

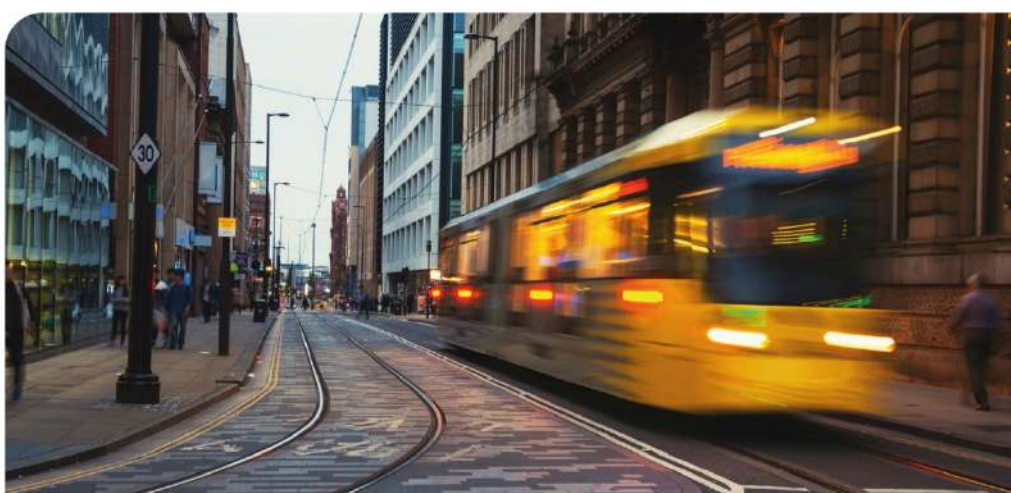


FSC MCR Ltd

Land at Irk Street, Manchester

Transport Statement

August 2023



FSC MCR Ltd

Land at Irk Street, Manchester

Transport Statement

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APPENDICES

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APPENDIX C TRICS Output – ‘Pub / Restaurant’

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by FSC MCR Ltd (the 'Applicant') to provide transport planning and highways advice in relation to an application for full planning permission for the temporary change of use of the site and existing buildings to an arts and cultural venue/event space (Sui Generis), with associated food and drink space (Flexible Use Class E / Sui Generis).

1.1.2 The site will be a new multi-space events and hospitality venue including the following elements:

- The Garden – this area of the site will extend to 645 sqm and will comprise a green beer garden, owing to the inclusion of moveable planters. The Garden will accommodate up to c.150no. people.
- The Club – this area of the site will comprise an existing building (289 sqm) and 95 sqm of external space, which will function as a main performance space. The Club will accommodate, for example, comedy, big screen sports events and markets. The area will have capacity for c.300no. standing / c.250no. seated; and
- The Shed – this area of the site will comprise an existing building (224 sqm) and 108 sqm of external space. The Shed will be a casual food and drink venue, comprising a seating area with a capacity of c.80no. people.

1.1.3 The Applicant is seeking temporary planning permission for a period of two years only.

1.1.4 The development site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Development Site Boundary (source : GIA Chartered Surveyors)



- 1.1.5 The Applicant currently operates GRUB at 50 Red Bank, which is food venue and events spaces including three bars, indoor seating and performance spaces. In March 2023, the Applicant secured planning consent (Planning Ref: 136056/FO/2023) for the continuation of the temporary use at 50 Red Bank for a further 3 years until July 2026.

1.2 Planning History

- 1.2.1 The development site forms part of a wider site that received planning permission (Application Ref: 116366/FO/2017) in August 2017 for a residential-led development consisting of 4no. residential blocks providing 756no. apartments. The development site includes 'Plot 4' which comprised a 40-storey residential block.
- 1.2.2 It is expected that the previously consented 'Plot 4' residential block will form part of the future development of the site, and therefore the proposed development comprises a meanwhile use ahead of 'Plot 4' being developed.

1.3 Methodology

- 1.3.1 The Transport Statement (TS) has been prepared to assess the development proposals, with consideration to parking provision, vehicular and pedestrian access, expected trip generation, accessibility by sustainable modes of travel and servicing arrangements.
- 1.3.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.3.3 Scoping correspondence has been received from Manchester City Council (MCC) Highways and is attached in [Appendix A](#).
- 1.3.4 A site visit was conducted on Wednesday 24th May 2023.
- 1.3.5 An Interim Travel Plan (ITP) has also been produced to accompany the planning application, which sets out a framework to encourage sustainable travel and reduce single-occupancy car trips amongst future visitors and staff.

1.4 Report Structure

- 1.4.1 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location and local highway network;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing and parking;

- Chapter 4 details accessibility by non-car modes, including public transport, cycling and on foot;
- Chapter 5 details the expected trip generation and traffic impact; and
- Chapter 6 summarises and concludes the findings of the report.

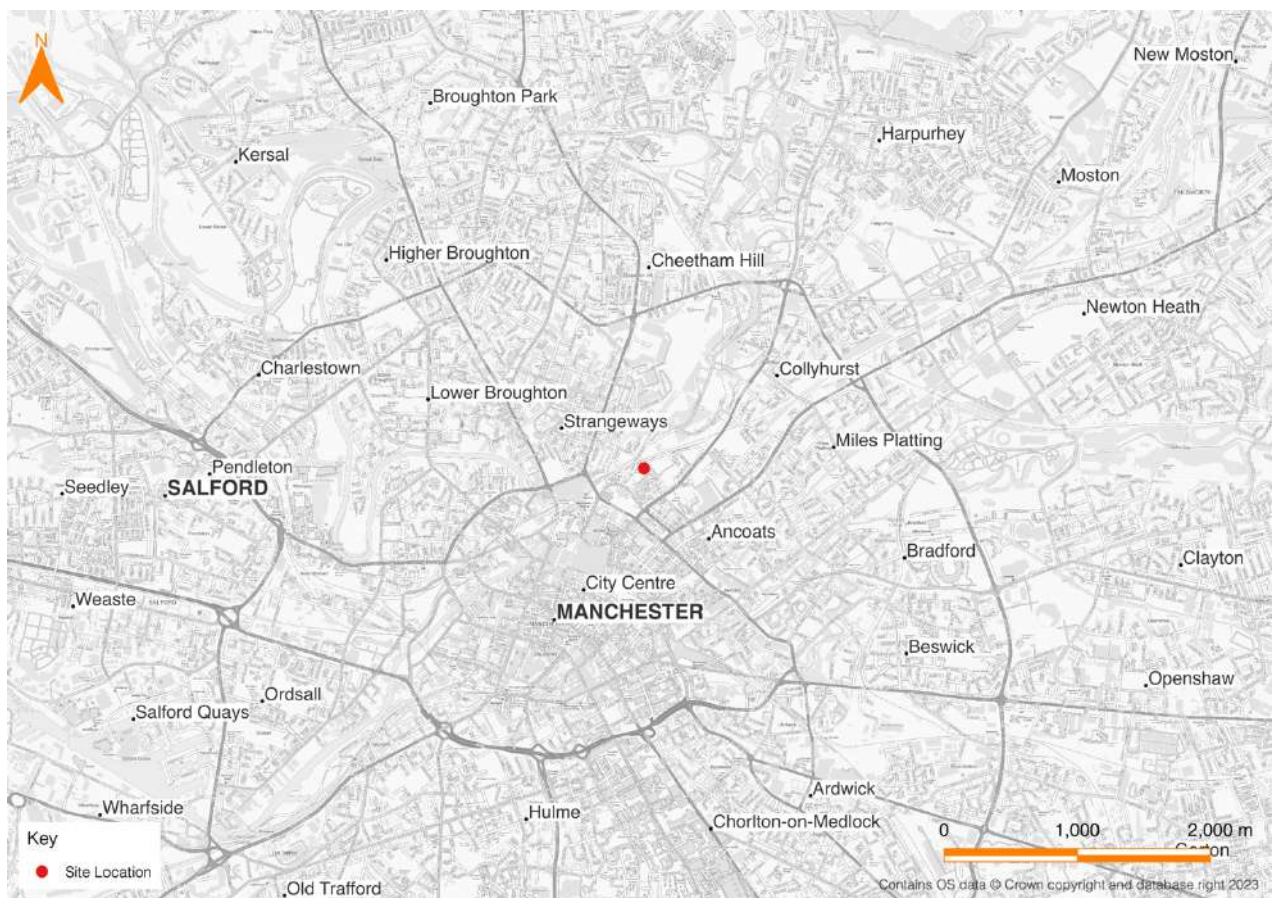
2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The site is located on Irk Street on the edge of Manchester City Centre, c.500m northeast of Manchester Victoria Station and c.700m southeast of Strangeways.

2.1.2 The strategic site location is shown in [Figure 2.1](#).

Figure 2.1 : Strategic Site Location



2.1.3 The site currently comprises a former vehicle servicing business as shown in [Photograph 2.1](#). All buildings within the curtilage of the site are currently vacant.

Photograph 2.1 : Existing Site – Vehicle Servicing Business



2.1.4 Adjacent to the site, but not within the site boundary, is a microbrewery company (Blackjack Brewing) which will remain operational, as shown in [Photograph 2.2](#).

