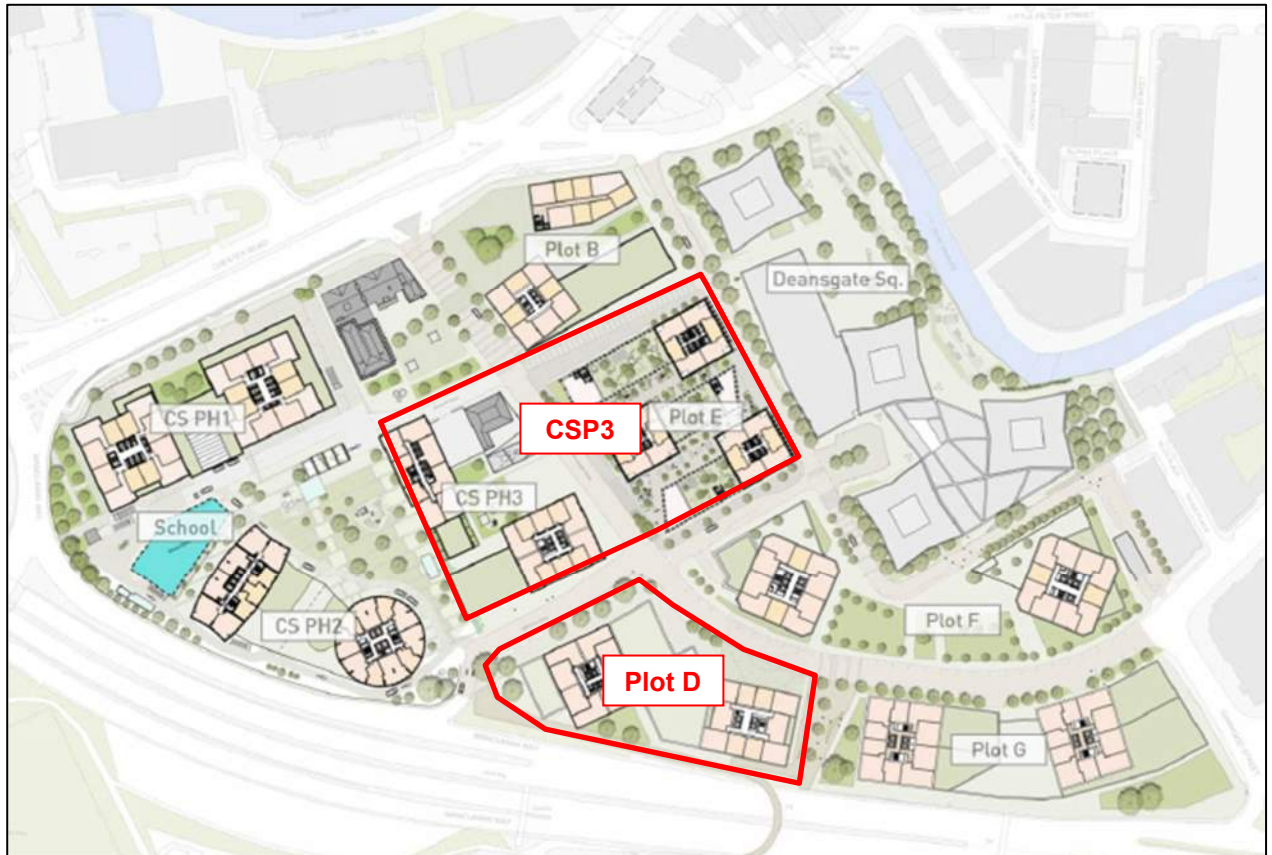


Figure 3.2 – Site Location (with respect to GJS Masterplan)
(Source: Simpson Haugh)

3.3 Existing Use and Access

- 3.3.1 Various site visits have been undertaken to observe existing traffic conditions along Great Jackson Street and the surrounding provision for pedestrians and cyclists.
- 3.3.2 The CSP3 Site comprises the Deansgate Square Marketing Suite, Gaddum House and existing light industrial units. In addition, parts of the CSP3 Site are currently used as surface car parking.
- 3.3.3 Access to the various uses on the CSP3 Site is taken from various locations including Silvercroft Street, Great Jackson Street and Owen Street – all via priority junctions.
- 3.3.4 The Plot D Site includes a concrete batching plant for the manufacture and distribution of ready mixed concrete. Access to existing uses on the Plot D Site is undertaken via priority junctions on Melbourne Street and Great Jackson Street.

- 3.3.5 Uses on both sites are currently operational and traffic surveys have been undertaken at all existing access points to determine the existing peak hour vehicular arrival/departure profiles.

3.4 Surrounding Highway Network

Great Jackson Street

- 3.4.1 Great Jackson Street connects the A56 Chester Road to the A5103 Medlock Street in a semi-circular route from west to east, continuing on as City Road East past the priority junction with Garwood Street to the east of the Site.
- 3.4.2 The roads form the minor arm of a priority junction at both ends and have a combined length of circa 580m. The priority junction at the western end of Great Jackson Street with the A56 Chester Road has a left-in, left-out arrangement, whilst the priority junction at the eastern end of the road (City Road East/Medlock Street) allows for all traffic movements.
- 3.4.3 Great Jackson Street comprises a single carriageway with a typical width of c. 10m. There are also footways of an average c. 2.5m with on both sides of the road, along with street lighting at regular intervals on the southern side of the road. The road is subject to a speed limit of 20mph.
- 3.4.4 Great Jackson Street is in Zone 4 of Manchester City Centre's Controlled Parking Zone (CPZ), where Pay and Display (P&D) parking is provided for up to 10 hours between 08:00 and 20:00 on Mondays to Sundays, with no return within 1 hour and no charge for parking on a Bank Holiday.
- 3.4.5 Where the road meets other minor junctions leading into other car parks or minor roads, there are parking restrictions present in the form of double yellow lines.

Melbourne Street

- 3.4.6 Melbourne Street serves as a link between Great Jackson Street and the A57 Mancunian Way, with a length of circa 70m. At its northern end, it forms a priority junction with Great Jackson Street, whereas at its southern end it commences at the junction between the end of the Ring Road slip road and Crown Street.
- 3.4.7 Melbourne Street comprises a single carriageway with a typical width of c. 7m and footways of c. 2.5m on both sides of the road. There are some street light columns along both sides. The road is also within Zone 4 of the CPZ and has a number of P&D bays along the road, with parking restriction in the form of double yellow lines along the rest of the carriageway and junctions.
- 3.4.8 At the time of writing, Melbourne Street is closed at its southern end and does not currently permit vehicular movement to/from the A57 Mancunian Way due to ongoing construction works associated

with CSP2. The current speed limit along the Mancunian Way slip road is 30mph, reducing to 20mph along Melbourne Street.

- 3.4.9 Melbourne Street currently provides pedestrian access to Hulme and other areas to the south of the City Centre via a pedestrian and cycle bridge over the Mancunian Way, located at the end of Melbourne Street. This bridge can be accessed within an approximate 250m walk from the centre of the Site.

Silvercroft Street

- 3.4.10 Providing the north-western boundary to CSP3, Silvercroft Street extends on an east-west alignment from a priority junction with Great Jackson Street towards other Masterplan Plots such as Crown Street Phase 1 and Phase 2.
- 3.4.11 Silvercroft Street is in the process of major refurbishment works as part of wider GJS Framework proposals. The carriageway is currently 5.5m wide, with a minimum of 2m footways on both side of the carriageway. As part of the wider Masterplan works, Silvercroft Street will form the access route for an underground car park (as part of CSP2).

Owen Street

- 3.4.12 Owen Street currently links Deansgate with Great Jackson Street, extending for c. 210m.
- 3.4.13 As per Silvercroft Street, Owen Street has undergone a major refurbishment as part of wider GJS Framework proposals. At the time of writing, the carriageway and eastern footway have been fully completed, with only the western footway to be fully constructed.
- 3.4.14 The road is privately owned and has barrier controlled access at both ends. The carriageway is c. 5.5m wide with vehicular speeds limited by the barrier system acting as a traffic calming measure. The current footway to the east ranges in width, with a minimum of c. 2.5m. Street lighting is provided along the eastern side of the carriageway. On-street parking is restricted by double red line markings along the entirety of the road.

Garwood Street

- 3.4.15 Located to the east of the Site, Garwood Street serves as a link between Great Jackson Street / City Road East and the A57 Mancunian Way, with a length of circa 85m. At its northern end, it forms a priority junction with Great Jackson Street and City Road East, whereas at its southern end it forms a priority junction with the A5103 leading into Medlock Street/A5103 Princess Road.
- 3.4.16 The road is clearly signed to prevent westbound entry onto A5103. In the northbound direction from the Mancunian Way, there are signs indicating the change of speed limit from 30mph along the slip road to 20mph along Garwood Street.

- 3.4.17 Garwood Street comprises a single carriageway of c. 10m in width and wide footways of up to c. 5m on both sides of the road. There are some street light columns present along the road. The road is also within Zone 4 of the CPZ with P&D bays in place. There are also parking restrictions in the form of double yellow lines at junctions along the road.

A57 (M) Mancunian Way

- 3.4.18 Located to the south of the Site, the A57 (M) Mancunian Way forms part of the inner ring road around Manchester City Centre by connecting Deansgate in the west to Manchester Piccadilly in the east. The road commences at a signalised junction with the A57 Regent Road, A6042 Trinity Way and Water Street, then extends to the east for approximately 2.75km before it terminates and continues on as the A635 Ring Road.

- 3.4.19 In the vicinity of the Site, the A57 (M) Mancunian Way comprises a dual carriageway with a total width of c. 28m and up to three lanes in each direction. As of February 2022, the road is now subject to a speed limit of 30mph (reduced from 50mph) and is lit by regularly spaced lighting columns.

A56 Chester Road

- 3.4.20 The A56 Chester Road is one of the main radial routes into Manchester City Centre and provides the main route for outlying towns such as Altrincham and Sale to gain access to the city. In the vicinity of the Site, Chester Road has an overall carriageway width of c. 19m.

- 3.4.21 Chester Road provides access to/from the Site from the north via the priority junction with Great Jackson Street, with a left-in, left-out arrangement directing traffic westbound on Chester Road. To the north-west of the Site, the A56 Chester Road meets the A57 (M) Mancunian Way and A5067 Chorlton Road at a grade separated signalised roundabout, known as Deansgate Interchange.

- 3.4.22 Chester Road serves as a bus route into and out of Manchester and also features an on-road cycle lane along its southern side and an unsegregated footway / cycleway on its northern side. Chester Road is subject to a 30mph speed limit and is lit by regularly spaced lighting columns.

- 3.4.23 There are bus stops on both sides Chester Road within walking distance of the Site. More details regarding bus services are provided in **Section 4** of this report.

Medlock Street

- 3.4.24 Medlock Street commences at the signalised junction with the B6469 Whitworth Street West (to the north-east of the Site) and runs on a broadly north-south alignment from approximately 365m before terminating at the signalised junction with the A5103 Princess Road and associated slip roads for the A

57 (M) Mancunian Way. Medlock Street, continuing from Princess Road, is another main radial route into Manchester City Centre.

- 3.4.25 Medlock Street has an overall average carriageway width of c.12m in proximity of the Site but is noted to include flare lanes as the carriageway approaches the junctions to the north and south. Medlock Street benefits from a both on-road and off-road cycle infrastructure in both directions and is subject to a 30mph speed limit and is lit by regularly spaced lighting columns.

River Street

- 3.4.26 Located to the east of Plot D, River Street is located between Medlock Street and Garwood Street and is approximately 150m in length; the carriageway is one-way only in a westbound direction (from Medlock Street to Garwood Street).
- 3.4.27 River Street currently provides access to residential and commercial uses, and a Premier Inn hotel which fronts onto Medlock Street. It comprises a single carriageway of c.8m in width, which is narrowed by the presence of on-street parking bays on both sides of the carriageway; notwithstanding this, there are also parking restrictions in the form of double yellow lines adjacent to junctions along the length of River Street.
- 3.4.28 Wide footways are present of up to c.5m on both sides of the road, and there are street light columns present along the length of the road.

