

Denmark Road Car Park, Manchester Science Park (MSP)

Transport Statement

Curtins Ref: 81888-CUR-XX-XX-T-TP-00006

Revision: P05

Issue Date: 11 May 2023

Client Name: Bruntwood Sci-Tech Ltd



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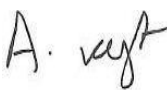


Control Sheet

Rev	Description	Issued by	Checked	Date
P01	1 st Issue, for Review	LL	AV	18 April 2023
P02	2 nd Issue	LL	AV	02 May 2023
P03	3 rd Issue	AT	AT	10 May 2023
P04	Final	AT	AT	10 May 2023
P05	Final P05	AT	AT	11 May 2023

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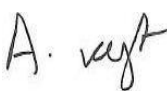
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the continuation of use of the existing Denmark Road car park within Manchester Science Park (MSP).

1.1.2 The site previously obtained consent to be used as a temporary car park in 2014 (Manchester City Council (MCC) planning reference: 106024/FO/2014/S1), with the following description:

“Creation of a temporary surface car park with 159 spaces for use by Manchester Science Park, with associated footpath link, accesses/egresses on Denmark Road and Ripon Road, lighting, landscaping and boundary treatment following the demolition of existing buildings. | Former Ripon Street Storage Depot, Denmark Road, Ripon Street And Charles Halle Road, Hulme, Manchester”

1.1.3 This consent was subsequently extended in 2019 (MCC planning reference: 124795/FO/2019) as follows:

“Continuation of the use of the land as a temporary 157 space surface car park for 5 years, originally approved under reference 106024/FO/2014/S1 | Land Off Ripon Street Manchester M15 6FG”

1.1.4 Curtins are also assisting Bruntwood Sci-Tech Ltd with the redevelopment of the existing Greenheys Building within MSP, which would be submitted in a separate planning application. As part of the development proposals, the Denmark Road car park has been identified as a necessity in realising Bruntwood’s car park strategy for the MSP campus.

1.1.5 As such, it is Bruntwood’s intention to continue the use of the land as a temporary car park for a further 5 years. It is anticipated that the next phase of development at MSP of significant scale, after the Greenheys site redevelopment, will trigger the need for a multi-storey car park (MSCP). Denmark Road acts as an interim solution until this next phase is delivered, and the MSCP will act as an enabler for the delivery of the future vision for MSP.

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been prepared to consider the traffic and transport aspects of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. This TS has therefore been prepared to assist Highways Officers at MCC in the determination of the planning application.

1.3 Structure of the Report

- 1.3.1 Following on from this introduction, **Section 2** of this report considers the site location, existing situation, and a brief description of the surrounding highway network.
- 1.3.2 **Section 3** provides an overview of the development proposals, with a detailed description of the role of the temporary car park within the parking strategy for the wider MSP campus.
- 1.3.3 Relevant local and national transport policy is summarised in **Section 4**, and the report is summarised and concluded in **Section 5**.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is bound to the west by Charles Halle Road and Ripon Street, to the north by greenfield, to the east by playing fields owned by the Holy Name RC Primary School, and to the south by Denmark Road.
- 2.1.2 Manchester Science Park (MSP) is a strategic employment area on the Oxford Road Corridor, which in turn is an innovation district south of Manchester City Centre running the length of Oxford Road from St Peter's Square to Whitworth Park. The concentration of major education, health and commercial uses spanning the length of the Oxford Road Corridor means that it operates as a functional extension of Manchester City Centre.
- 2.1.3 A Strategic Regeneration Framework (SRF) for MSP was endorsed by Manchester City Council (MCC) in 2014 and subsequently updated in 2018, with the aim to meet market demand and continue to drive economic output in key knowledge sectors. Within the SRF, it is the intention to close Pencroft Way. This will enable further enhancement to the public realm between the proposed Greenheys building and the Bright building, additionally acting as a circulation space to connect to the BASE development.
- 2.1.4 The SRF has recently been updated with an addendum to the 2018 SRF. MCC Executive approved the SRF addendum on 22 March 2023. The addendum does not change the overarching principles set out within the 2018 SRF, but provides more detail on the proposed Greenheys Building development and the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2022) and target to be net zero carbon by 2038.
- 2.1.5 **Figure 2.1** illustrates the site in a local context relating to the local highway network, the Greenheys building, and the MSP SRF area.