Photograph 2.2 : Existing Microbrewery (Blackjack Brewing)



2.2 Local Highway Network

2.2.1 The site is bound to the north by Gould Street, to the west by Irk Street and to the south / east by Angel Meadow Park. The site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



2.2.2 There are 2no. existing stepped pedestrian accesses to the site. The pedestrian access from Angel Meadow Park is shown in Photograph 2.3 and the pedestrian access from Gould Street is shown in Photograph 2.4.

Photograph 2.3 : Pedestrian Access from Angel Meadows Park



Photograph 2.4 : Pedestrian Access from Gould Street



Irk Street

2.2.3 The existing conditions along Irk Street adjacent to the site are detailed in [Table 2.1](#). Irk Street is also shown in [Photograph 2.5](#) and [Photograph 2.6](#).

Table 2.1 : Irk Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m (both sides)
Road Type	Two-way single carriageway (cobbled)	Pedestrian Facilities	Dropped kerbs at junctions
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.4.5m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	No

Photograph 2.5 : Irk Street - Northbound



Photograph 2.6 : Irk Street from Gould Street



Dantzig Street

- 2.2.4 Irk Street is accessed via Dantzig Street. The existing conditions along Dantzig Street adjacent to the site are detailed in [Table 2.2](#). Dantzig Street is also shown in [Photograph 2.7](#) to [Photograph 2.9](#).

Table 2.2 : Dantzic Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0 - 3.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Zebra crossing adjacent to junction with Irk Street
Speed Limit	20 / 30 mph	Cycle Facilities	No
Carriageway Width	c.7.5m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.7 : Dantzic Street - Southbound



2.2.5 As shown in **Photograph 2.7**, directly adjacent to Irk Street, Dantzic Street has a speed limit of 20 mph. A speed limit change, from 30 mph, occurs to the north of the zebra crossing.

Photograph 2.8 : Dantzic Street - Northbound



2.2.6 As shown in Photograph 2.8, there is currently ongoing construction work to the east on Dantzic Street.

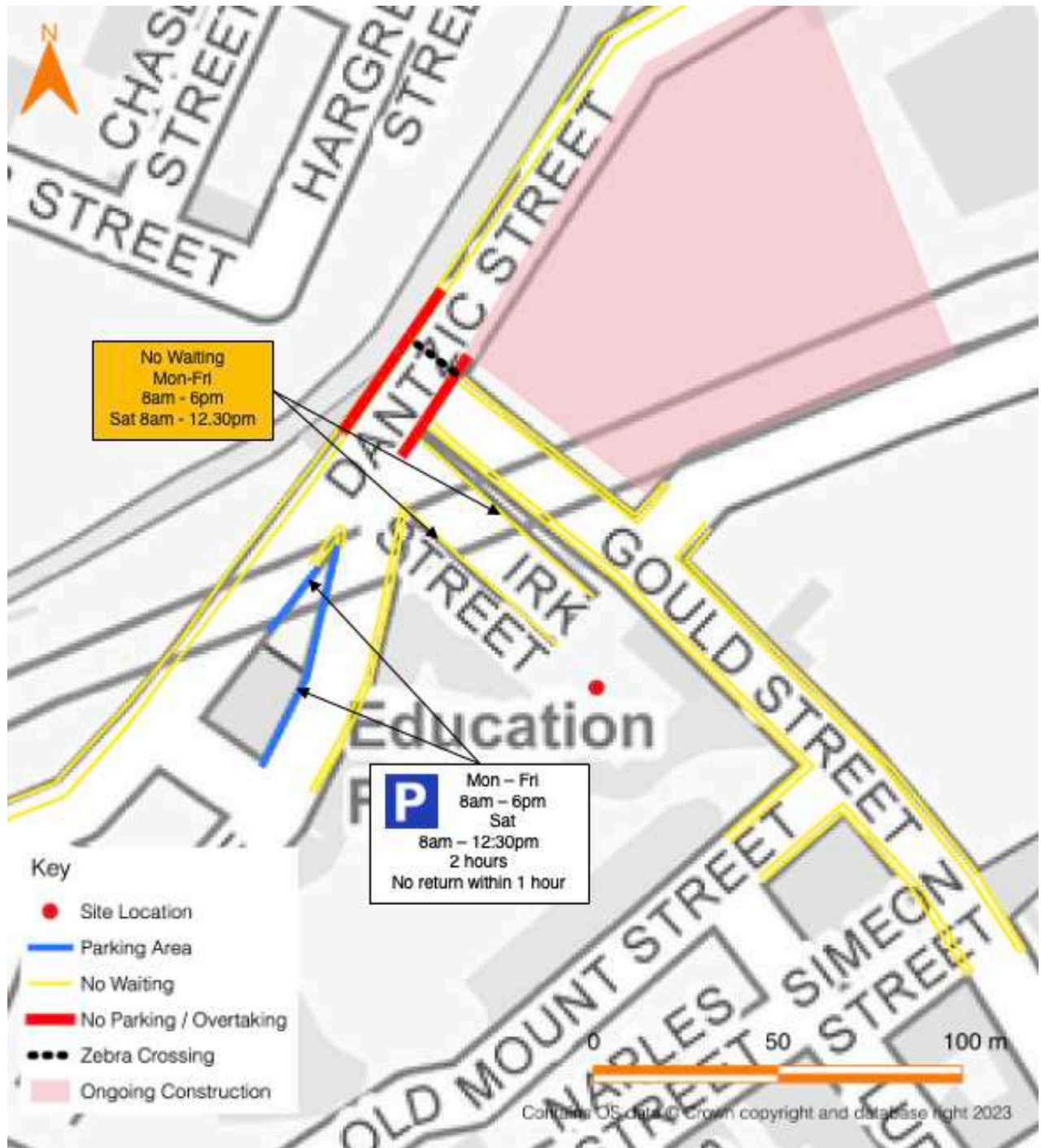
Photograph 2.9 : Dantzic Street – Zebra Crossing



2.3 Existing Local Parking Provision

2.3.1 Figure 2.3 provides a map of existing TROs on the local highway network restricting on-street parking and designated areas for on-street parking. The area includes Dantzic Street, Irk Street, Gould Street and Aspin Lane in the vicinity of the site.

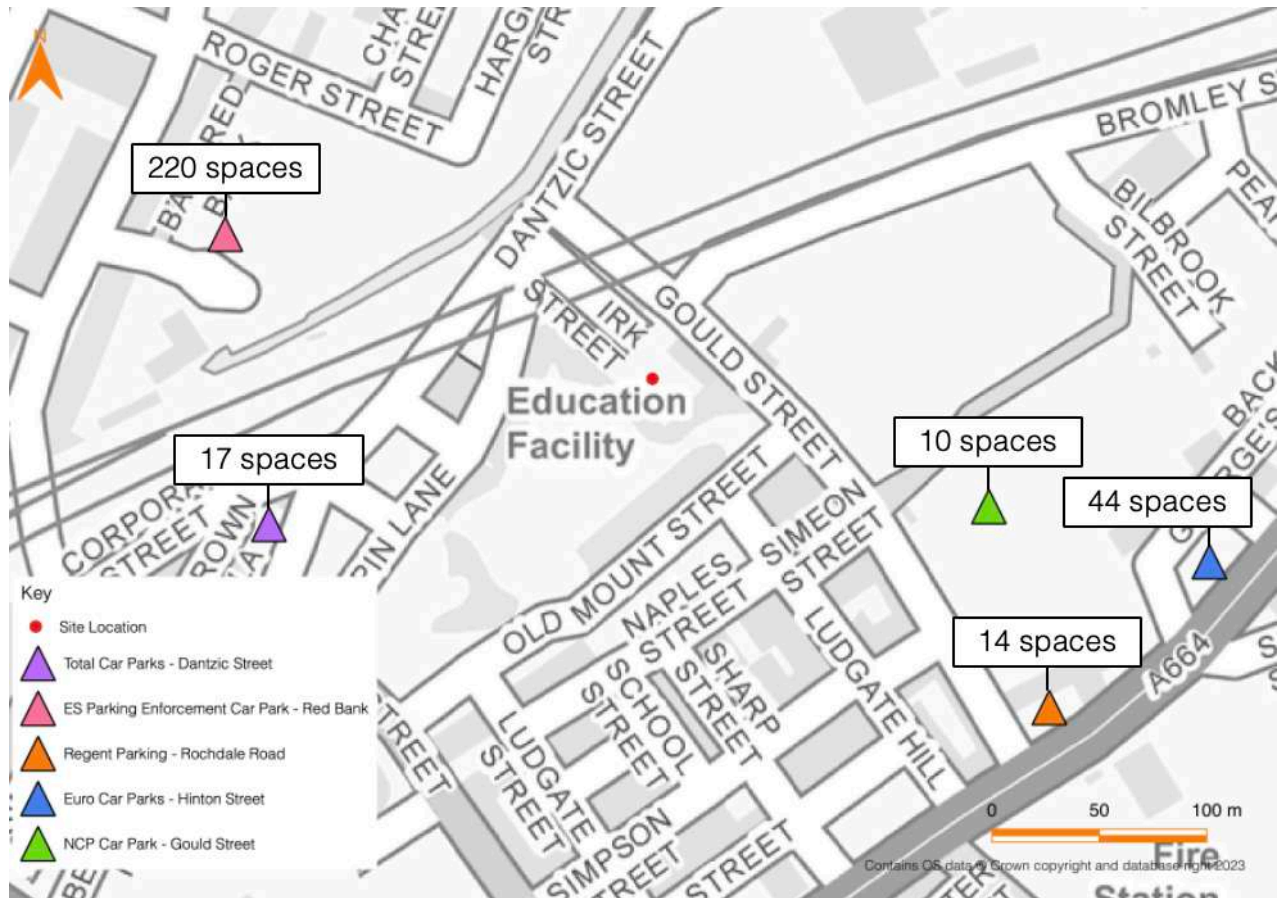
Figure 2.3 : Parking Restrictions Map



2.3.2 As shown in Figure 2.3, No Waiting (Mon-Fri 8am-6pm and Sat 8am-12.30pm) is in place along Irk Street. Dantzic Street, Gould Street and Aspin Lane all feature double yellow lanes to prevent on-street parking. On-street parking bays are available on Dantzic Street and Aspin Lane.