4.0 Development Proposals

4.1 Development Proposals

- 4.1.1 The proposals involve the construction of five high-quality residential towers totalling up to 2,388 apartments.
- 4.1.2 The CSP3 Site includes two towers at 47 storeys (Towers E1 and E2) and two towers at 51 storeys (Towers C7 and C8) totalling 1,746 apartments and including ground floor flexible commercial use.
- 4.1.3 The Plot D Site comprises a single residential tower with 71 storeys containing 642 apartments and a separate 3-storey office building.
- 4.1.4 The scheme will comprise:
- **Crown Street Phase 3:**
 - Tower C7:
 - 422 apartments;
 - 108 car parking spaces across three levels of underground car park.
 - Tower C8:
 - 422 apartments;
 - 102 car parking spaces across three levels of underground car park.
 - Tower E1:
 - 451 apartments;
 - 145 car parking spaces across three levels of underground car park.
 - Tower E2:
 - 451 apartments;
 - 118 car parking spaces across three levels of underground car park.
 - Retail:
 - 970m² distributed across the ground floor of the four towers.
 - **Plot D:**
 - Residential Tower:
 - 642 Apartments;
 - 214 car parking spaces across three levels of underground car park.
 - Office Building:
 - c.2,059m²;
 - 2 car parking spaces at surface level.
 - Retail:
 - c.1,088m² restaurant located at the top level of the residential tower.

- 4.1.5 The Proposed Development will offer 100% cycle parking provision. The spaces will be covered and secure, distributed across the levels of basement car park.
- 4.1.6 The proposed Site layout plans are included in **Appendix A** to the rear of this report.

4.2 Access Strategy

Pedestrians and Cyclists

- 4.2.1 The Site layout has been designed to promote walking and cycling. Moreover, as a result of the Proposed Development, the surrounding highway infrastructure would also benefit from a more pleasant environment with the provision of public realm, landscaping and trees within the Site, and improved pedestrian and cycle infrastructure. This would ensure an accessible and safe physical environment for pedestrian and cyclists to promote active travel for commuting and leisure.
- 4.2.2 With respect to the CSP3 Site, the four towers are proposed to be built around a large central public square, which will be the main arrival space to the development.
- 4.2.3 There are two ample corridors proposed beneath the podium of the towers, linking the square to the east with Owen Street, and to the west with the proposed public park, multi-storey car park and cycle lane currently being built as part of CSP2. It is within these links, at the eastern and western ends of the square, that residential access to the four towers will be located. The retail units will have their pedestrian access points located in the vicinity of the square.
- 4.2.4 Cyclists would be able to access the Site in a similar manner to vehicles, as the cycle stores are located within the underground car parks.
- 4.2.5 For the Plot D Site, pedestrians will access the proposed residential tower from the corner between Great Jackson Street and Melbourne Street. The restaurant at Level 70 will have an independent access to a lift, located at ground floor off Great Jackson Street. The office building will also have its pedestrian access located off Great Jackson Street.
- 4.2.6 It is noted that the CSP2 proposals (currently under construction) include a 3m wide footway/cycleway, linking Melbourne Street and the existing cycle lane along Chester Road. A new signalised Toucan crossing is proposed on Melbourne Street as part of the Proposed Development at the Plot D Site, connecting footway/cycleway provision within the Plot D Site to the footway/cycleway proposed as part of CSP2. This is intended as the primary access route to the Plot D Site by cyclists, and will be complemented by a shared space for pedestrians and cyclists along the southern side of Melbourne Street.
- 4.2.7 The main cycle store at the residential tower will be located at ground floor, conveniently located at the southwestern corner of the podium and in the vicinity of the proposed Toucan crossing across

Melbourne Street. There will be a number of additional cycle stores at the basement levels. Cyclists will access these stores in a similar manner to vehicles.

- 4.2.8 Access to the office building cycle store will be via the proposed path to the bridge over the Mancunian Way, to the east of the Proposed Development.

Vehicles

- 4.2.9 Each of the four towers within the CSP3 Site will have its own vehicular access to the underground car parks.
- 4.2.10 Tower E2 basement car park will be accessed from the new extension to Melbourne Street, which also provides access to Plot F1. This section of the road will be two-way. The road will continue to the north, linking the Site and Owen Street. However, access will be limited to servicing vehicles and to be controlled via droppable bollards or a similar access control mechanism.
- 4.2.11 Tower E1 basement car park will be accessed off Owen Street. A short section of Owen Street will be reduced to a single lane, to be priority controlled and with southbound vehicles to have priority.
- 4.2.12 Tower C8 will have access to its basement car park located off Silvercroft Street. Tower C7 will have access to its basement car park located off Melbourne Street, which will become one-way northbound as part of the Proposed Development.
- 4.2.13 For the Plot D Site, the basement car park will be accessed off a new access road, creating a loop surrounding the residential tower. The access road will be one-way and be accessed off Great Jackson Street, with the egress point joining Melbourne Street, becoming a northbound lane. On this basis, Melbourne Street will become a one-way, two-lane road.

4.3 Parking Provision

Cycle Parking

- 4.3.1 The Proposed Development will offer 100% cycle parking provision. The spaces will be covered and secure, distributed across the levels of basement car parks. These spaces will be complemented by visitor cycle parking, which will be provided at ground floor level, within the landscaped proposals.
- 4.3.2 The office building at the Plot D Site is provided with a cycle store with capacity for 10 bicycles. This is in line with the recommendations set out in MCC's Core Strategy of 1 space per 200m².

Car Parking

- 4.3.3 For the CSP3 Site, there will be a total of 483 car parking spaces, distributed between the four towers. This represents c. 28% car parking provision to reflect the highly accessible location of the Site in terms

of opportunities for active and sustainable travel. This level of provision, which is similar to other city centre schemes, supports the sustainability ethos of the Proposed Development and Manchester City Council's aim of making Manchester a zero-carbon city by 2038.

- 4.3.4 There will also be 26 accessible spaces provided within the basement car parks, which equates to c. 5% provision. This is in accordance with Manchester City Council's minimum requirement of 5% that was noted during scoping discussions.
- 4.3.5 For the Plot D Site, there will be a total of 214 car parking spaces, distributed across the three levels of basement car park. This represents a c.33% car parking provision.
- 4.3.6 There will also be up to 20% EV charging points; these will provided on a demand led basis through the apartment sales process.
- 4.3.7 There will also be 12 accessible spaces provided on site, which equates to approximately 8% provision. This exceeds Manchester City Council's minimum requirement of 5% that was noted during scoping discussions.
- 4.3.8 For both the CSP3 Site and the Plot D Site, there will also be up to 20% EV charging points; these will provided on a demand led basis through the apartment sales process.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 The accessibility of the Proposed Development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 TRACC Analysis

- 5.2.1 Accessibility has been assessed through the use of TRACC Software. TRACC is the leading multi-modal transport accessibility tool which was developed in conjunction with the Department for Transport (DfT), local authorities and transport planners.
- 5.2.2 It is designed to calculate travel time using a multitude of public transport and road travel modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a wide range of transport modes including walking, cycling, driving and public transport.
- 5.2.3 TRACC analysis has been undertaken to establish the pedestrian, public transport and cycle accessibility of the Site and demonstrate the connectivity of the Site to adjacent areas using these modes of transport.

5.3 Pedestrian Accessibility

- 5.3.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1** below:

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Suggested Acceptable Walking Distances

- 5.3.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 081453-CUR-XX-XX-G-TP-06001**, to the rear of this report, shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips.
- 5.3.3 The pedestrian catchment plan confirms that the Site is well located in relation to local facilities and services within Manchester. Most notably, several bus stops along the A56 Chester Road and A5103 Medlock Street are located within the 500m walking catchment. Future residents can also access several office buildings east of the Site, the Manchester School of Acting, several small coffee shops, and the Castlefield Gallery, as well as other local facilities.
- 5.3.4 The First Street development comprising a Sainsbury's, HOME theatre, public houses, several bars and restaurants is also within the 500m walking catchment. Once the CSP2 development is completed, a primary school will also be available to residents within 500m of the Site.
- 5.3.5 Within 1,000m of the Site, more bus stops and tram stops are accessible for residents of the Site. The Deansgate Railway Station and the Deansgate-Castlefield Metrolink station can be accessed within an 8-minute walk (or 600m walk distance) north of the Site. The entirety of the leisure / entertainment in the Deansgate and Spinningfields areas is also accessible, with Deansgate Locks fronting Whitworth Street West, the Bridgewater Hall and Manchester Central Convention Complex, Manchester Great Northern (comprising the ODEON cinema, bowling alley, and food/drink establishments), Science and Industry Museum and Beetham Tower.
- 5.3.6 To the east of the Site, the Oxford Road rail station is accessible within 1,000m, along with the Palace Theatre and more entertainment facilities. The Oxford Road Corridor is accessible too, and it is known as the busiest bus corridor in Europe, connecting Manchester City Centre to the surrounding neighbourhoods including Ardwick, Hulme, Longsight, Moss Side and Rusholme. Along the corridor are many pharmacies, a Tesco and Sainsbury's store, food and drink outlets, and health clubs.

- 5.3.7 To the south of the Site, the Manchester Metropolitan University campus lies within the 1,000m catchment, which includes student accommodation along with places of worship. There are also several primary schools, Hulme Park and St Georges Park.
- 5.3.8 At 2,000m beyond the Site, the whole of Manchester City Centre including the Central Business and Retail Districts, Manchester Piccadilly, Piccadilly Gardens, Market Street, Shudehill, the Northern Quarter, Chinatown, Salford Central, the outskirts of Ordsall and Old Trafford, Hulme, Moss Side, Brunswick, Manchester Science Park and the University of Manchester campus are all within reach. The Site is strategically situated within Manchester City Centre such that the surrounding facilities can benefit future residents of all ages.
- 5.3.9 As part of the Manchester and Salford Inner Relief Route (MSIRR) works programme, the Mancunian Way / A56 Chester Road roundabout (Deansgate Interchange) has been recently improved to offer capacity improvements and also improved pedestrian and cycle linkages, which will therefore be of benefit to residents of the Proposed Development when passing through this junction.
- 5.3.10 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the commercial and residential properties that abut all the main walk routes.
- 5.3.11 The Site is therefore considered to be highly accessible by foot with various employment, education, health, retail and leisure facilities within walking distance of the Site. The Site is also conveniently located to various public transport routes and interchanges.

5.4 Cycle Accessibility

- 5.4.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure. Greater Manchester's vision is of a city "fit for the future" – a healthy, safe, sustainable city where people want to live, work and visit and where a well-established cycling culture is integral.
- 5.4.2 In order to assist in assessing the accessibility of this Site by cycle, **Plan 081453-CUR-XX-XX-G-TP-06002**, to the rear of this report, presents an 8km cycle catchment for the Site. The 8km cycling distance is based on 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles [8km] or less"*.
- 5.4.3 The 8km catchment extends as far as Blackley in the north, Fairfield to the east, Didsbury in the south and Trafford Park to the west.