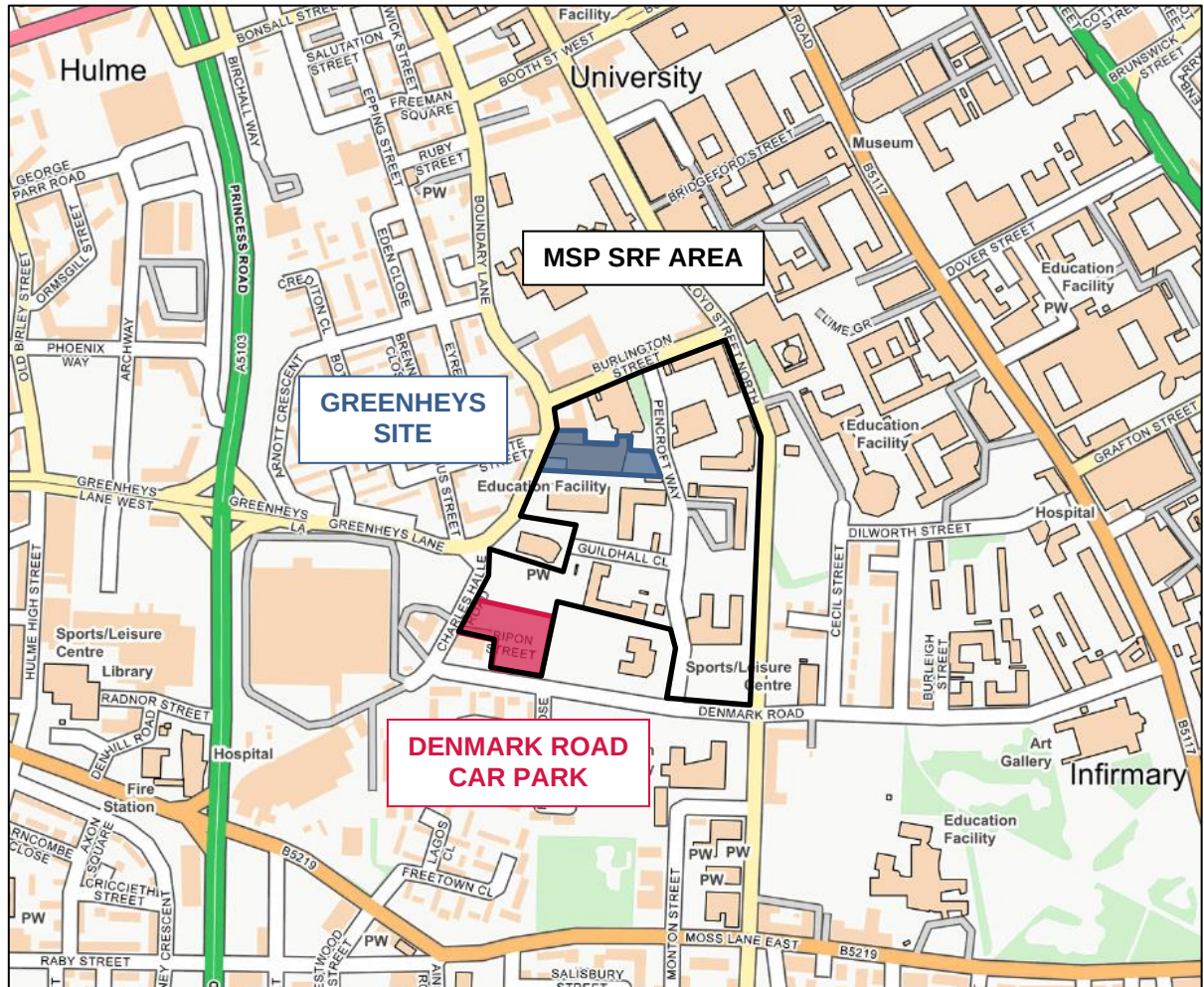


Figure 2.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2022)