2.3.3 Although there are parking restrictions in the immediate vicinity of the site, car parks are available within a short walk from the site. Figure 2.4 provides a map of public car parks within a 5-minute walk of the development site.

Figure 2.4 : Local Car Parks



2.3.4 As shown in Figure 2.4, there are several public car parks within a short walk from the development site.

2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoWs) within the site boundary or along the vicinity of the site.

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development will see the temporary change of use of the site and existing buildings to an arts and cultural venue/event space (Sui Generis), with associated food and drink space (Flexible Use Class E / Sui Generis).

3.1.2 The proposed development will have the following elements:

- The Shed – casual food and drink venue, comprising a dining area, open kitchen space and small outside area;
- The Club – main performance space at the venue which will accommodate various events including comedy, big screen sports, kids clubs and markets; and
- The Garden – external green beer garden.

3.1.3 The different areas proposed at the development site are indicated in [Figure 3.1](#).

Figure 3.1 : Proposed Site Plan (source : FSC MCR Ltd)



3.1.4 'The Shed' will include 224 sqm of internal space and 108 sqm of external space. 'The Club' will include 289 sqm of internal events space and 95 sqm of external space, and 'The Garden' includes an external area of 645 sqm.

3.1.5 The proposed site layout is shown in Figure 3.2 and attached in Appendix B.

Figure 3.2 : Proposed Site Plan (source : GIA Chartered Surveyors)



3.1.6 'The Shed' and 'The Garden' will have a target capacity for c.80 people and c.150 people respectively. 'The Club' is expected to have capacity for c.300no. standing / c.250no. seated.

3.1.7 Based on the maximum capacities, it is expected that the development site will attract a maximum of c.500 people on weekends in the summer period, when the 'The Club' is accommodating a capacity event and good weather means the external spaces are fully occupied, although it is likely that the average attendance will be much lower day to day. During the week, daily patronage is expected to reach 100 people.

3.1.8 It is anticipated that 'The Shed' and 'The Garden' will be open a maximum of 6 days a week, whilst 'The Club' will be used only for ticketed and privately booked events on an ad hoc basis. Sales would stop by 11pm and the exterior areas would be cleared by 10pm followed by the interior areas cleared by 12 midnight.

3.1.9 The venue will employ a maximum of 30no. members of staff, including 3no. / 4no. full-time staff.

3.2 Site Access Arrangement

3.2.1 Access and egress for all deliveries will be via the main entrance on Irk Street, which will remain as existing.

3.2.2 Access and egress for all public events at the venue will be signposted and encouraged via the main entrance on Irk Street.

3.2.3 Vehicular access to the development site will not be permitted, other than for deliveries (LGVs) which will take place when visitors are not present. No car parking is proposed at the development site.

3.2.4 It is expected that taxi drop-off and pick-up will take place on Dantzic Street, where there is sufficient space for drop-off/ pick-up to take place on one side of the carriageway without obstructing two-way traffic movement. Taxi drop-off and pick-up may also take place from Gould Street (by the stepped access), and again without obstructing two-way traffic movement.

3.2.5 It is likely that peak taxi use will occur outside the AM and PM peak periods when there are reduced levels of background traffic and on-street parking.

3.2.6 It is therefore considered that taxi drop-off / pick-up could take place from Dantzic Street and Gould Street without causing highway safety issues. This same conclusion applies to drop-off and pickup by private vehicles.

3.2.7 The Applicant has confirmed that there have never been any issues at their existing similar venues in Manchester involving taxis or vehicle waiting to drop-off or pick-up.

3.2.8 The stepped pedestrian access from Angel Meadow (described in [Chapter 2](#)) will be maintained, with access controlled with a secure gate where necessary to protect licensing objectives and the impact on the park area.

3.2.9 It is not anticipated that the events at the venue will generate a need for a formalised queueing system, but this would be put in place whenever necessary (when access arrangements result in an excess of visitors waiting on the public highway outside the venue).

3.3 Servicing and Delivery Arrangements

3.3.1 All deliveries are to be restricted between 07:30 to 20:00 Monday to Saturday and 10:00 to 18:00 for Sundays / Bank Holidays. No delivery vehicles will be permitted when members of the public are within the site.

- 3.3.2 It is anticipated that deliveries will typically be made during office opening hours (weekdays 10:00 – 16:00), with the majority arriving on Wednesdays. There will be a maximum of six deliveries in any week, with deliveries made by LGVs and not HGV's. Vehicles will be directed to park and turn within 'The Garden' area and will not park on street. Delivery vehicles will be managed and supervised by on-site staff.
- 3.3.3 As per the Applicant's existing sites, refuse collection will be undertaken by a fully licensed private contractor, who will regularly visit and empty the general waste, mixed dry recycling and glass recycling bins.
- 3.3.4 On collection days, staff will move the bins along Irk Street so they can be collected by a refuse collection vehicle on Dantzic Street. Following collection, staff will move bins back to a dedicated bin storage area within the development site.
- 3.3.5 The use of a private contractor means that the time and frequency of the bin collections can be controlled by the Applicant, and staff will ensure that the bins are only moved towards Dantzic Street prior to collection and promptly moved back to the on-site storage area following collection.
- 3.3.6 Access for all emergency services will be via Irk Street. The development proposals, including maximum capacities, will be reviewed and approved by third-party fire safety consultants.

3.4 Parking Provision

Car Parking

- 3.4.1 The development proposals do not include any on-site car parking provision.
- 3.4.2 Given the type of uses proposed, development site location and accessibility to sustainable modes of travel (described in [Chapter 4](#)), it is expected that most visitors and staff will travel using non-car modes, such as walking, cycling and public transport. The Applicant has also advised that based on their experience operating similar existing sites in Manchester, it is expected the majority of their target demographic will arrive and depart on foot.
- 3.4.3 On this basis, it is expected that private car use and parking demand will be limited.
- 3.4.4 As described in [Chapter 2](#), there are several TROs restricting or preventing inappropriate parking on the local highway network.
- 3.4.5 For the limited number of visitors and staff that choose to travel by car, there are several existing public car parks available within a 5-minute walk of the development site, also as described in [Chapter 2](#).

Cycle Parking

3.4.6 MCC's cycle parking standards are detailed in 'Manchester's Local Development Framework Core Strategy Development Plan' document, adopted in July 2012. Table 3.1 provides a summary of MCC's cycle parking standards for the proposed land uses.

Table 3.1 : MCC Cycle Parking Standards

Land Use	Minimum Standard	Internal Floor Area	Cycle Spaces Required (Min)
A3 : Restaurants and Cafes	1 space per 50 sqm Minimum of 2 spaces	224 sqm	5 spaces
D2 : Assembly and Leisure Other Leisure Facilities	1 space per 140 sqm Minimum of 2 spaces	289 sqm	2 spaces
Total			7 spaces

3.4.7 The development proposals include 8no. cycle parking spaces, which exceeds MCC's minimum parking standards for the proposed uses. The proposed cycle parking will be located in a secure shelter, such as the one shown in Figure 3.3.