- 5.4.4 There are multiple local on and off-road routes that surround the Site, for example; along Great Jackson Street and City Road East, the A56 Chester Road, Whitworth Street West and Medlock Street and adjacent to the Bridgewater Canal, as shown on **Figure 5.1** below:

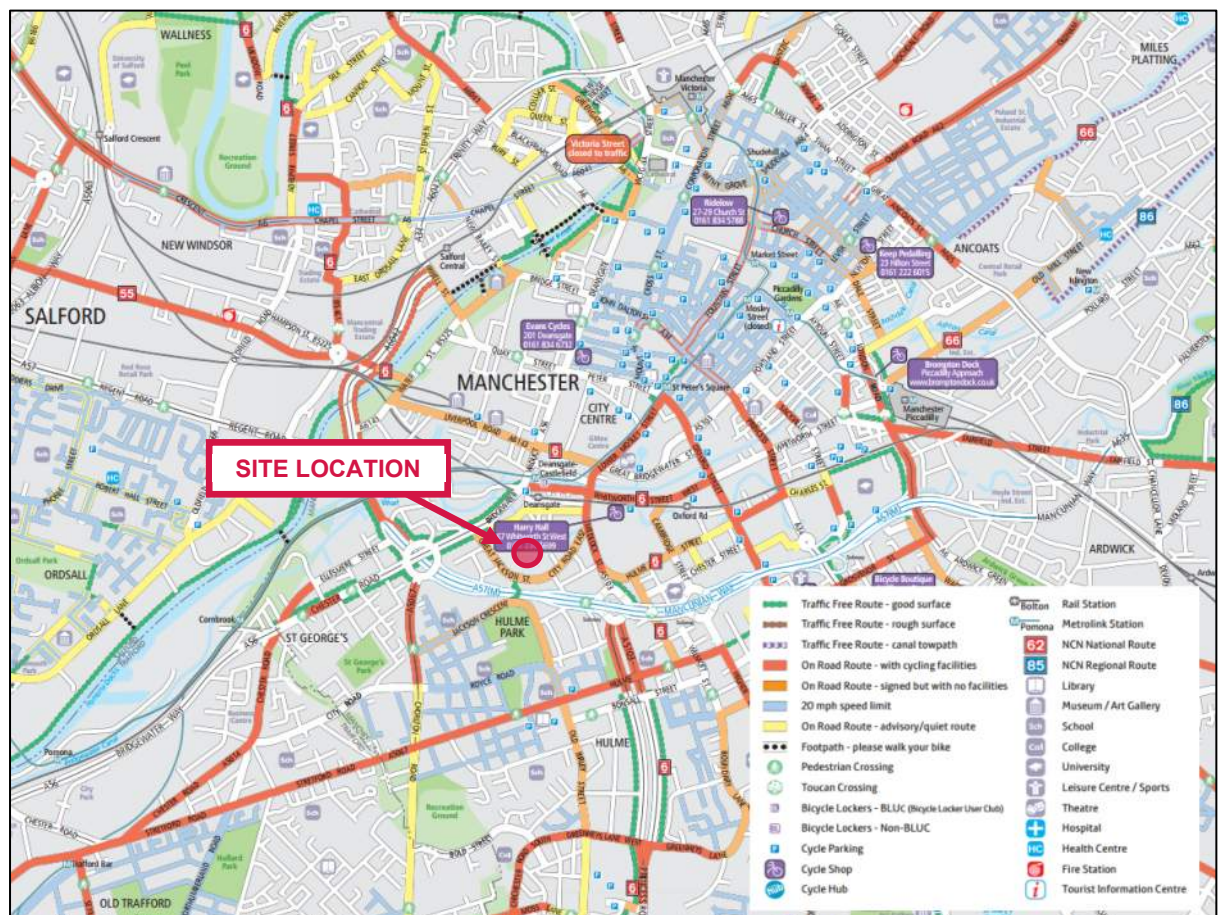


Figure 5.1 – Local Cycle Routes (Source TfGM)

- 5.4.5 Some of the most attractive cycle routes in the area lie alongside the waterway network. There are cycle routes alongside both the Bridgewater Canal and the River Irwell that are easily accessible from the Site. Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road Corridor.
- 5.4.6 National Cycle Route 6 is located some 650m to the north of the Site on Liverpool Road. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

- 5.4.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 5.4.8 The site is surrounded by Beeways and confirmed infrastructure improvements, as illustrated in **Figure 5.2** below, allowing future residents and visitors that cycle to benefit from better safety and quality of commute:

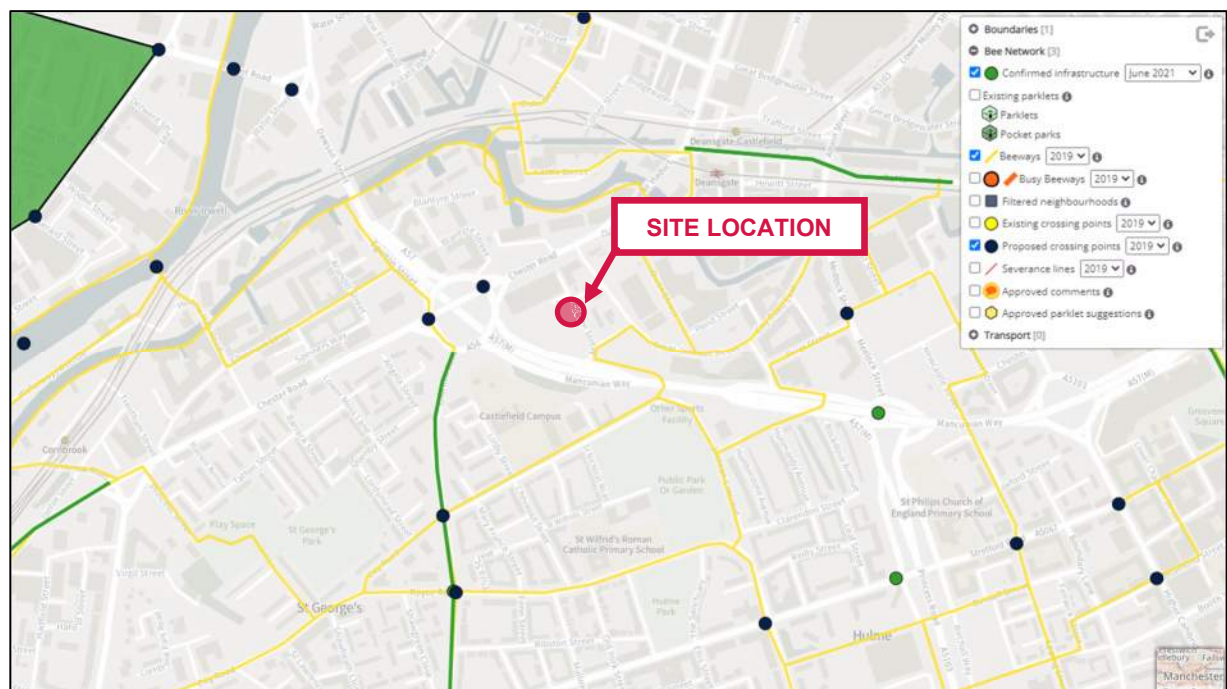


Figure 5.2 – Proposed Bee Network (Source: MappingGM)

- 5.4.9 As mentioned earlier, there will be 100% provision of secure, covered cycle parking spaces provided at the Proposed Development, thereby encouraging this mode of transport.
- 5.4.10 The Site is therefore considered to be highly accessible by bicycle and would provide a realistic alternative to travel by car.

5.5 Public Transport Accessibility

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

5.5.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 represents a low level of accessibility (described as 'very poor'). The Site is located in an area with a GMAL rating of 8, with excellent accessibility. This is a particular strength of the Site, which offers strong multi-modal opportunities.

5.5.3 **Plan 081453-CUR-XX-XX-G-TP-06003**, to the rear of this report, demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. Accessibility by bus, rail and Metrolink are considered further below.

Bus Accessibility

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

5.5.5 The nearest bus stop is located to the north-east of the Site on Medlock Street, within a c. 400m (c. 5-minute) walk of the Site. Future residents could also walk c. 550m (c. 6.5-minute walk) to the bus stops along Whitworth Street West and opposite the Deansgate rail station with more services and the Number 2 Free Bus. **Table 5.2** below details the bus services that call at these stops and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Medlock Street				
84	Manchester – Whalley Range – Chorlton – Chorlton Green	Hourly	Hourly	-
256	Manchester – Hulme – Stretford – Davyhulme – Flixton	10 mins	15 mins	30 mins
733	Cheetham Hill – Whalley Range High School (school bus)	1 in the AM 1 in the PM	-	-
From Whitworth Street West				
255	Manchester – Old Trafford – Stretford – Urmston – Flixton – Partington	30 mins	30 mins	Hourly
291	Manchester – Old Trafford – Trafford Park – intu Trafford Centre	30 mins in the early AM	-	-
X50	Manchester – Old Trafford – intu Trafford Centre	10 mins	10 mins	10 mins
X58	Manchester – Davyhulme – Flixton Express	1 in the AM	-	-

Table 5.2 – Summary of Bus Service Frequencies

- 5.5.6 As shown in **Table 5.2**, there are frequent bus services (in combination) stopping close to the Site, which provide convenient access to locations such as The Trafford Centre, Manchester City Centre, Urmston and Stretford, amongst others.
- 5.5.7 Furthermore, the Site is situated within a c. 550m walking distance to Whitworth Street West, which is one of the calling points of the Number 2 Manchester free bus route. The free bus is a service providing direct access to the Deansgate and Oxford Road railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 5.3** below:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	07:00 – 22:00 Every 10 mins (Every 15 mins after 18:30)	08:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)	09:30 – 18:00 Every 12 mins
2	Piccadilly – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)		
2 (Peak Only)	Piccadilly – Oxford Road – Deansgate – Salford Central – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 09:10 and 16:00 – 18:30	-	-

Table 5.3 – Free Bus Services

- 5.5.8 Overall, the Site is highly accessible by bus with a large number of services available within walking distance of the site.

Rail Accessibility

- 5.5.9 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 5.5.10 The nearest railway station is Deansgate Railway Station, located c. 600m (c. 7-minute walk) to the north of the Site. A summary of rail services from the station is summarised in **Table 5.4** below:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Blackpool North	2	1	1
Bolton	3	2	1
Liverpool Lime Street	2	2	1
Preston	2	1	1
Southport	2	2	1
Stockport	1	1	1
Warrington Central	2	2	1
Wigan	1	1	1

Table 5.4 – Summary of Rail Services from Deansgate Railway Station

- 5.5.11 The rail services that run to Deansgate Railway Station provide regular access to various locations across the North West of England, including, Liverpool, Manchester Airport, Southport and Manchester Oxford Road, amongst others. Trains run throughout the day and evening 7 days a week.
- 5.5.12 In addition to the locations noted above, they also serve key local destinations such as Bolton, Wigan, Preston, Buxton, Birchwood, Widnes and Warrington.
- 5.5.13 A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly facilitates for journeys to destinations further afield such as London, Nottingham, Norwich, Leeds, Hull and Sheffield.
- 5.5.14 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.
- 5.5.15 It is therefore considered the Site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

- 5.5.16 There are Metrolink stops located at Deansgate-Castlefield (c. 550m or c. 6.5-minute walking distance north of the Site). **Table 5.5** below outlines the frequencies of services that can be utilised at this Metrolink stop:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Eccles or MediaCity UK – Ashton-Under-Lyne	6-minute frequency between 05:53 and 23:03	6-minute frequency between 05:53 and 00:03	6-minute frequency between 06:53 and 22:53
[Purple Line] Altrincham – Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Green Line] Altrincham – Bury	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Pink Line] East Didsbury – Rochdale	12-minute frequency between 05:50 and 23:14	12-minute frequency between 05:50 and 23:50	12-minute frequency between 06:46 and 22:46
[Navy Line] Victoria – Manchester Airport	12-minute frequency between 05:57 and 23:09	12-minute frequency between 05:57 and 00:09	12-minute frequency between 06:52 and 23:04
	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 07:00

Table 5.5 – Summary of Metrolink Services from Deansgate-Castlefield

5.5.17 The Metrolink services provide access to the Site seven days a week with trams running from a variety of locations within Manchester and the wider area between 6 and 20 minutes all day and into the evening.

5.5.18 It is therefore considered that the Site is highly accessible via Metrolink.

5.6 Summary

5.6.1 The above sections have demonstrated that the site is highly accessible by active and sustainable modes of transport; the surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within walking distance of the site.

5.6.2 The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Taking into account the City Centre location of the Proposed Development and the accessibility of the site via walking, cycling and public transport, it is considered the vast majority of residents, staff and visitors will travel to / from the site via sustainable modes of travel.
- 6.1.2 Notwithstanding, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.3 This section of the FTP sets out the initiatives that could be implemented in a Full Travel Plan at the site. The initiatives below are in line with the aims, objectives, and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator

- 6.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 6.2.2 The responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that Welcome Packs will be supplied to all residents and staff at the Proposed Development.
- 6.3.2 The contents of the Welcome Packs will include the following:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes;
 - Details of the TPC;
 - Details of local taxi companies;

- Details and links to Liftshare or CarshareGM registration;
- Details of local Car Club schemes;
- Location of nearby Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week, Walk to Work Week); and
- Information on rail cards and other incentive schemes available to rail travellers.