2.2 Existing Use and Access Arrangements

- 2.2.1 The site currently comprises a surface car park with 157 spaces. The car park is used by MSP customers, and spaces are offered either on a lease or licence.
- 2.2.2 Of the 157 spaces, Bruntwood have advised that 44 are offered on a license basis, 50 are offered on a lease basis and an additional 6 are licensed to the neighbouring Cornerstone Day Care Centre, with 57 are vacant.
- 2.2.3 The car park is covered by CCTV, which is monitored by the on-site facilities management team. Access to the car park is available 24 hours a day, 7 days a week, however it is rarely used outside of the MSP working hours (07:00 – 19:00 on weekdays). During weekends, the car park facility is vacant.

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- 2.2.4 The car park is accessed off Denmark Road to the south, where there is a two-way system in place. Access is restricted to MSP customers via a security barrier linked to MSP's Net 2 access control system. The car park operates on a 'fob in and fob out' system, as shown in **Figure 2.2** below, therefore visitors or unauthorised personnel are not permitted to use the car park.



Figure 2.2 – Car Park Barriers at Entry and Exit

- 2.2.5 Pedestrian access is obtained off a formally paved footpath to the north-east of the car park, linking the car park and the wider MSP campus via Guildhall Close, shown in **Figure 2.3** below.



Figure 2.3 – Formal Paved Footpath from Car Park to MSP Campus

2.2.6 There are dropped kerbs and tactile paving at the Denmark Road vehicle access.

2.3 Surrounding Highway Network

Charles Halle Road

2.3.1 Forming the western boundary of the site, Charles Halle Road commences at a priority junction with Greenheys Lane at the north, and extends for c. 150m in a southerly direction, and continues as the access road into the Heineken UK brewery.

2.3.2 In the vicinity of the site, the road comprises a single carriageway with a width of c. 9.5m, with one lane in either direction. There are wide footways of c. 3m on both sides of the road, which comprise some dropped kerbs, and there is a Zebra crossing with tactile paving to the south of the Charles Halle Road / Denmark Road junction, outside the brewery access. Pedestrian infrastructure is in good condition along the road, as the footways are well-maintained. At the Charles Halle Road / Denmark Road junction, there is also a guard rail fence to separate the footway from the road.

2.3.3 Charles Halle Road is well-lit with streetlights at regular intervals and is subject to a speed limit of 20mph.

2.3.4 Double yellow parking restrictions (no waiting at any time) are present at junctions along the road, and there is a designated parking area adjacent to the Greenheys Police Station stating free parking for up to 1 hour, with no return within 1 hour, on Mondays to Fridays between 08:00 – 18:00. There are no further parking restrictions along the remainder of the road, as such high levels of on-street parking along both sides of the carriageway can be observed.

Denmark Road

2.3.5 Forming the southern boundary of the site, Denmark Road commences at a priority junction with Charles Halle Road and continues in an easterly direction for c. 900m, up to a priority junction with Oxford Road.

2.3.6 Denmark Road comprises a single carriageway with an average width of 9m, although the usable width of the carriageway differs due to chicanes / road narrowing as traffic calming measures for the 20mph road, designated on-street resident parking zones, short-stay parking which prevent unauthorised long-stay parking by non-residents, and “KEEP CLEAR” road markings in the vicinity of the Holy Name RC Primary School.

2.3.7 There are also footways on both sides of the carriageway, ranging from c. 2-3m wide. These footways also have dropped kerbs and tactile paving at crossing points, are well-maintained, and the road is well-lit with street lighting at regular intervals, providing a pleasant pedestrian environment.