Figure 3.3 : Example Cycle Shelter



4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

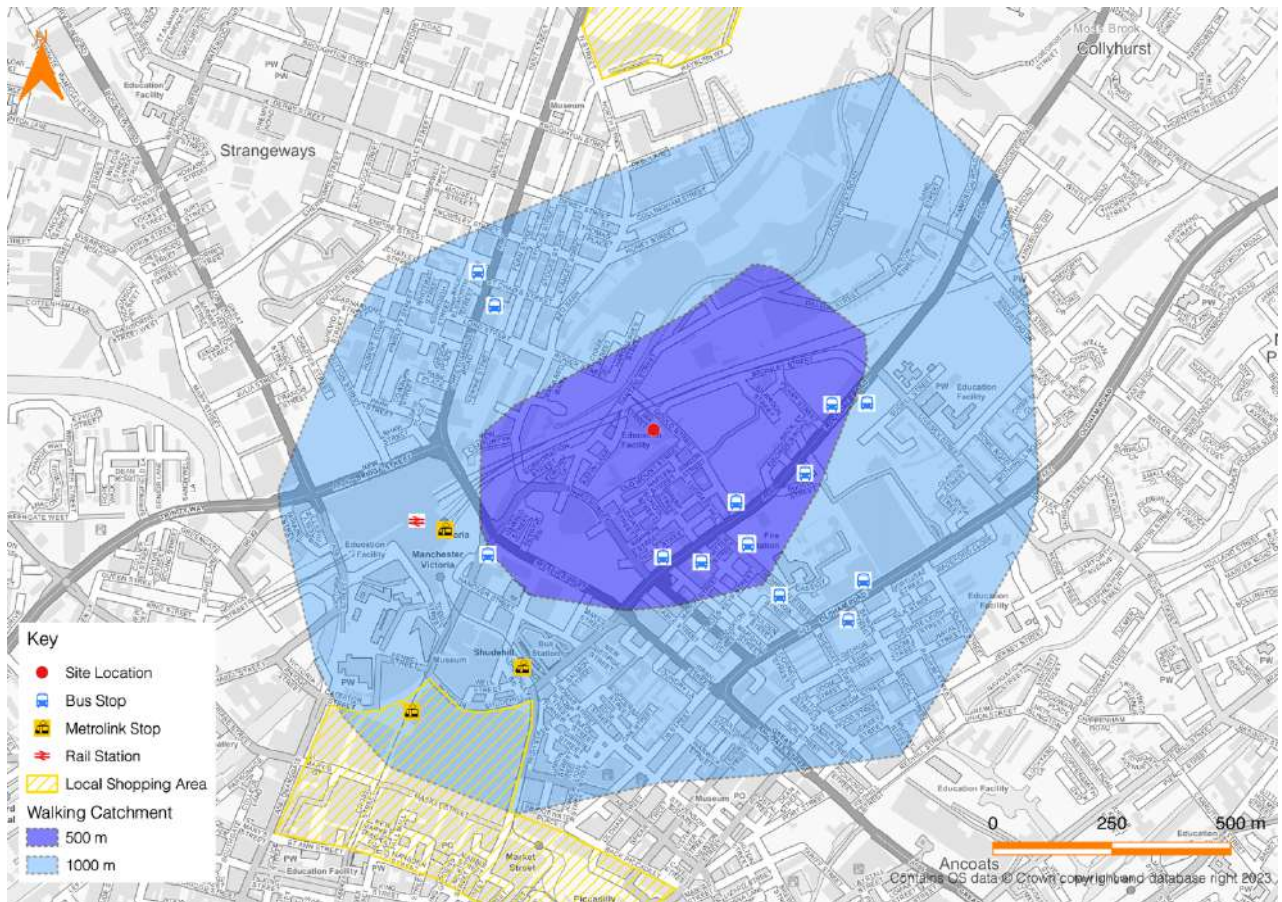
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.3 [Figure 4.1](#) presents the local amenities accessible within 500m, 1000m and 2000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.4 Table 4.2 provides an indication of the distances / approximate walking times to local transport links and key areas. The distances have been measured from the access to the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Transport Links and Key Areas – Distances and Walking Times

Amenity	Distance	Average Walking Time
Northbound Bus Stop on Rochdale Road	320m	4 minutes
Southbound Bus Stop on Rochdale Road	420m	5 minutes
Manchester Victoria Railway Station	650m	8 minutes
Manchester Victoria Metrolink Stop	650m	8 minutes
Manchester Arndale Shopping Centre	900m	11 minutes

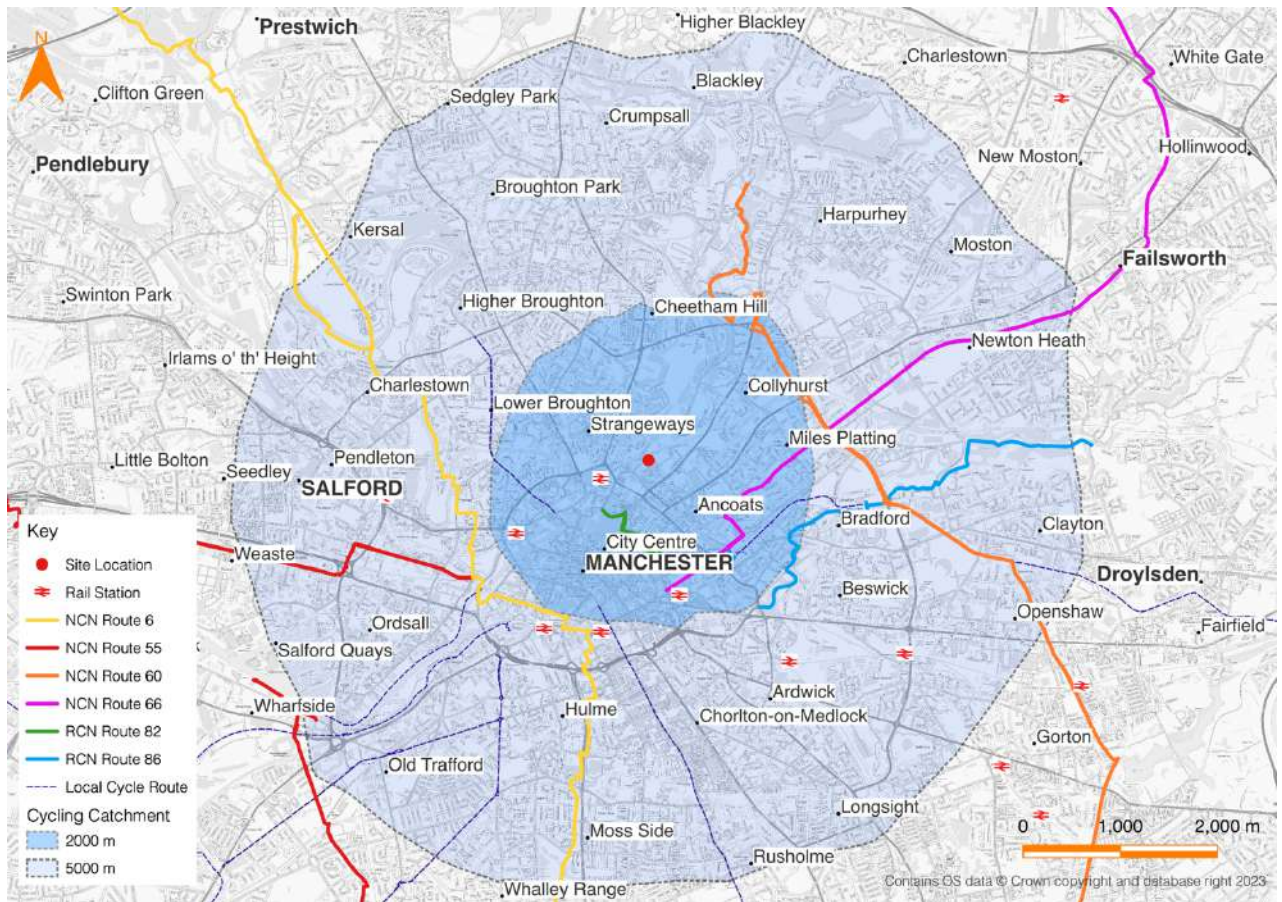
4.2.5 As summarised in Table 4.2, bus stops on Rochdale Road are located with a 5-minute walk from the development site, and Manchester Victoria Railway Station and Metrolink Stop are located with an 8-minute walk from the development site.

- 4.2.6 The site is also within c.900m (11-minute walk) of the main shopping area in Manchester City Centre surrounding the Manchester Arndale Shopping Centre, Market Street and Exchange Square.
- 4.2.7 Considering the existing footway provision and pedestrian infrastructure, and the development site's proximity to surrounding residential areas and Manchester City Centre, walking will be a convenient and well utilised method of travel for future visitors and staff, particularly as an alternative to private car trips.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *"two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people"*. Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Area



4.3.3 In addition to national and regional cycle routes, there are also local cycle routes accessible within close proximity to the site, as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.4 As shown in Figure 4.3, in the vicinity of the development site, Dantzic Street has an on-road route and Rochdale Road includes on-road cycle routes. In addition, many roads in the local area and Manchester City Centre are subject to a 20 mph speed limits and therefore conducive for cycling.

4.3.5 In consideration of the extensive cycle network within the vicinity of the development site that includes national, regional and local routes, cycling is a realistic method of travel for future visitors and staff, particularly as an alternative to private car trips.

4.4 Public Transport

Local Bus Services

4.4.1 As shown in Figure 4.1, the closest bus stops are located on Rochdale Road within a 5-minute walk from the development site.