6.3.3 As well as providing such information throughout the Welcome Packs, information could be provided via notice boards in communal areas to ensure that information relating to travel options is available in a quick and convenient manner.

6.3.4 Information provided via each mode would be updated by the TPC on a regular basis.

6.4 Measures to Encourage Walking

6.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in fair health could incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.4.2 It has been demonstrated throughout **Sections 3** and **5** of this FTP that there is an existing high level of pedestrian infrastructure in the surrounding area. It is also intended to improve the pedestrian offering in immediate vicinity of the Site as part of the Proposed Development, with improved footways and new signalised crossing facilities, in addition to the provision of high-quality public realm within the Site.

6.4.3 The following measures will be provided in order to encourage residents and staff to walk to/from the Proposed Development:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Provide information on the local pedestrian routes, including public footpaths; and
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

6.4.4 Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a 'walking buddy' scheme, issuing personal alarms, and a pool of umbrellas could also be considered.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Sections 3** and **5** of this FTP that there is an existing high level of cycle infrastructure in the surrounding area.

- 6.5.2 The Proposed Development will also provide 100% secure, sheltered cycle parking provision for the residential units and 20 spaces for the Office use – which exceeds the recommendations set out in MCC's Core Strategy. In addition, additional cycle parking will be provided for visitors within the public realm.
- 6.5.1 The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of TPs.
- 6.5.2 To encourage future residents, staff and visitors to cycle, the following measures will be provided:
- Promote / raise awareness of the health and wellbeing benefits of cycling;
 - Register staff to the Cycle2Work scheme, which Halfords' website claims can save employees up to 42% on a new cycle and safety accessories;
 - Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Shower and changing room facilities to be provided in the Office building; and
 - Provide an on-site puncture repair kit;
 - Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops;
 - Marketing campaigns such as "National Bike Week";
 - The www.cyclestreets.net website for journey planning by bike; and
 - Promoting the Cycle2Work scheme.
- 6.5.3 Additional measures such as promoting Transport for Greater Manchester's cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.6 Measures to Encourage Public Transport

- 6.6.1 It has been demonstrated throughout **Sections 3 and 5** of this FTP that the Site is highly accessible by public transport, and that there are further opportunities throughout Manchester City Centre and beyond. The following measures will be provided to encourage residents to travel by public transport:
- Advertise details of the 'My TfGM' mobile app and online Journey Planner <http://my.tfgm.com/>;

- Advertise details of the Traveline Journey Planning tool for the North West. Future residents travelling out of Greater Manchester can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Provision of a map showing local bus and rail stations, and Metrolink stops, in the vicinity of the Site;
- Provide up-to-date bus details including timetables / contact information in the Welcome Packs; and
- Advertise any promotions / discounts offered by Transport for Greater Manchester and public transport operators.

6.6.2 Additional measures such as liaising with bus companies and Transport for Greater Manchester on any future improvements and / or extensions to local services could also be considered.

6.7 Measures to Encourage Use of Car Sharing / Shared Transport

Car Club

6.7.1 It is acknowledged that many staff and residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

6.7.2 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.

6.7.3 Enterprise Car Club has a vehicle location within a 7-minute walk from the Site at Qpark First Street, First St, M15 4FN to east of the Site, with a number of alternative locations in the city centre. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.

6.7.4 It is considered that the Car Club could therefore be a highly attractive facility for staff and residents who require occasional private car use, therefore minimising the highway impact.

Car Sharing

6.7.5 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

- 6.7.6 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff and residents who do not own a car but require occasional use.
- 6.7.7 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

6.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.8.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 6.8.2 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.
- 6.8.3 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics.
- 6.8.4 The Proposed Development includes a 20% EVC provision, which will be provided on a demand led basis through the apartment sales process.

6.9 Reducing the Need to Travel

- 6.9.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered for the office building:
- Compressed working weeks;
 - Provide video and audio teleconferencing facilities;
 - Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
 - Provision of equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work from home; and
 - Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the Full Travel Plan once developed.

7.2 Data Collection and Analysis

Travel Surveys

- 7.2.1 As the Proposed Development has not yet been constructed and occupied, it is not possible to undertake any travel surveys of future residents or staff. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, travel surveys would be distributed to all residents within three months of occupation of the 150th apartment within each phase of the Proposed Development. Recipients would be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work/residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Paper surveys could also made available to residents and staff, if required. These results can be manually transferred to the SurveyMonkey computer database for analysis.
- 7.2.6 The information obtained would be used to undertake travel performance indicator and modal split analysis. Residents and staff would then be surveyed annually from the baseline travel survey for the duration that the TPC is appointed to review progress against the target modal splits.

7.3 Data Analysis and Modal Split Targets

7.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff and residents. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

7.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the FTP:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.1 To provide an indication of potential targets, an example for the residential uses is shown in **Table 7.1** using modal splits from the Greater Manchester Travel Diary Surveys (GMTRADS) data, which has been obtained from TfGM.

Travel Mode	2019 TRADS Data	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	27%	- 0.5 %	- 1.0 %	- 1.5 %	- 3.0 %
By Car, Lift Sharing	3%	+/- 0 %	+/- 0 %	+/- 0.5 %	+ 0.5 %
Walk	7%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Cycle	14%	+/- 0 %	+/- 0.25 %	+/- 0.25 %	+ 0.5 %
Public Transport	48%	+/- 0 %	+/- 0.25 %	+/- 0.25 %	+ 0.5 %
Other	1%	–	–	–	–

Table 7.1 – Example Targets – Residential Use

7.3.2 The reduction in car drivers has been informed by a major synthesis report – '*A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management*' (Nicholas and Kuss, 2022) – which found that workplace travel planning can induce a 3-18% drop in car use by commuters and personalised (residential) travel planning can induce a 6-12% drop in car use share among residents.

7.3.3 The targets shown above are modest due to the very low proportion of people expected to be travelling by car, however if the travel surveys find a higher proportion do so there is potential with the measures outlined in **Section 6** for a larger reduction.

- 7.3.4 There will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform FTP initiatives which can be tailored to increase uptake of certain modes of travel.
- 7.3.5 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes.
- 7.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the FTP. It also sets out the next steps with regards to converting this FTP into a Full Travel Plan.

8.1.1 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

8.1.2 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with Renaker Build Limited (or any future owner of the site if transacted prior to completion). Following full operation, the FTP will need to be updated to a Full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish mode share targets subject to consultation with Manchester City Council. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day to day responsibility will shift from Renaker Build Limited to the appointed TPC.

8.2.4 Notwithstanding, adequate consultation and support from the scheme developer is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Representative(s) of the residential community to be appointed to work with the TPC;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing, car clubs and sustainable transport options at the Site.

8.3 Travel Plan Coordinator

8.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the Site as a whole;
- Promoting individual measures and initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.2 A TPC will be nominated in due course, at least one month before first occupation. The TPC will remain appointed until final occupation of each phase of the Proposed Development. If less than 10% of the apartments or office floorspace are occupied in any year then final occupation of that phase shall be deemed to have occurred. At this point, the TPC role and any responsibilities relating to the TP would transfer to a local residents' association or the office occupier respectively.

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and will 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 7** above.

8.4.2 The results of each survey will be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be considered and implemented where necessary.

- 8.4.3 Monitoring reports will be provided to officers at Manchester City Council every two years following the receipt of the baseline travel survey. The reports will include a comparison of achievements against targets and remedial actions where required. They will also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, a summary of the survey results would be made available to residents upon the completion of the survey analysis.
- 8.4.4 Monitoring surveys will be carried out annually from the baseline survey for the duration that the TPC is appointed to ensure that the TP reflects local circumstances and opportunities.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1D** below summarises the key actions from the document by providing an Action Plan for the TP process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation.	Renaker Build Limited
Produce Welcome Pack	Upon occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of occupation of the 150 th apartment within each phase of the Proposed Development Within 3 months of initial occupation of the office building within the Plot D Site	TPC
Finalise Modal Split Targets	Within one month of undertaking the travel surveys	TPC in conjunction with Manchester City Council
Update FTP to a Full Travel Plan	Within three months of finalising modal splits with Manchester City Council	TPC
Implement Travel Plan Initiatives	During occupation of the Proposed Development	TPC
Undertake Annual Travel Survey	Annually following the baseline travel survey for the duration that the TPC is appointed	TPC
Present Monitoring Report	Every two years following receipt of the baseline travel survey for the duration that the TPC is appointed	TPC

Table 9.1 – Action Plan

- 9.1.2 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.
- 9.1.3 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.

Plans



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Project:
CROWN STREET PHASE 3 AND PLOT D

Drg Title:
SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

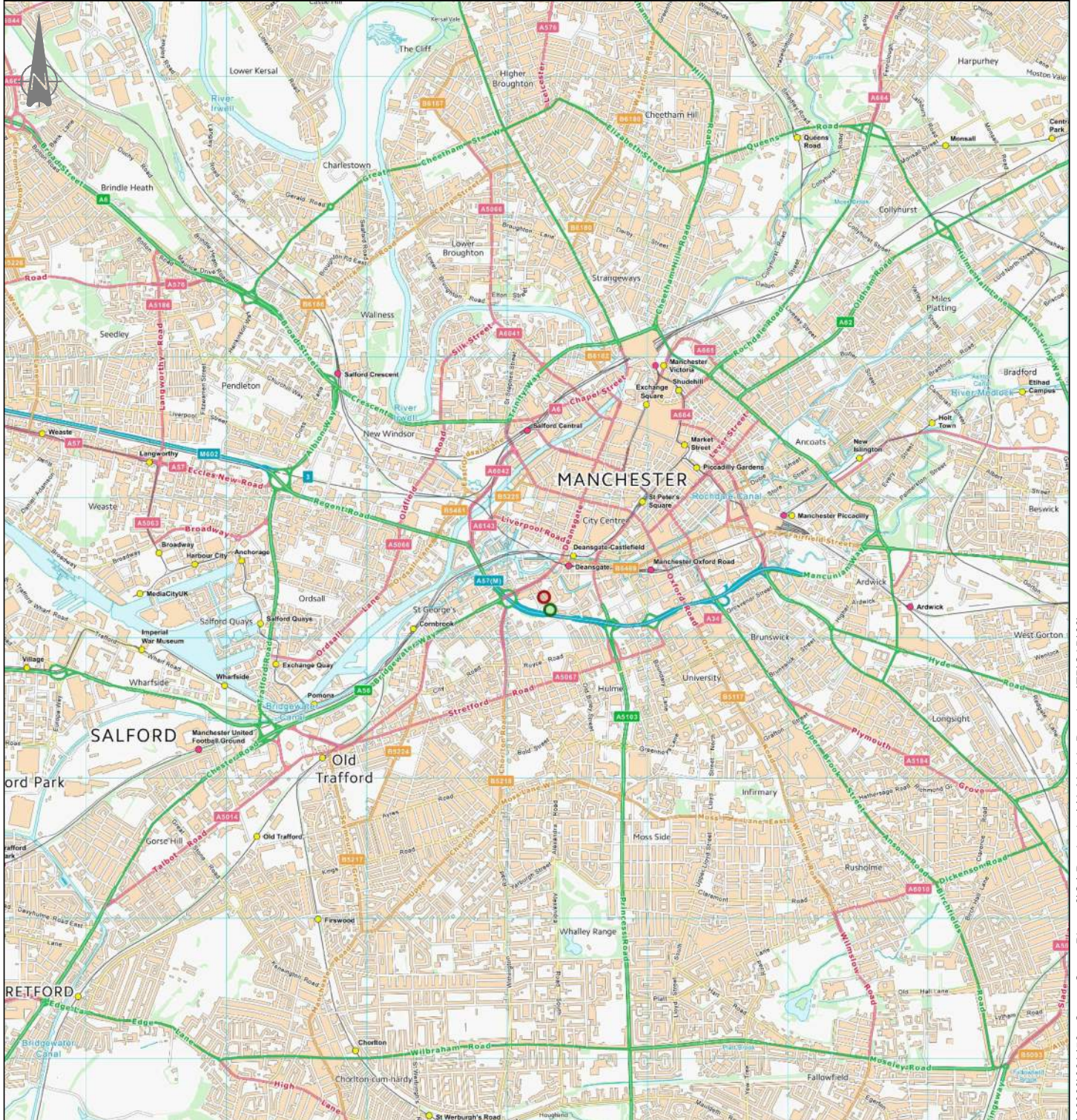
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Designed By: JM Date: 07/02/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