Ripon Street

- 2.3.8 To the west of the site, Ripon Street extends for c. 50m from a priority junction with Charles Halle Road, and terminates at the site boundary. The road comprises a two-way single carriageway with an average width of 6m, with footways of c. 1-2m on both sides of the carriageway.
- 2.3.9 Ripon Street comprises a gated access and a sign indicating that it is currently used as a private car park for Cornerstone. There is also signage indicating no loading along the road from Mondays to Fridays, 08:00 – 18:00. There is no access from Ripon Street into the site.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent 60 months. The search area included local roads within close proximity of the site, shown in **Figure 2.4** below. A breakdown of the information is contained in **Table 2.1**:

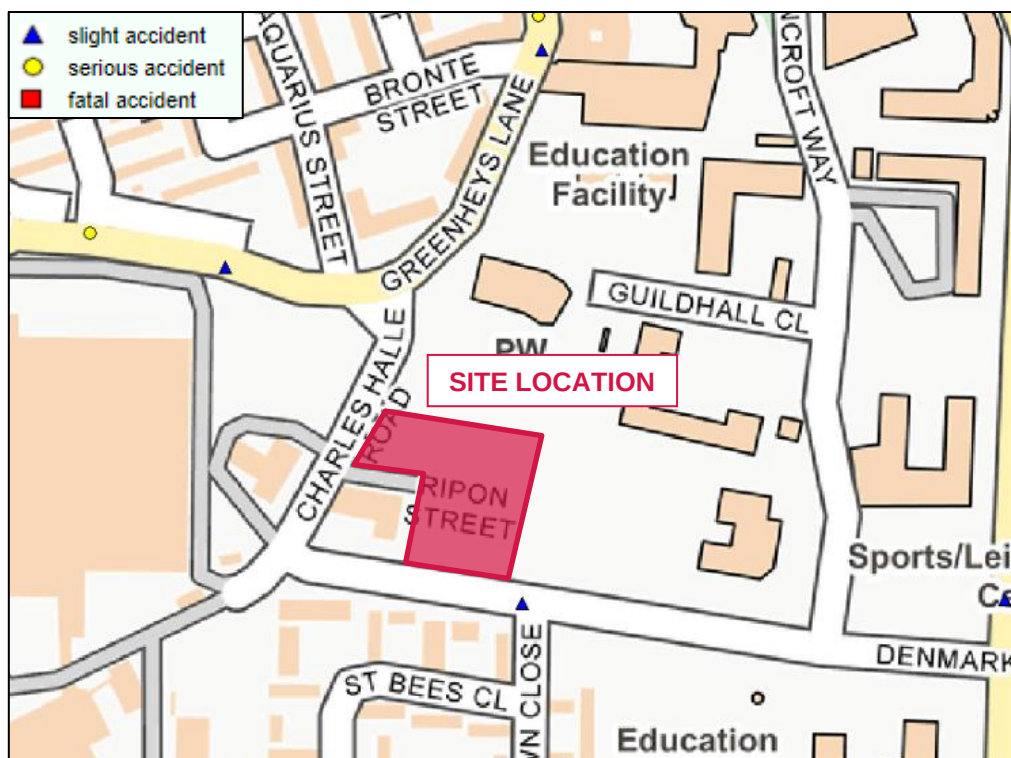


Figure 2.4 – Extents of Search Area

(Source: Transport for Greater Manchester and OS Maps, 2023)

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Junction/Link	Slight	Serious	Fatal	Totals
Denmark Road / Fairlawn Close	1	0	0	1
Lloyd Street North	1	0	0	1
Greenheys Lane	1	0	0	1
Greenheys Lane / Wellhead Close	0	1	0	1
Greenheys Lane / Bronte Street	1	1	0	2
Total	4	2	0	6