4.4.2 Table 4.3 provides a summary of routes and times of local bus services accessible from Rochdale Road.

Table 4.3 : Local Bus Services – Rochdale Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
17 / 17A	Manchester City Centre - Rochdale	6	6	6	4	2
18	Langley – Manchester City Centre – Manchester Royal Infirmary	6	6	4	4	2
56	Middleton – Manchester City Centre	2	2	2	2	No Service
81	Oldham – Manchester City Centre	2	2	2	1	1
112	Middleton – Manchester City Centre	6	4	4	3	2
117	Greengate – Manchester City Centre	2	2	2	2	1
118 / 119	North Manchester General Hospital – Manchester City Centre	6	6	6	4	2
156	Middleton – Manchester City Centre	2	2	2	2	2
163	Bury – Manchester City Centre	4	4	4	4	4

4.4.3 As shown in [Table 4.3](#), there are multiple frequent local bus services available from Rochdale Road, providing access between Manchester City Centre and key residential areas including Oldham, Rochdale, Middleton and Bury. Services are available up to every 10 minutes.

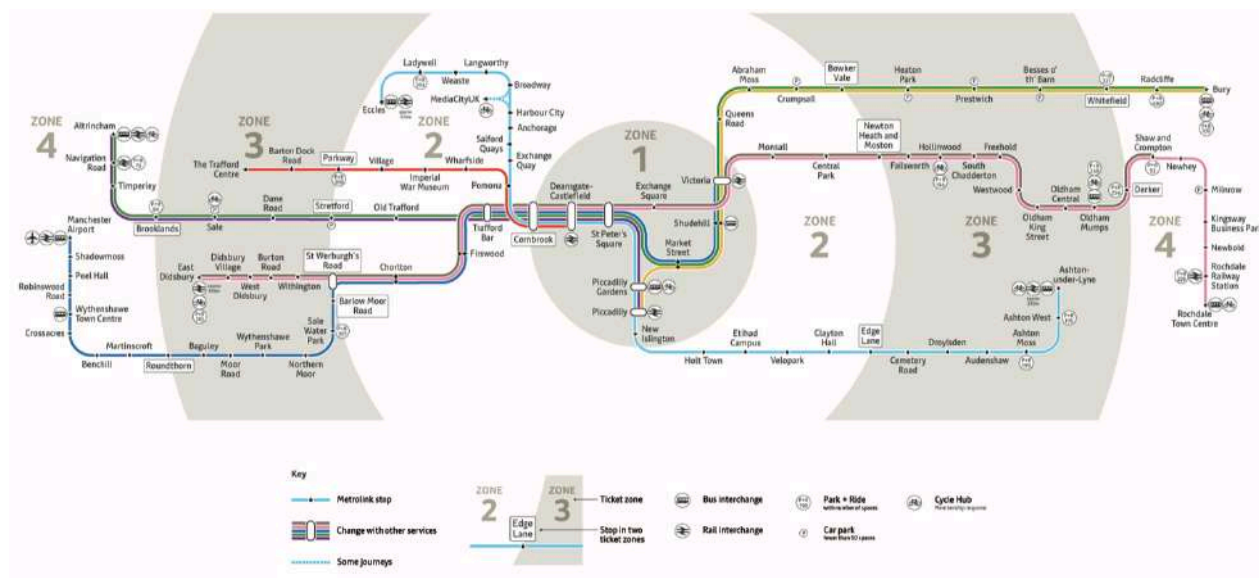
4.4.4 The frequency and variety of services throughout the week and weekend demonstrate that bus travel is a realistic method of travel for future visitors, particularly as an alternative to private car trips.

Metrolink Services

4.4.5 The closest tram stop to the site is Victoria at Manchester Victoria Station c.650m (8-minute walk) to the southwest of the development site.

4.4.6 [Figure 4.5](#) shows a map of the TfGM Metrolink network.

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.4.7 As shown in Figure 4.5, Victoria is a stop on the following lines:

- Navy line : Victoria - Manchester Airport;
- Green line : Bury – Altrincham;
- Yellow line : Bury – Piccadilly;
- Grey line : Shaw and Crompton - East Didsbury; and
- Pink line : Rochdale Town Centre - East Didsbury.

4.4.8 As shown in Figure 4.5, Victoria Metrolink stop provides services to Bury, Altrincham, Piccadilly, Shaw, East Didsbury and Rochdale, as well as all stops along these routes. All services run approximately every 12 minutes.

4.4.9 The site is therefore accessible via the TfGM Metrolink network and provides access to multiple residential areas across Greater Manchester, as well as to other key leisure / shopping areas across Manchester City Centre.

Rail Services

4.4.10 The closest rail station to the site is Victoria Station c.650m (8-minute walk) to the southwest of the development site.

4.4.11 Table 4.4 summarises the direct rail services available from Victoria Station.

Table 4.4 : Direct Rail Services – Victoria Station

Destination	Approx. Frequency	Approx. Journey Time
Stalybridge	1 service / hour	15 minutes
Liverpool Lime Street	2 services / hour	33 minutes
Wigan Wallgate	1 service / hour	45 minutes
Leeds	2 services / hour	1 hour 20 minutes
Newcastle via Leeds	1 service / hour	2 hours 11 minutes
Blackburn via Rochdale	2 services / hour	1 hour
Chester	1 service / hour	55 minutes
Rochdale	2 services / hour	20 minutes
Southport via Bolton	1 service / hour	1 hour 15 minutes
Saltburn via Leeds and York	1 service / hour	2 hours 45 minutes
Rainford	1 service / hour	1 hour
Hull via Leeds	1 service / hour	2 hours
Clitheroe via Blackburn	1 service / hour	1 hour 20 minutes
Newcastle via Leeds and York	1 service / hour	2 hours 10 minutes

4.4.12 Table 4.4 shows that there are multiple frequent services from Manchester Victoria to destinations across the north of England, including Leeds, Newcastle, York, Hull and Wigan. All of these services also access local stations along these routes.

4.4.13 This demonstrates the high accessibility of the site via rail, specifically as an alternative to private car trips for accessing the development site, from locations across the north of England, as well as across Greater Manchester.

4.4.14 The accessibility and frequency of local bus, train and tram services demonstrates the site's sustainable accessibility by public transport, particularly as an alternative to private cars trips for commuting or visitor trips.

4.5 Summary

4.5.1 In summary, the development site has been shown to be accessible by sustainable modes of travel including:

- Good quality footways within the site and on the local highway network providing safe walking routes to public transport connections, surrounding residential areas and key areas in Manchester City Centre;
- A network of national, regional and local cycle routes are available from the development site;

- Frequent and varied bus services are available from Rochdale Road, providing services between Manchester City Centre and destinations including Oldham, Rochdale, Middleton and Bury;
- Metrolink tram services from Victoria Station provide access to multiple locations within Greater Manchester; and
- Direct services are available from Victoria Station to destinations including Leeds, Newcastle, York, Hull and Wigan, as well as local stations along these routes.

4.5.2 Overall, the development site benefits from accessibility to sustainable modes of travel, including walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

4.5.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *“in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location”*.

4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *“applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”*.

5. Trip Generation

5.1 The Shed / The Garden

- 5.1.1 As described previously, given the type of uses proposed, development site location and accessibility to sustainable modes of travel, it is expected that most visitors and staff will travel using non-car modes, such as walking, cycling and public transport. The Applicant has also advised that based on their experience operating similar existing sites in Manchester, it is expected the majority of their target demographic will arrive and depart on foot.
- 5.1.2 That said, to quantify the traffic impact of the proposed food and drink areas on the local highway network, a trip generation exercise has been undertaken for the proposed development. Vehicle trip rates have been derived from the TRICS database (v7.10.1) using the *'Hotel, Food & Drink – Pub / Restaurant'* land use. Full TRICS outputs are attached in [Appendix C](#).
- 5.1.3 TRICS surveys conducted during the COVID-19 pandemic were removed due to the impact of the pandemic on travel behaviour.
- 5.1.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. Therefore, the 'Town Centre' and 'Edge of Town Centre' land uses were selected.
- 5.1.6 The TRICS trip rates have been applied to the 224 sqm of internal space at 'The Shed'. Although 'The Garden' does not include any internal areas, for robustness the TRICS trip rates have also been applied to the 645 sqm of external area.
- 5.1.7 The vehicle TRICS trip rates during the AM and PM peaks for proposed food and drink areas at the site are summarised in [Table 5.1](#).

Table 5.1 : TRICS Trip Rates (Vehicles) – 'Hotel, Food & Drink – Pub / Restaurant'

TRICS Land Use Category	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
<i>'Pub / Restaurant'</i>	0.000	0.000	0.000	1.353	1.648	3.001
The Shed & Garden (869 sqm)	0	0	0	12	14	26

- 5.1.8 As shown in [Table 5.1](#), the proposed food and drink areas at the development site is expected to generate 26 two-way trips during the weekday PM peak. The proposed food and drink areas at the development site are not expected to generate any trips during the weekday AM peak hour.
- 5.1.9 Based on a review of the TRICS sample, many of the sites include a beer garden or outdoor space. On this basis, the trip generation exercise is considered robust as it includes the full external area at 'The Garden', despite there being no internal structures on this element of the development.
- 5.1.10 Based on the robust TRICS trip generation, it is concluded that 'The Shed' and 'The Garden' will have a low impact on the local highway network during peak periods and any parking demand could be comfortably accommodated within existing car parks surrounding the development site.