81453 - CUR - XX - XX - G - TP - 06001 - P01



KEY:

- Phase 3 - Indicative Centre of Site
- Plot D - Indicative Centre of Site

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Project:
CROWN STREET PHASE 3 AND PLOT D

Drg Title:

SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

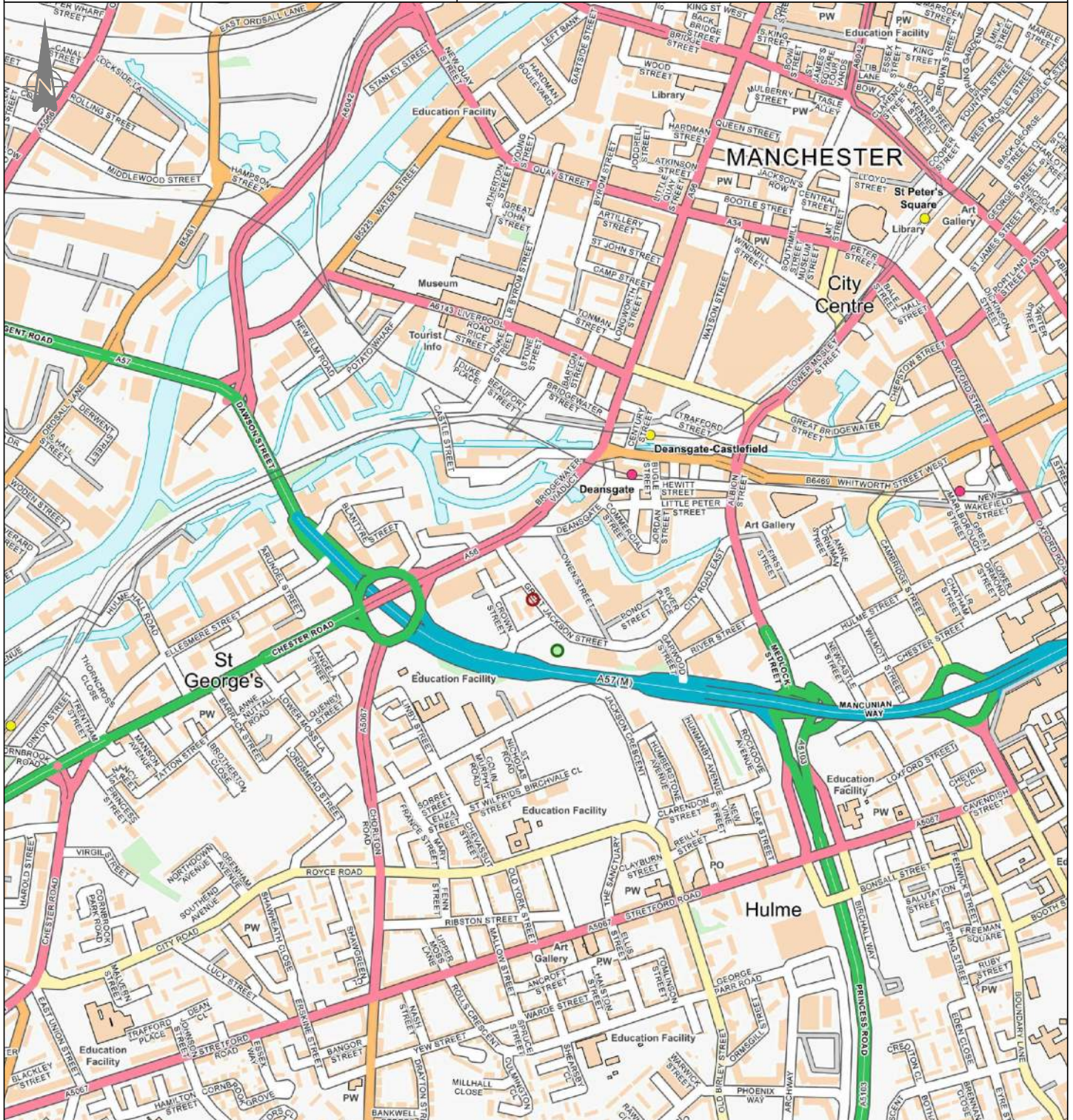
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Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY:

- Phase 3 - Indicative Centre of Site
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Project:
CROWN STREET PHASE 3 AND PLOT D

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

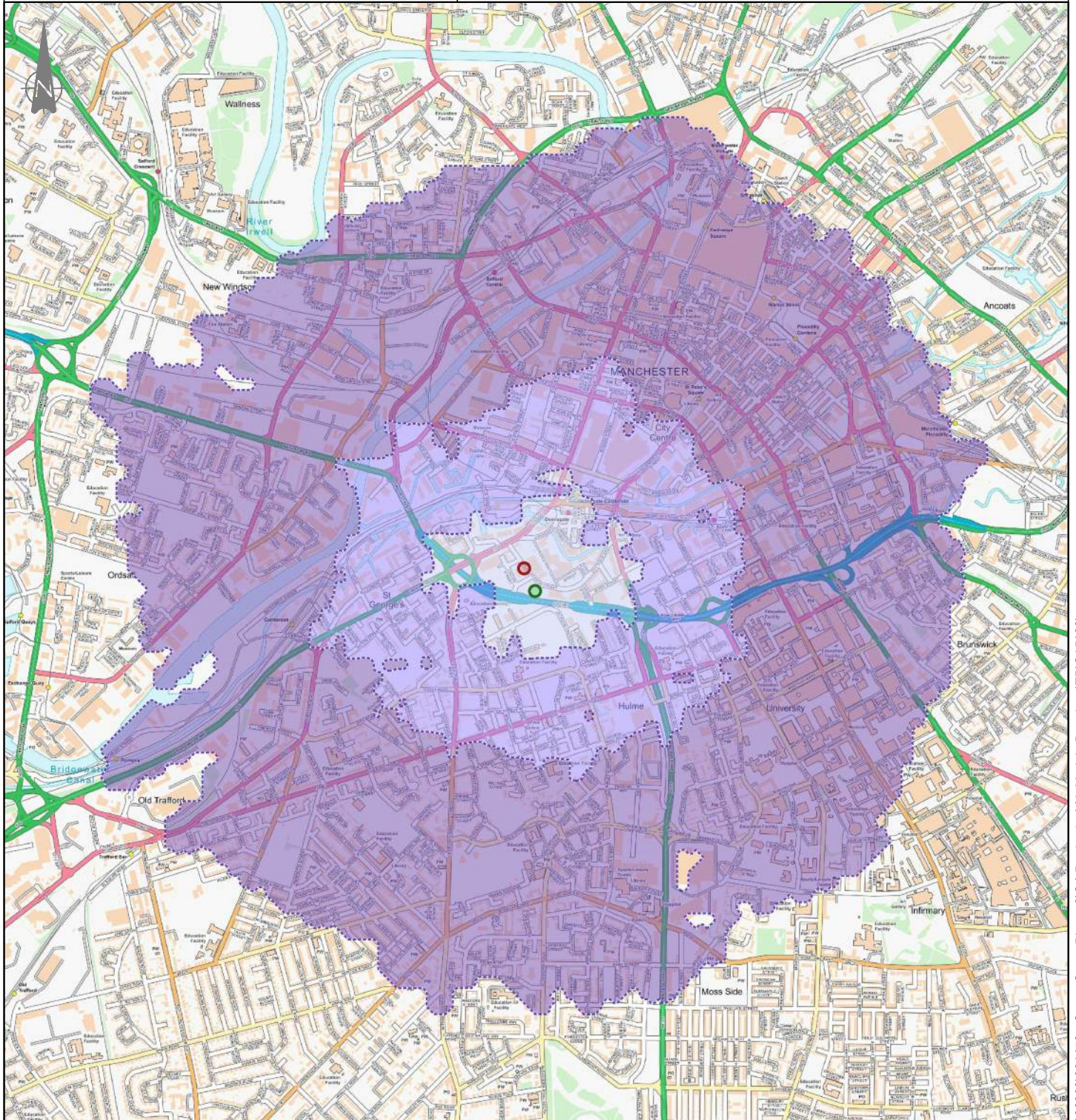
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Designed By: JM Date: 07/02/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

81453 - CUR - XX - XX - G - TP - 06003 - P01



KEY:
● Phase 3 - Indicative Centre of Site
● Plot 3 - Indicative Centre of Site

Walking Catchment:
500m
1000m
2000m

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Project:
CROWN STREET PHASE 3 AND PLOT D

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

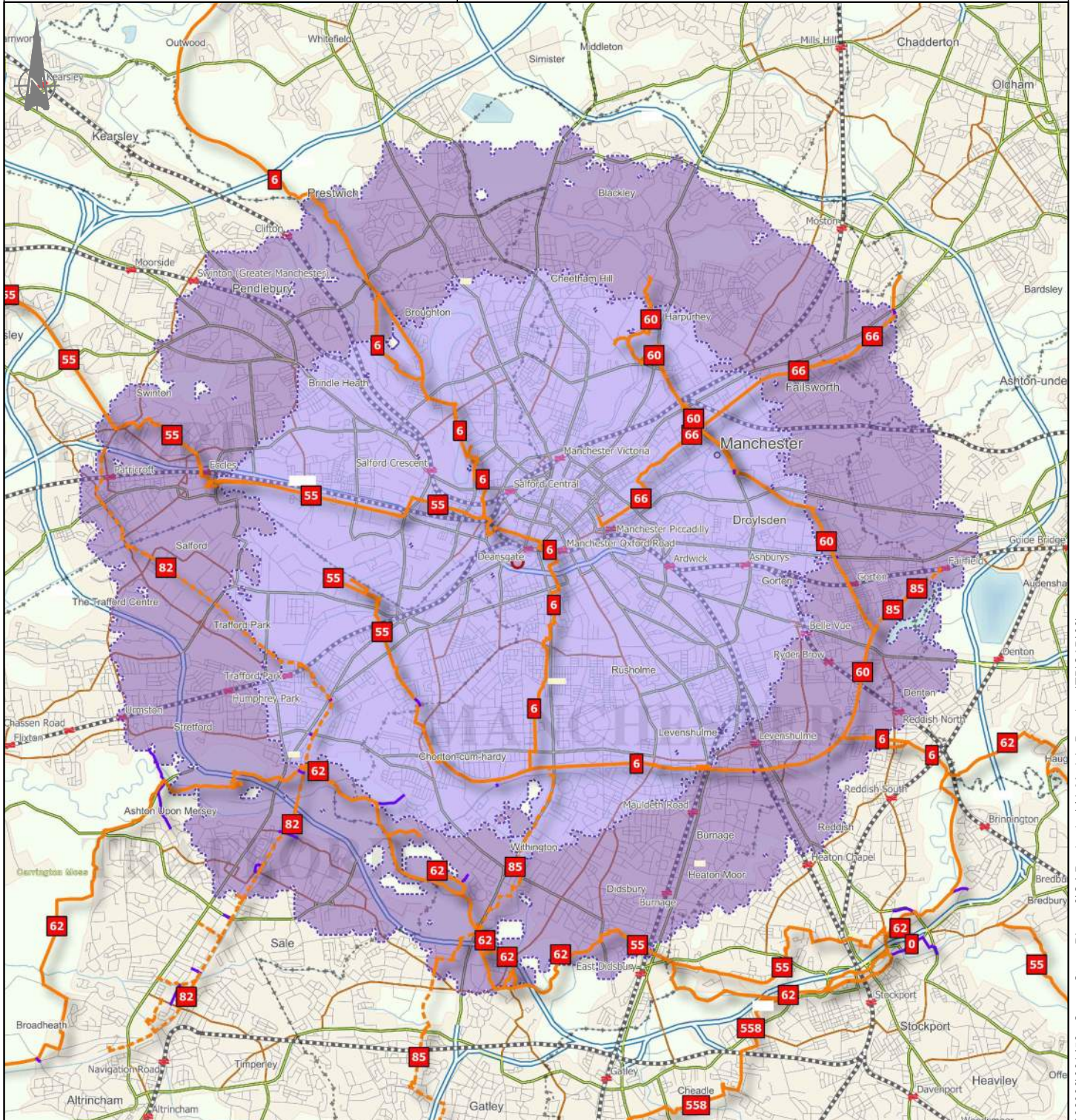
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Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

81453 - CUR - XX - XX - G - TP - 06004 - P01



KEY: Crown Street Development
Cycle Catchment:
 5500m
 8000m

Cycle Network:
 Route not on Cycle Network
 Route on Regional Cycle Network
 Route on National Cycle Network

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Project:
CROWN STREET PHASE 3 AND PLOT D

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

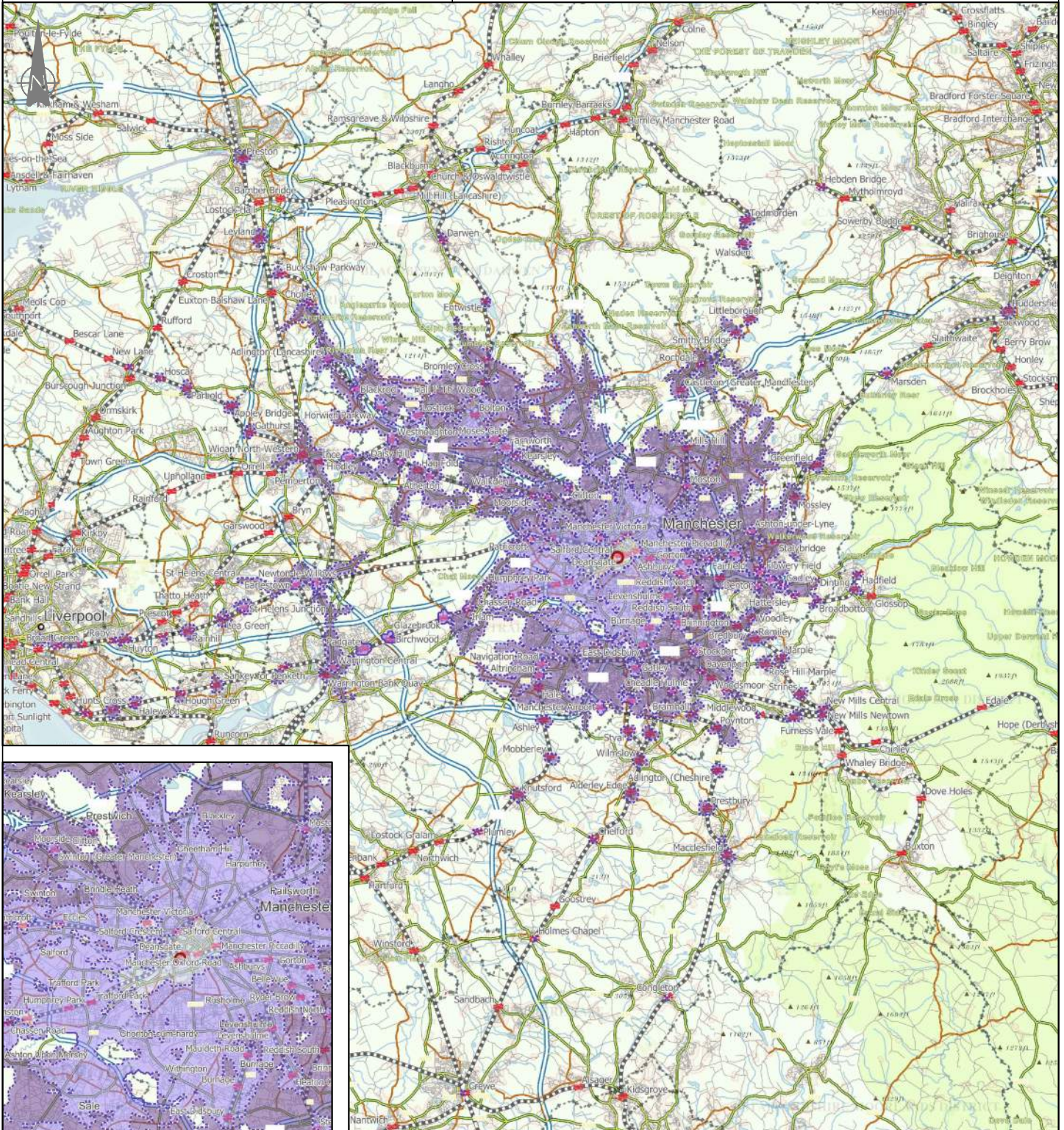
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Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Crown Street Development

Public Transport Catchment:

20 minutes
 40 minutes
 60 minutes

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Appendix A – Site Layout Plan



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Scale Bar

0 10 20m

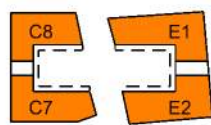
NOTE:

NORTH



Rev	Date	Description
X01	20.04.2023	Planning Issue

Key Plan



Project Title
Crown Street Phase 3
Manchester

Status
Planning

Drawing Title
Zone 1 - Ground Floor
Site Plan

Job No
10418

Scale
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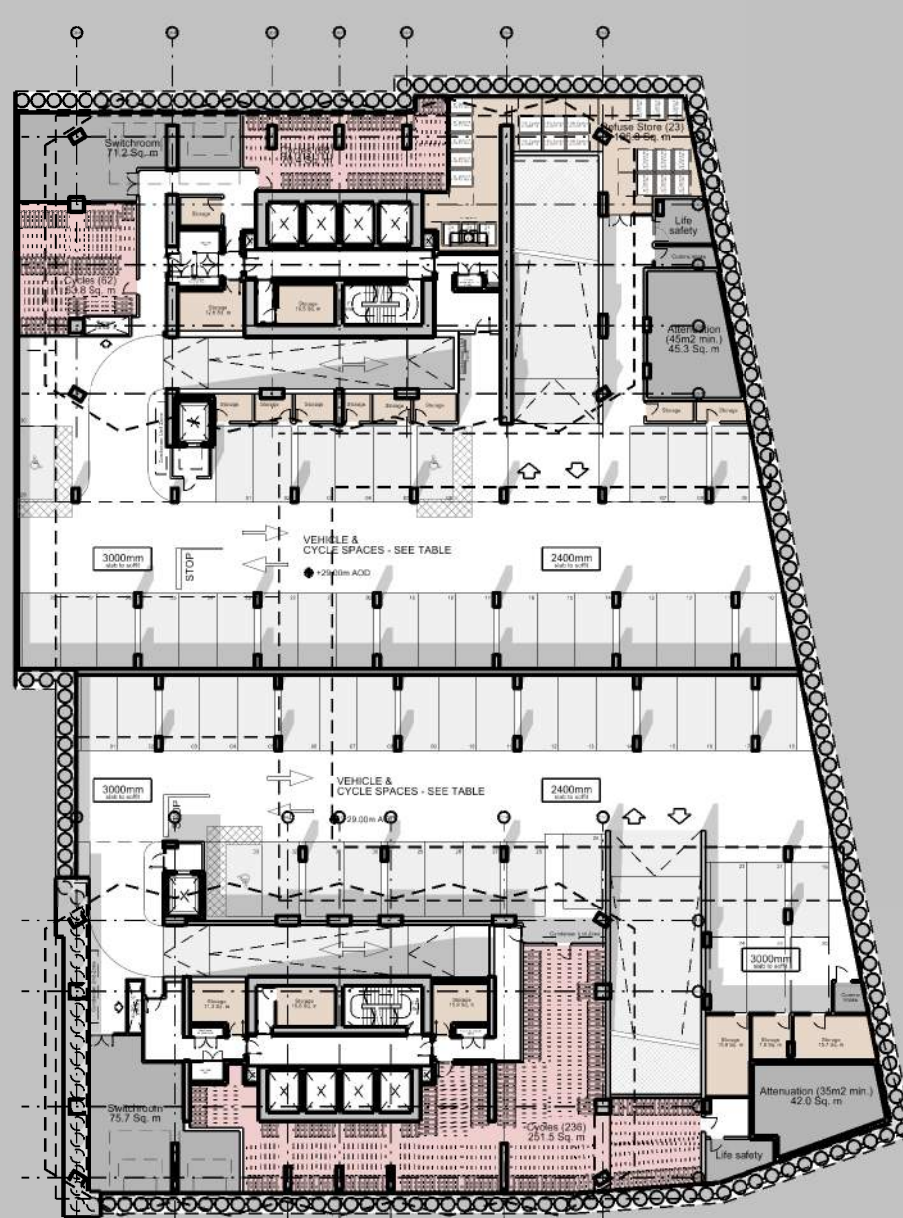
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Revision
X01

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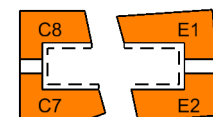
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B1	2.5x5m	29	27	43	33
	Tandem	2	33	2	48
	Accessible	1	2	3	2
B2	2.5x5m (2.5x4.8m)	38	38	45	38 (1)
	Tandem	36	1	39	2
	Accessible	1	2	3	2
B3	2.5x5m (2.5x4.8m)	33	30	48	40 (1)
	Tandem	1	38	4	36
	Accessible	4	2	2	2
Total		66%	10/25%	60%	105/25%

CYCLES		C7	C8	E1	E2
		236	130	281	116
		186	108	170	212
		0	184	0	123
		422	422	451	451
		100%	100%	100%	100%

North

Rev	Date	Description
X01	20.04.2023	Planning Issue

Key Plan



Project Title
Crown Street Phase 3
Manchester

Status
Planning

Drawing Title
Zone 1 - Basement Level 01
Site Plan

Job No
10418

Drawing No
Z1-SHP-G100-PL-B1-B5D801

Scale
1:500

Revision
X01

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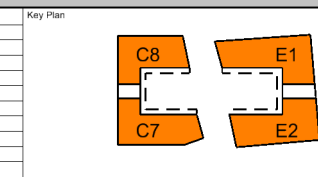
Scale Bar

0 10 20m

NOTE: CAR PARKING		C7	C8	E1	E2
B1	2.5x5m	29	27	43	33
	Tandem	2	3	45	2
	Accessible	1	2	3	2
B2	2.5x5m (2.5x4.8m)	38	38	45	38 (1)
	Tandem	36	1	39	2
	Accessible	1	2	3	2
B3	2.5x5m (2.5x4.8m)	33	30	48	40 (1)
	Tandem	1	38	4	52
	Accessible	4	2	2	2
Total		66%	100(25%)	60%	100(25%)