5.2 The Club

- 5.2.1 It is understood that the 'The Club' will primarily be used on weekends, with events occurring throughout the day and into the evening. The area has a maximum standing capacity of 300no. people.
- 5.2.2 In order to quantify the vehicle trips, typically trip rates would be derived from the TRICS database and applied to the proposed floor area. In this case, TRICS trip rates are not available specifically for the proposed use. Instead, an alternative methodology has been applied, which uses the proportion of people trips to vehicle trips (derived from pub/restaurant use) and applied to the maximum capacity of 300 people at 'The Club'.
- 5.2.3 Although the TRIC pub/restaurant use is not the use proposed at 'The Club', it is a similar social type of use, and therefore it is reasonable to expect that travel behaviour and the proportion of people trips to vehicle trips would be broadly similar. Also, the ratio is being applied to the maximum capacity so represents a worst-case scenario.
- 5.2.4 To determine the people to vehicle ratio, the daily vehicle trip rates has been compared to the daily person trip rates, as summarised in [Table 5.2](#).

Table 5.2 : TRICS Trip Rates (Vehicles) – 'Hotel, Food & Drink – Pub / Restaurant'

TRICS Land Use Category	Daily Trip Rates		
	Arrive	Depart	Total
Total Vehicles	15.118	15.249	30.367
Total People	80.386	80.321	160.707
People to Vehicle Ratio	0.188	0.189	0.189

- 5.2.5 When the people to vehicle ratio of approximately 19% is applied to the maximum capacity of 300 people, this results in a maximum of 57 vehicles generated by 'The Club'.

- 5.2.6 Considering that 'The Club' is likely to be busiest during the evening period, and not during the AM and PM peaks, the traffic impact on the local highway network is expected to be minimal, and any parking demand could be comfortably accommodated within existing car parks available in the local area.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by FSC MCR Ltd to provide transport planning and highways advice in relation to an application for full planning permission for the temporary change of use of the site and existing buildings to an arts and cultural venue/event space (Sui Generis), with associated food and drink space (Flexible Use Class E / Sui Generis).
- 6.1.2 The site will be a new multi-space events and hospitality venue including the following elements:
- The Garden – this area of the site will extend to 645 sqm and will comprise a green beer garden, owing to the inclusion of moveable planters. The Garden will accommodate up to c.150no. people.
 - The Club – this area of the site will comprise an existing building (289 sqm) and 95 sqm of external space, which will function as a main performance space. The Club will accommodate, for example, comedy, big screen sports events and markets. The area will have capacity for c.300no. standing / c.250no. seated; and
 - The Shed – this area of the site will comprise an existing building (224 sqm) and 108 sqm of external space. The Shed will be a casual food and drink venue, comprising a seating area with a capacity of c.80no. people.
- 6.1.3 It is anticipated that ‘The Shed’ and ‘The Garden’ will be open 6 days a week, whilst ‘The Club’ will be used only for ticketed and privately booked events on an ad hoc basis. Sales would stop by 11pm and the exterior areas would be cleared by 10pm followed by the interior areas cleared by 12 midnight.
- 6.1.4 The Applicant is seeking temporary planning permission for a period of two years only ahead of the site's future redevelopment. Therefore, the proposed development comprises a meanwhile use.
- 6.1.5 The analysis in this Transport Statement has been carried in accordance with current policy and guidance. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel for visitors and employees accessing the site.
 - Access and egress for all public events and deliveries will be via the main entrance on Irk Street, which will remain as existing. Vehicular access to the development site will not be permitted, other than for deliveries (LGVs) which will take place when visitors are not present.
 - No car parking is proposed at the development site, although a range of off-site car parks are available within a short walk from the development site.

- All deliveries are to be restricted between 07:30 to 20:00 Monday to Saturday and 10:00 to 18:00 for Sundays/Bank Holidays. No delivery vehicles will be permitted when members of the public are within the site. There will be a maximum of six deliveries in any week, with deliveries made by LGVs and not HGV's.
- Delivery vehicles will be directed to park and turn within 'The Garden' area and will not park on street. Delivery vehicles will be managed and supervised by on-site staff.
- Refuse collections will be undertaken by a fully licensed private contractor, who will regularly visit and empty the general waste, mixed dry recycling and glass recycling bins. On collection days, staff will move the bins along Irk Street so they can be collected by a refuse collection vehicle on Dantzic Street. Following collection, staff will move bins back to a dedicated bin storage area within the development site.
- Secure and covered cycle parking is proposed at the development site, in accordance with MCC cycle parking standards.
- It is expected that most visitors and staff will travel using non-car modes, such as walking, cycling and public transport. The Applicant has also advised that based on their experience operating similar existing sites in Manchester, it is expected the majority of their target demographic will arrive and depart on foot.
- Based on the robust TRICS trip generation, it is concluded that 'The Shed' and 'The Garden' will generate a total of 26 two-way trips during the PM peak hour and will therefore have a low impact on the local highway network, and any parking demand could be comfortably accommodated within existing car parks surrounding the development site. No trips are expected during the AM peak hour.
- It is estimated that an event at 'The Club' with the maximum capacity of 300 people will generate a maximum of 57 vehicles. As this is likely to occur during the evening period, and not during the AM and PM peaks, the traffic impact on the local highway network is expected to be minimal, and any parking demand could be comfortably accommodated within existing car parks available in the local area.
- Based on the estimated trip generation, it is concluded that the proposed development will have a low impact on the local highway network during the peak periods and will not result in a 'severe' impact on the operation of the highway network or highway safety, which according to the NPPF is the threshold under which development should not be prevented or refused.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

MCC Scoping Correspondence

Subject: RE: Fairfield Social Club, Manchester
Date: Thursday, 22 June 2023 at 13:03:06 British Summer Time
From: Laura Wareing
To: Rebecca Woollin
CC: Michael Anthony, Richard Thomas, Georgina Blackburn, Jennifer Atkinson, Jake Scott-Thrale
Attachments: image014.png, image013.png, image012.png, image011.gif, image010.png, image009.png, image008.png, image007.png, image003.png, image002.png, image001.png

Hi Rebecca,

I hope you are well. Thank you for providing those further details in regard to the temporary situation for 2 years and the wider development site planning permission. As requested I have reviewed my previous comments and updated them in respect of the temporary nature of the site. You will note that I have left some comments in there regarding access and S278 works. This is more as an informative if the development plans progress and work to access arrangements is required.

Please find Highways updated comments below:

FURTHER COMMENTS 22ND JUNE 2023:

The applicant has confirmed that the development will be temporary for 2 years and not break ground and consist of temporary structures.

The development site forms part of a wider site that gained planning permission for a residential development in 2017 (116366/FO/2017). The site is identified as Plot 4 and has consent for a 4-storey residential development, commercial and residential amenity use.

Taking this into consideration please find Highways updated response below.

Trip Generation:

Highways would welcome a TRICS assessment as part of the Transport Note.

It is noted that the developer has already delivered a high-capacity event space on Red Bank. Therefore, it would be beneficial to understand how an existing and established development is managed and understand trip generation, movements etc.

Site Accessibility:

The site benefits from good connectivity on the local bus network, tram stop and railway station which provides regular services across the area.

Parking Restrictions:

The development site is situated of the adopted highway of Irk Street. No Waiting (Mon-Fri 8am-6pm and Sat 8am-12.30pm) is in place along Irk Street.

Vehicle Parking:

It is noted that the proposed development is a temporary situation however, details and justification of the proposed parking arrangements should be provided. The applicant should provide verification that the necessary vehicle manoeuvres can be undertaken at any proposed parking spaces.

Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

An assessment of the potential taxi drop-off / pick-up trips should be undertaken and consideration given to where taxi's can pick-up/drop-off, specifically during large events. It is requested that more details of this are provided in an Events Management Strategy and it is closely monitored to ensure that Taxis are not backing up on the adopted highway.

Access:

It is noted that the proposed development is to be temporary however, it is requested that clear details of the existing / proposed vehicular access arrangements should be included in the Transport Assessment. An engineering drawing should be supplied showing existing / any potential changes to the road network to fully understand the impact of the proposed development.

Swept path drawings should demonstrate that a large car can access, egress and manoeuvre from the site. Highways would not accept any vehicles reversing into/out of the development.

The developer should also ensure that there are safe and accessible walking routes within the site that ensure pedestrians and vehicles are separated from one another. These footpaths should be a minimum of 2m.

It is noted that the proposed site is temporary, but for the avoidance of doubt, should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for any alterations the alterations to the existing highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

It is noted that on-street parking does occur along Irk Street within close proximity to the junction and site. It is requested that the developer review TROs in the area with the aim to reduce inconsiderate parking near the site.

Cycle Parking:

Secure and sheltered cycle parking should be made available for all uses at the site.

Cycle parking should also be provided for the use of the staff at all uses of the development.

Justification of the proposed cycle numbers should be provided within the submitted Transport Assessment.

Visitor cycle parking should also be in place within the red-line boundary of the site or areas of public realm.