CYCLES	C7	C8	E1	E2
	236	130	281	116
	186	108	170	212
	0	184	0	123
	422	422	451	451
	100%	100%	100%	100%

Rev	Date	Description
XB1	20.04.2023	Planning Issue



Project Title
Crown Street Phase 3
Manchester

Status
Planning

Drawing Title
Zone 1 - Basement Level 02
Site Plan

Job No
10418

Scale
1:500

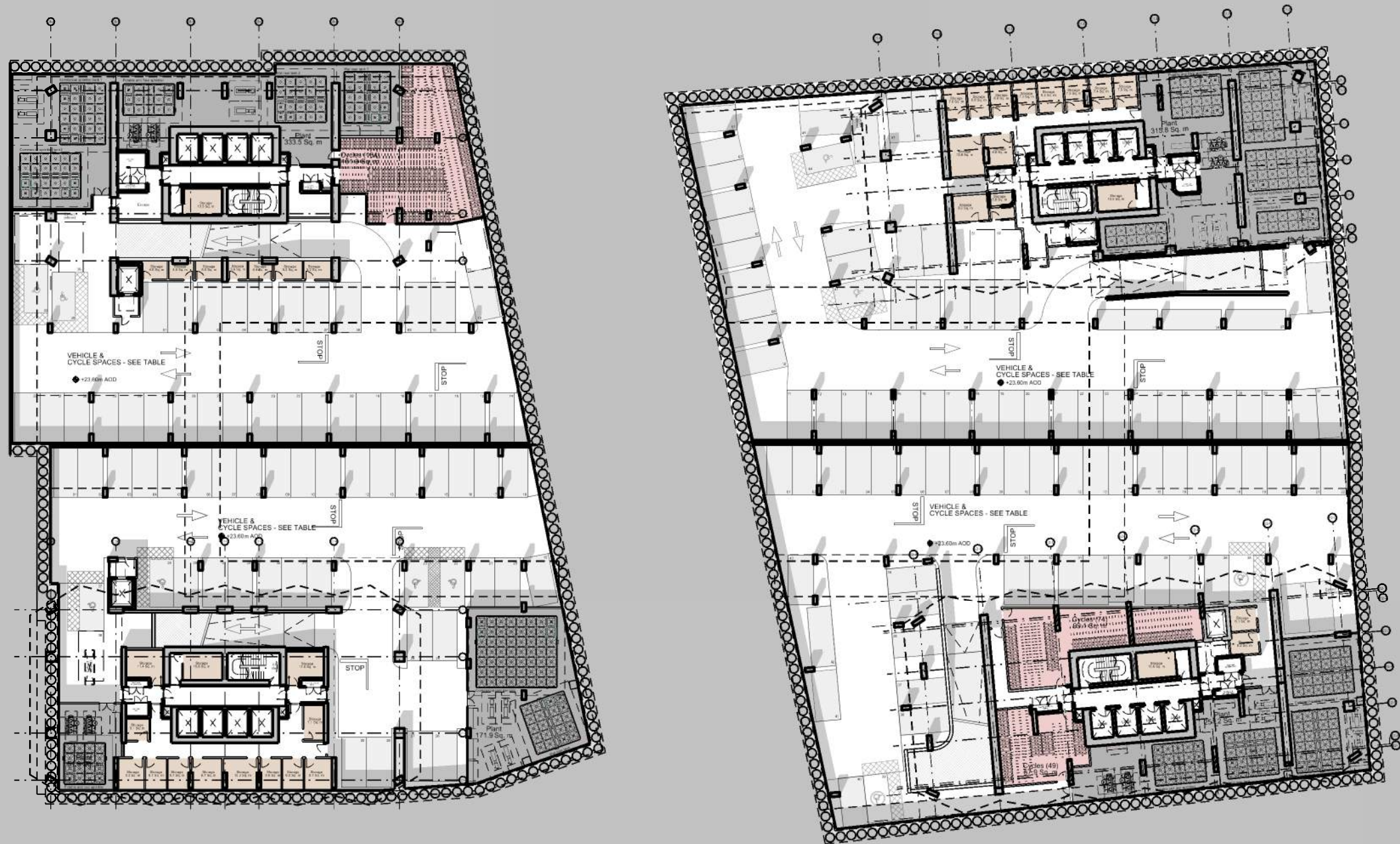
Drawing No
Z1-SHP-G100-PL-B2-B5D801

Revision
X01

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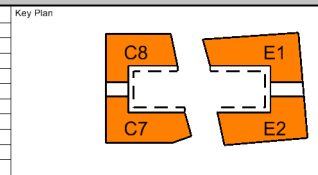
Scale Bar

0 10 20m

NOTE: CAR PARKING		C7	C8	E1	E2
B1	2.5x5m	29	27	43	33
	Tandem	2	33	2	48
	Accessible	1	2	3	2
B2	2.5x5m (2.5x4.8m)	38	38	45	38 (1)
	Tandem	1	36	1	50
	Accessible	1	2	3	2
B3	2.5x5m (2.5x4.8m)	33	30	48	40 (1)
	Tandem	1	38	4	52
	Accessible	4	2	2	2
Total		66%	100(25%)	66%	100(25%)

CYCLES	C7	C8	E1	E2
	236	130	281	116
	186	108	170	212
	0	184	0	123
	422	422	451	451
	100%	100%	100%	100%

Rev	Date	Description
XB1	20.04.2023	Planning Issue



Project Title
Crown Street Phase 3
Manchester

Status
Planning

Drawing Title
Zone 1 - Basement Level 03
Site Plan

Job No
10418

Scale
1:500

Drawing No
Z1-SHP-G100-PL-B3-B5D801

Revision
X01

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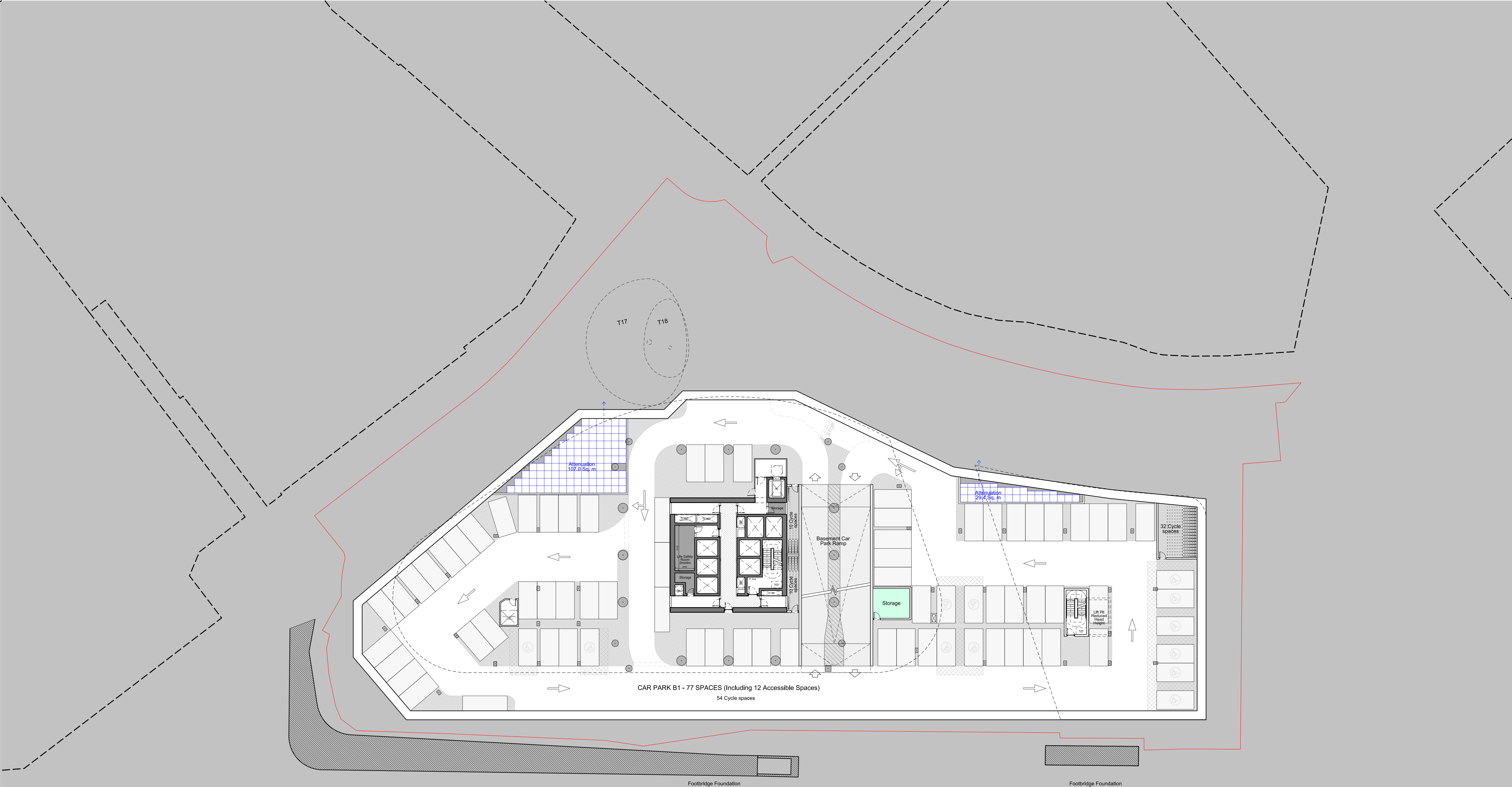
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Commercial	NIA (m2)	GIA (m2)	GEA (m2)
C7-1	72.4		
C7-2	62.8		
C7-3	40.2		
C7	175.4	209.7	237.6
C8-1	67.2		
C8-2	66		
C8-3	50.4		
C8	183.6	205.3	236.9
E1-1	94.1		
E1-2	103.3		
E1-3	56.2		
E1-4	39.2		
E1-5	32.4		
E1	325.2	376.4	424.7
E2-1	169.9		
E2-2	44.1		
E2-3	66.5		
E2	280.5	312.3	363.7
TOTAL	964.7	1103.7	1262.9

Total GIA
186,006

Total NIA
119,124



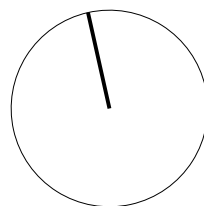
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Scale Bar

0 10 20m

NOTE:

NORTH



Rev	Date	Description
P 01	20-04-2023	Planning Issue

Project Title
Great Jackson Street - Plot D
Manchester

Status
Planning

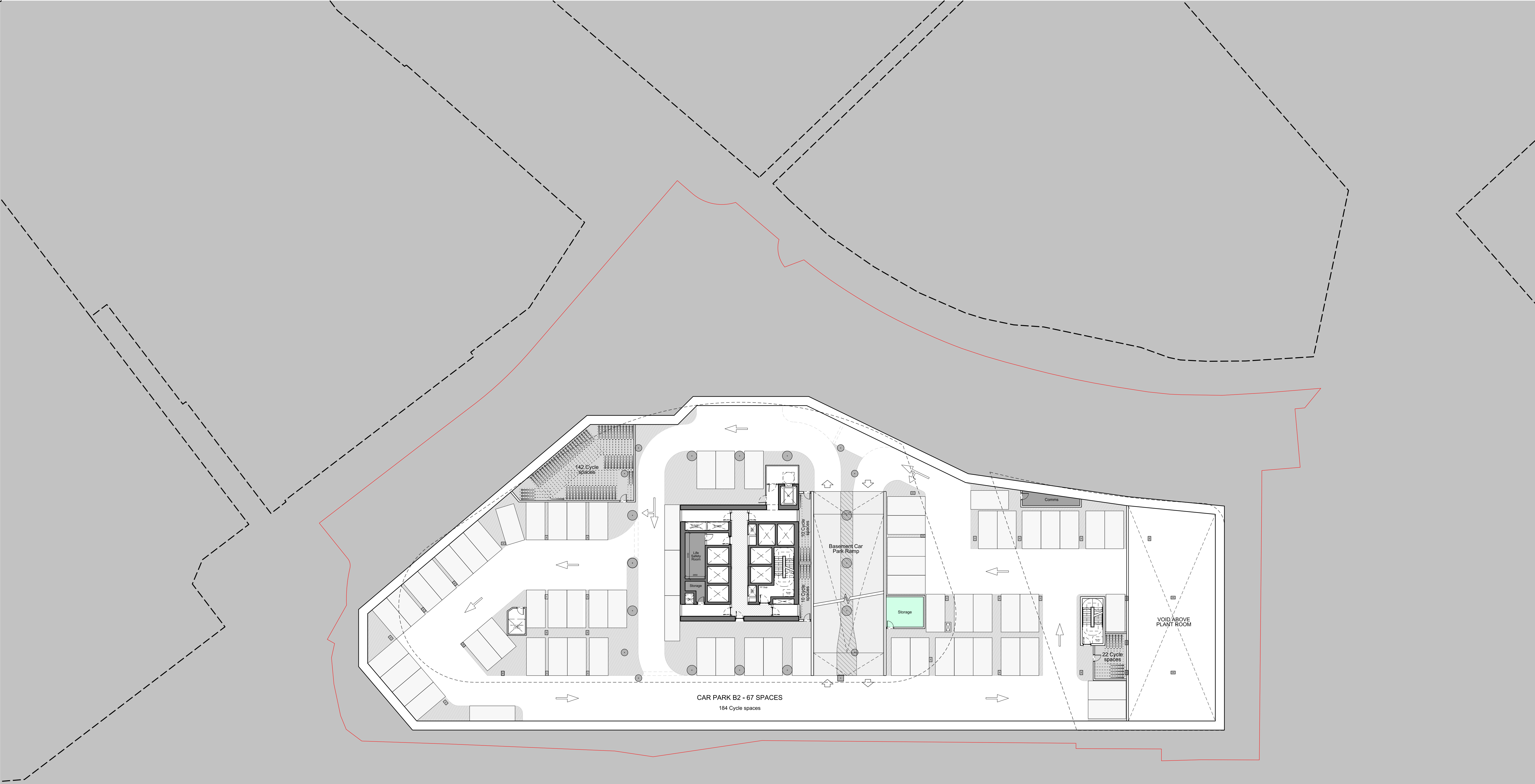
Drawing Title
Z1 Site
Level B1 Plan

Job No 10419	Scale 1:250 @ A1	Date APR 2023
Drawing No 10419-Z1-SHP-G100-PL-B1-B5D801	Revision P 01	

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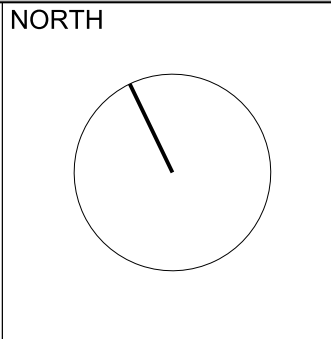


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Scale Bar

0 10 20m

NOTE:



Rev	Date	Description
P 01	20-04-2023	Planning Issue

Project Title

Great Jackson Street - Plot D
Manchester

Status

Planning

Drawing Title

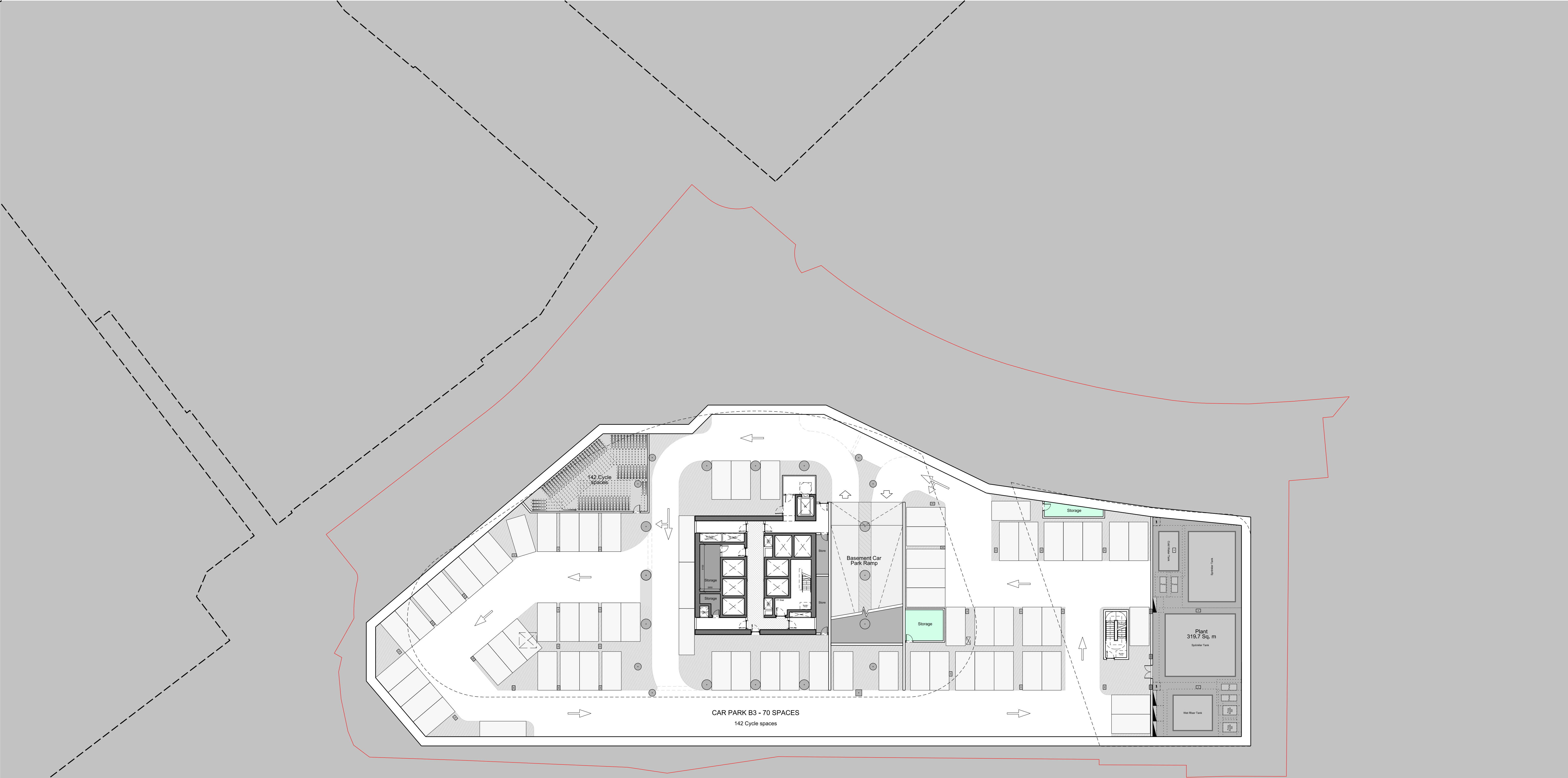
Z1 Site
Level B2 Plan

Job No	Scale	Date
10419	1:250 @ A1	APR 2023
Drawing No	Revision	
10419-Z1-SHP-G100-PL-B2-B5D801	P 01	

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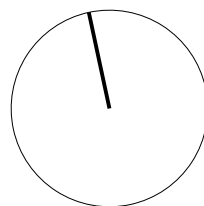
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Scale Bar

0 10 20m

NOTE:

NORTH



Rev	Date	Description
P 01	20-04-2023	Planning Issue

Project Title
Great Jackson Street - Plot D
Manchester

Status
Planning

Drawing Title
Z1 Site
Level B3 Plan

Job No 10419	Scale 1:250 @ A1	Date APR 2023
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Drawing No
10419-Z1-SHP-G100-PL-B3-B5D801

Revision
P 01

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simpsonhaugh	Great Jackson Street - Plot D Residential Area Schedule	16/01/2023
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LEVEL	FL-FL	HEIGHT	HEIGHT (AOD)	STUDIO (1b 1p)	1 BED APT (1b 2p)	2 BED APT (2b 4p)	3 BED APT (3b 6p)	TOTAL NO. RESI UNITS
				(min. 42 sqm)	(min. 50 sqm)	(min. 70 sqm)	(min. 81 sqm)	
LEVEL 00	4000	0	33450					
LEVEL 01	3625	4000	37450					
LEVEL 02	2338	7625	41075					
LEVEL 03	2338	9962.5	43412.5					
LEVEL 04	2850	12300	45750	1	5	4	1	11
LEVEL 05	2850	15150	48600	0	2	8	0	10
LEVEL 06	2850	18000	51450	1	5	4	1	11
LEVEL 07	2850	20850	54300	0	2	8	0	10
LEVEL 08	2850	23700	57150	1	5	4	1	11
LEVEL 09	2850	26550	60000	0	2	8	0	10
LEVEL 10	2850	29400	62850	1	5	4	1	11
LEVEL 11	2850	32250	65700	0	2	8	0	10
LEVEL 12	2850	35100	68550	1	5	4	1	11
LEVEL 13	2850	37950	71400	0	2	8	0	10
LEVEL 14	2850	40800	74250	1	5	4	1	11
LEVEL 15	2850	43650	77100	0	2	8	0	10
LEVEL 16	2850	46500	79950	1	5	4	1	11
LEVEL 17	2850	49350	82800	0	2	8	0	10
LEVEL 18	2850	52200	85650	1	5	4	1	11
LEVEL 19	2850	55050	88500	0	2	8	0	10
LEVEL 20	2850	57900	91350	1	5	4	1	11
LEVEL 21	2850	60750	94200	0	2	8	0	10
LEVEL 22	2850	63600	97050	1	5	4	1	11
LEVEL 23	2850	66450	99900	0	2	8	0	10
LEVEL 24	2850	69300	102750	1	5	4	1	11
LEVEL 25	2850	72150	105600	0	2	8	0	10
LEVEL 26	2850	75000	108450	1	5	4	1	11
LEVEL 27	2850	77850	111300	0	2	8	0	10
LEVEL 28	2850	80700	114150	1	5	4	1	11
LEVEL 29	2850	83550	117000	0	2	8	0	10
LEVEL 30	2850	86400	119850	1	5	4	1	11
LEVEL 31	2850	89250	122700	0	2	8	0	10
LEVEL 32	2850	92100	125550	1	5	4	1	11
LEVEL 33	2850	94950	128400	0	2	8	0	10
LEVEL 34	2850	97800	131250	1	5	4	1	11
LEVEL 35	2850	100650	134100	0	2	8	0	10
LEVEL 36	2850	103500	136950	0	3	6	1	10
LEVEL 37	2850	106350	139800	0	2	8	0	10
LEVEL 38	2850	109200	142650	0	3	6	1	10
LEVEL 39	2850	112050	145500	0	2	8	0	10
LEVEL 40	2850	114900	148350	0	3	6	1	10
LEVEL 41	2850	117750	151200	0	2	8	0	10
LEVEL 42	2850	120600	154050	0	3	6	1	10
LEVEL 43	2850	123450	156900	0	2	8	0	10
LEVEL 44	2850	126300	159750	0	3	6	1	10
LEVEL 45	2850	129150	162600	0	2	8	0	10
LEVEL 46	2850	132000	165450	0	3	6	1	10
LEVEL 47	2850	134850	168300	0	2	8	0	10
LEVEL 48	2850	137700	171150	0	3	6	1	10
LEVEL 49	2850	140550	174000	0	2	8	0	10
LEVEL 50	2850	143400	176850	0	3	6	1	10
LEVEL 51	2850	146250	179700	0	2	8	0	10
LEVEL 52	2850	149100	182550	0	3	6	1	10
LEVEL 53	2850	151950	185400	0	2	8	0	10
LEVEL 54	2850	154800	188250	0	3	6	1	10
LEVEL 55	2850	157650	191100	0	2	8	0	10
LEVEL 56	2850	160500	193950	0	3	6	1	10
LEVEL 57	2850	163350	196800	0	2	8	0	10
LEVEL 58	2850	166200	199650	0	3	6	1	10
LEVEL 59	2850	169050	202500	0	2	8	0	10
LEVEL 60	2850	171900	205350	0	3	6	1	10
LEVEL 61	2850	174750	208200	0	2	8	0	10
LEVEL 62	2850	177600	211050	0	3	6	1	10
LEVEL 63	2850	180450	213900	0	2	8	0	10

LEVEL 64	2850	183300	216750	0	3	6	1	10
LEVEL 65	3250	186150	219600	0	2	8	0	10
LEVEL 66 Penthouse	3500	189400	222850	0	0	0	6	6
LEVEL 67	3500	192900	226350					
LEVEL 68	3500	196400	229850					
LEVEL 69	3500	199900	233350					
LEVEL 70	4700	203400	236850					
ROOF	4900	208100	241550					
TOP		213000	246450					
Totals				16	187	402	37	642
Unit Mix %				2.5%	29.1%	62.6%	5.8%	
				31.6%				

Notes:

*Areas measured according to RICS Code of Measuring Practice - 6th Ed.

*NIA excludes structural columns within units and party walls between different use types. This figure should not be used as the residential net sales area which includes structural elements.

*GIA figure excludes external plant.

*GEA /GIA excludes voids above base level.

*These areas relate to the relevant areas of the building at the current state of scheme design.

*Any decisions to be made on the basis of these measurements, whether as to the project viability, pre-letting, Lease agreements or otherwise should include due allowance for the increases and decreases inherent in the design development and construction proce

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