Waste Collection:

Confirmation is sought as to whether the waste will be collected via the Council or a private contractor. Details should be given on how each aspect of the development will be serviced and waste collected. For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new

development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- o Length – 11.5m (when loading – 13.1m)
- o Width – 3m (when loading – 4.1m)
- o Height – 4m, 6m including top loader arms
- o Turning circle, between kerbs – 17.88m
- o Turning circle, between walls – 19.39m

Events Management Strategy:

It is requested that clear delineated access routes and queue management is in place to reduce congregation in groups around the access yard and along the adopted highway. It is requested that this is undertaken in conjunction with a Traffic Management / Event Management Strategy. It is requested that staff ensure visitors do not congregate on the adopted highway as this will impinge pedestrians, cyclist and vehicular movements.

Highways Vehicle Mitigation:

It is envisaged GMP will be consulted and that they will comment in relation to proposals from a hostile vehicle mitigation perspective.

Travel Plan:

Highways welcomes the Interim Travel Plan and the proposed introduction of a robust travel plan and the commitment to the continued management of the Travel Plan.

Boundary Treatment:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

CMP:

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

A Dilapidation surveys is also requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

It is requested that the usage of the site in terms of private vehicles, taxis and Uber is monitored throughout the 2-year period. This will assist MCC if further extension to the temporary period is sought at a later date to understand the impact of the site on the local highway network and request any further mitigation if required.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Sent: 16 June 2023 13:04

To: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>; Richard Thomas <Richard.Thomas1@manchester.gov.uk>; Georgina Blackburn <georgina.blackburn@asteerplanning.com>; Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>; Jake Scott-Thrale <jake.scott-thrale@fecil.uk>

Subject: Re: Fairfield Social Club, Manchester

Hi Laura,

Thank you for sending your response through.

Following a meeting with the project team, there are a few details we would like to clarify with you regarding the proposed scheme.

The proposed scheme is intended to be temporary, with planning permission to be sought for a period of 2 years only. The proposed development will not break ground and will consist of temporary structures.

The development is contained within a wider site that gained planning permission for a residential development in 2017 (116366/FO/2017). The site is identified as 'Plot 4' and has consent for a 40-storey residential development plus one lower ground level and one basement level, with commercial and residential amenity uses. This planning permission was subsequently varied in December 2019 (124120/JO/2019), which allowed for amendments to the previously consented scheme. In terms of the redevelopment of Plot 4 specifically, this will form a later phase of the wider development and therefore the proposed scheme will be upon Plot 4.

Apologies we didn't highlight this in our initial scoping email, but I would be grateful if you could adjust your scoping response accordingly in light of the above information. Any questions / queries, please let me know.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Graduate Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk

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mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Date: Wednesday, 31 May 2023 at 11:26

To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>, Richard Thomas <Richard.Thomas1@manchester.gov.uk>

Subject: RE: Fairfield Social Club, Manchester

Morning Rebecca,

I hope you are well and had a lovely bank holiday. Thank you for your patience in waiting for my response. Please find Highways comments below.

Context:

The proposals are for a social club that provides multi-space event space, bar, food & drink, dining area and open kitchen space.

Transport Note Scope:

Highways are satisfied with the proposed Transport Statement and Travel Plan approach. Please find general comments below.

Trip Generation:

Highways would welcome a TRICS assessment as part of the Transport Note.

It is noted that the developer has already delivered a high-capacity event space on Red Bank. Therefore, it would be beneficial to understand how an existing and established development is managed and understand trip generation, movements etc.

Site Accessibility:

The site benefits from good connectivity on the local bus network, tram stop and railway station which provides regular services across the area.

Parking Restrictions:

The development site is situated of the adopted highway of Irk Street. No Waiting (Mon-Fri 8am-6pm and Sat 8am-12.30pm) is in place along Irk Street.

Vehicle Parking:

Details and justification of the proposed parking arrangements should be provided.

The applicant should provide verification that the necessary vehicle manoeuvres can be undertaken at any proposed parking spaces.

Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

It is requested that parking spaces have the provision for Electrical Vehicle charging points (minimum 7kW). There should also be a commitment to monitoring usage and increasing the provision when necessary.

An assessment of the potential taxi drop-off / pick-up trips should be undertaken and consideration given to where taxi's can pick-up/drop-off, specifically during large events. It is requested that more details of this are provided in an Events Management Strategy and it is closely monitored to ensure that Taxis are not backing up on the adopted highway.

Access:

Clear details of proposed vehicular access arrangements should be included in the Transport Assessment. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

It should be ensured that the proposed access meets design standards and can accommodate HGV movements where necessary. It is requested that dropped kerbs and tactile paving be installed on all access points as part of a S278 agreement.

The developer should also ensure that there are safe and accessible walking routes within the site that ensure pedestrians and vehicles are separated from one another. These footpaths should be a minimum of 2m.

It is requested that Irk Street be resurfaced as part of the S278 agreement.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Swept path drawings should demonstrate that a large car can access, egress and manoeuvre from the site. Highways would not accept any vehicles reversing into/out of the development.

It is noted that on-street parking does occur along Irk Street within close proximity to the junction and site. It is requested that the developer review TROs in the area with the aim to reduce inconsiderate parking near the site.

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure potential car parking from the development does not impact highway operation/safety.

Cycle Parking:

Secure and sheltered cycle parking should be made available for all uses at the site.

Cycle parking should also be provided for the use of the staff at all uses of the development.

Justification of the proposed cycle numbers should be provided within the submitted Transport Assessment.

Visitor cycle parking should also be in place within the red-line boundary of the site or areas of public realm.

Waste Collection:

Confirmation is sought as to whether the waste will be collected via the Council or a private contractor.

Details should be given on how each aspect of the development will be serviced and waste collected.

For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- Length – 11.5m (when loading – 13.1m)
- Width – 3m (when loading – 4.1m)
- Height – 4m, 6m including top loader arms
- Turning circle, between kerbs – 17.88m
- Turning circle, between walls – 19.39m

Events Management Strategy:

It is requested that clear delineated access routes and queue management is in place to reduce congregation in groups around the access yard and along the adopted highway. It is requested that this is undertaken in conjunction with a Traffic Management / Event Management Strategy. It is requested that staff ensure visitors do not congregate on the adopted highway as this will impinge pedestrians, cyclist and vehicular movements.

Highways Vehicle Mitigation:

It is envisaged GMP will be consulted and that they will comment in relation to proposals from a hostile vehicle mitigation perspective.

Travel Plan:

Highways welcomes the Interim Travel Plan and the proposed introduction of a robust travel plan and the commitment to the continued management of the Travel Plan.

Boundary Treatment:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

CMP:

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

A Dilapidation surveys is also requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Sent: 22 May 2023 13:40

To: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>

Subject: RE: Fairfield Social Club, Manchester

Hi Laura,

Mode Transport Planning has been appointed to provide transport planning and highways advice in relation to a planning application for a new 'social club' on Irk Street in Manchester. The indicative site layout is shown below, with more information regarding the scheme attached.



The proposed development will create a new multi-space events and hospitality venue, including the following elements:

- The Garden – indoor bar utilising the existing show home building, green beer garden and external kitchen/ grill area;
- The Club – main performance space at the venue which will accommodate stand-up, banquets, big screen sport and kid's clubs, with capacity for 300 standing and 220 seated; and

- The Shed – casual food and drink venue, comprising dining area, open kitchen space and small outside area.

We intend to produce a Transport Statement (TS) and Interim Travel Plan (TP) to support this planning application. Please see below the intended scope for the TS:

- **Existing conditions and accident data** – description of the site location and local highway network;
- **Sustainable transport accessibility** – review the existing access options via public transport, cycling and walking routes;
- **Servicing and delivery arrangements** – review of waste collection arrangements, in reference to BS:5906 and MfS, via swept path analysis;
- **Development Proposals** – review the development proposals including the development and parking;
- **Parking** - review of car and cycle parking availability in reference to MCC standards, including a review of on-street waiting restrictions and off-street parking provision;
- **Vehicle/pedestrian access** – review the proposed access arrangement including visibility splays in accordance with MfS; and
- **Trip Generation** – undertake a trip generation exercise for the proposed scheme using the TRICS database / a first-principals approach.

I would be grateful if you could confirm whether the proposed scope is acceptable. If you have any queries, please get in touch.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Graduate Transport Planner

☎ 0161 464 9495

✉ rebeccawoollin@modetransport.co.uk

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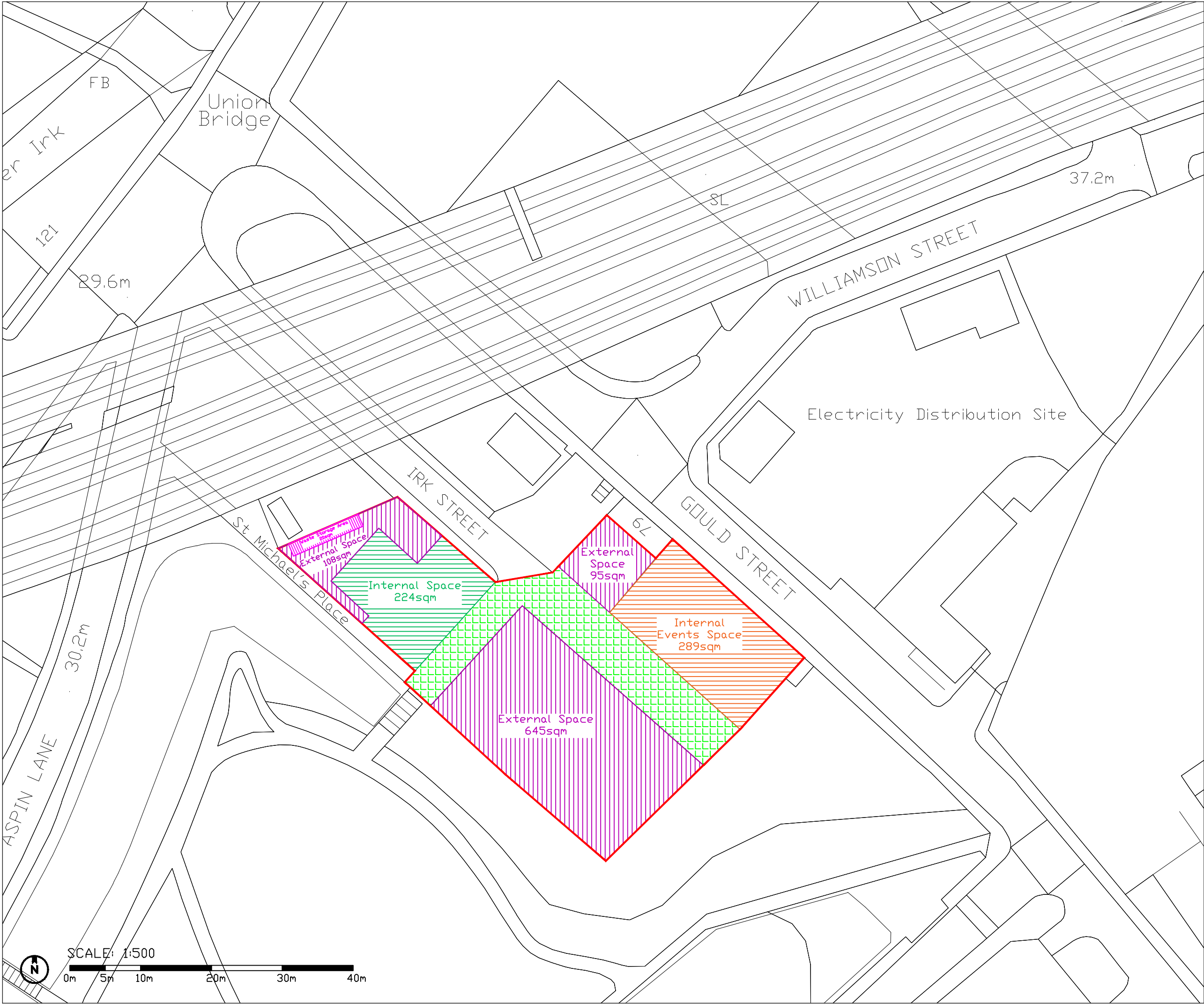
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APPENDIX B

Proposed Site Layout



SOURCES OF INFORMATION

MasterMap (OS Plan)

- SITE BOUNDARY
1817sqm/ 0.1817 Hectares (Ha)
- EXISTING PEDESTRIAN ROUTE
(436sqm/ 0.0368 Ha)
- Internal Space (224sqm/
0.0224 Ha)
- Internal Events Space
(289sqm/ 0.0289 Ha)
- External Space
(848sqm/0.0848 Ha)
- Waste Storage Area
(20sqm/0.0020 Ha)

ALL INFORMATION DISPLAYED IS SUBJECT TO A COMPLETE VERIFIABLE SITE SURVEY BEING UNDERTAKEN. GIA TAKES NO RESPONSIBILITY ON THE ACCURACY OR RELIABILITY OF THE DISPLAYED DATA SINCE A VERIFIED SITE SURVEY WAS NOT MADE AVAILABLE PRIOR TO THE GENERATION OF SUCH INFORMATION.

D	12.07.23	GC	Re-labelling of green hatched area.
C	05.07.23	GC	Waste Area added and areas updated.
B	23.06.23	GC	Internal Events Space, Internal Space & Right of Way areas updated.
A	16.06.23	GC	Internal Events Space and Internal Space switched around.
REV	DATE	INITIALS	NOTES

NOTES:

N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:
PLOT 4 IRK STREET
CHEETHAM HILL
MANCHESTER, M4 4JT

DRAWING NAME:
Proposed Site Plan

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	1:500	GC	-	JUN-23
PROJ No.	REL No.	IS No.	DWG No.	REV No.
BC0333	-	-	PSP01	D

APPENDIX C

TRICS Output – ‘Pub / Restaurant’

Calculation Reference: AUDIT-754101-230620-0615

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	2 days
	LB LAMBETH	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 220 to 830 (units: sqm)
 Range Selected by User: 175 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/22

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

Wednesday	3 days
Thursday	2 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Town Centre	5
Edge of Town Centre	3

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

Built-Up Zone	4
High Street	2
No Sub Category	2

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

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present	5 days
6a Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	DL-06-C-01 CAPEL STREET DUBLIN BROADSTONE Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	PUB/RESTAURANT 420 sqm 23/11/16	DUBLIN Survey Type: MANUAL
2	EC-06-C-01 OXFORD ROAD MACCLESFIELD Edge of Town Centre No Sub Category Total Gross floor area: Survey date: FRIDAY	PUB/RESTAURANT 471 sqm 10/11/17	CHESHIRE EAST Survey Type: MANUAL
3	IS-06-C-02 GOSWELL ROAD CLERKENWELL Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: FRIDAY	PUB/RESTAURANT 320 sqm 30/09/16	ISLINGTON Survey Type: MANUAL
4	IS-06-C-03 ISLINGTON HIGH STREET ANGEL Town Centre High Street Total Gross floor area: Survey date: FRIDAY	PUB/RESTAURANT 288 sqm 16/09/22	ISLINGTON Survey Type: MANUAL
5	LB-06-C-01 CORNWALL ROAD WATERLOO Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	PUB/RESTAURANT 220 sqm 22/06/16	LAMBETH Survey Type: MANUAL
6	LC-06-C-01 MANCHESTER ROAD BURNLEY Edge of Town Centre No Sub Category Total Gross floor area: Survey date: THURSDAY	FAYRE & SQUARE 830 sqm 29/09/16	LANCASHIRE Survey Type: MANUAL
7	LC-06-C-04 ST JAMES STREET BURNLEY Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	PUB/RESTAURANT 600 sqm 29/09/16	LANCASHIRE Survey Type: MANUAL
8	WO-06-C-03 THE TYTHING WORCESTER Town Centre High Street Total Gross floor area: Survey date: WEDNESDAY	PUB/RESTAURANT 250 sqm 23/11/16	WORCESTERSHIRE Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	6	465	0.681	6	465	0.287	6	465	0.968
11:00 - 12:00	7	440	0.844	7	440	0.487	7	440	1.331
12:00 - 13:00	8	425	1.589	8	425	0.971	8	425	2.560
13:00 - 14:00	8	425	2.030	8	425	1.265	8	425	3.295
14:00 - 15:00	8	425	1.236	8	425	1.030	8	425	2.266
15:00 - 16:00	8	425	1.530	8	425	1.559	8	425	3.089
16:00 - 17:00	8	425	0.971	8	425	1.353	8	425	2.324
17:00 - 18:00	8	425	1.118	8	425	0.824	8	425	1.942
18:00 - 19:00	8	425	1.353	8	425	1.648	8	425	3.001
19:00 - 20:00	8	425	1.353	8	425	1.589	8	425	2.942
20:00 - 21:00	8	425	1.177	8	425	1.442	8	425	2.619
21:00 - 22:00	8	425	0.736	8	425	1.147	8	425	1.883
22:00 - 23:00	8	425	0.294	8	425	0.941	8	425	1.235
23:00 - 24:00	8	425	0.206	8	425	0.706	8	425	0.912
Total Rates:			15.118			15.249			30.367

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

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

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Parameter summary

Trip rate parameter range selected:	220 - 830 (units: sqm)
Survey date range:	01/01/15 - 22/11/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	6	465	1.756	6	465	0.788	6	465	2.544
11:00 - 12:00	7	440	2.079	7	440	1.039	7	440	3.118
12:00 - 13:00	8	425	6.502	8	425	2.913	8	425	9.415
13:00 - 14:00	8	425	7.385	8	425	5.649	8	425	13.034
14:00 - 15:00	8	425	5.737	8	425	5.502	8	425	11.239
15:00 - 16:00	8	425	7.590	8	425	7.826	8	425	15.416
16:00 - 17:00	8	425	6.208	8	425	6.355	8	425	12.563
17:00 - 18:00	8	425	9.532	8	425	6.590	8	425	16.122
18:00 - 19:00	8	425	10.032	8	425	9.620	8	425	19.652
19:00 - 20:00	8	425	9.473	8	425	9.032	8	425	18.505
20:00 - 21:00	8	425	6.149	8	425	7.914	8	425	14.063
21:00 - 22:00	8	425	5.060	8	425	6.649	8	425	11.709
22:00 - 23:00	8	425	2.177	8	425	6.090	8	425	8.267
23:00 - 24:00	8	425	0.706	8	425	4.354	8	425	5.060
Total Rates:			80.386			80.321			160.707

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

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



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