Table 2.1 – Personal Injury Accident Data Summary

- 2.4.2 There has been a total of 6 accidents in the latest five-year period available, 4 of which were 'slight' severity accidents, and 2 of which were 'serious' severity incidents. No fatal incidents were recorded in the study area within the study period.
- 2.4.3 Whilst all accidents are regrettable, the above review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The car park operates for all MSP customers, to meet the parking requirements for MSP as a whole following the development of the Bright and BASE Buildings, which included a reduction of on-site parking, in line with the ambitions of the MSP SRF. At the time of writing, both the Bright and BASE Buildings have been completed, with the former fully operational, and the latter newly operational and yet to reach full occupation.
- 3.1.2 Curtins are assisting Bruntwood Sci-Tech Ltd with the redevelopment of the existing Greenheys Building within MSP, which would be submitted in a separate planning application. The existing Greenheys site comprises 60 visitor parking spaces that will be removed as part of the redevelopment. Visitors would be directed to park at the Denmark Road car park instead.
- 3.1.3 Notwithstanding, travel patterns in Manchester and across the whole of the UK have shifted significantly prior to and as a result of the COVID-19 pandemic, with many employers adopting remote / hybrid working, which in turn reduce the number and / or frequency of people travelling to the site for work, which in turn reduce the demand for parking spaces.
- 3.1.4 It is Bruntwood's intention to continue the use of the land as a temporary car park for a further 5 years, in tandem with a change to the overall parking strategy across the MSP campus. The parking requirement for the new Greenheys building will be provided elsewhere within the MSP campus on a lease basis, whereas Denmark Road will be used for visitors to the MSP campus and customers of the MSP campus who do not have a leased parking space. The intention is for the car park to operate on a 'pay and display' model for both visitors and customers.
- 3.1.5 There would be no change to the pedestrian accesses to the car park, however the access barriers would be removed to avoid cars tailing back onto Denmark Road, as the existing fob-in / fob-out system would not be necessary once the car park operates on a 'pay and display' model.

3.2 Changes to Parking Strategy

Existing Situation

- 3.2.1 Bruntwood has advised that there are currently 814 car parking spaces across the MSP campus. This includes the 60 visitor parking spaces at the existing Greenheys Building and the 157 spaces at the temporary surface car park at Denmark Road. As existing, car parking for customers is offered either on a lease or licence, whereas visitors park at Greenheys and sign in. Visitor parking is also free.

3.2.2 Bruntwood has clarified the difference between a leased and a license space, whereby a leased parking space is part of a contractual agreement between MSP and their tenants for the use of the car parking space for a fixed term, and can be renewed at the end of the term. Whereas a licensed parking space operates such that the license holder has a right to occupy the parking space for a fixed term or ongoing, giving the tenant more flexibility, and the licence period can be terminated at short notice.

3.2.3 A tenant occupying a parking space would be assigned a particular car park bay (identifiable by the bay number) and a permit to display within their vehicle. The permit displays the corresponding bay number, as such MSP's enforcement officers who patrol the site on foot can easily identify if a vehicle is parking inappropriately (i.e. parked in the wrong bay, or parked without a valid permit) and issue a fine accordingly.

3.2.4 Of these 814 spaces:

- 60 are visitor parking spaces at Greenheys Building;
- 157 are spaces at Denmark Road, of which:
 - 44 are offered on license to MSP customers;
 - 50 are offered on lease to MSP customers
 - 6 are licensed to the neighbouring Cornerstone Day Care Centre; and
 - 57 are vacant.
- 597 are MSP customer spaces across other locations within the MSP campus, of which:
 - 119 are offered on license;
 - 344 are offered on lease; and
 - 134 are vacant.

3.2.5 In summary, there are 563 MSP customer spaces as existing which are occupied (163 on license and 394 on lease), 6 spaces that are occupied by the neighbouring Cornerstone Day Care Centre via license, and 191 customer spaces which are vacant. There are also 60 visitor spaces of which usage varies day-by-day, however on-site observations have verified Bruntwood's knowledge that the visitor car park typically operates with spare capacity.

3.2.6 Bruntwood has also advised that there are 2 no. spaces with electric vehicle (EV) charging facilities within the MSP campus (not at Denmark Road) at the time of writing.

Proposed Changes

3.2.7 The redevelopment of the Greenheys site would result in a loss of c. 60 visitor parking spaces. This leaves a total of 754 spaces throughout the MSP campus.

- 3.2.8 Bruntwood intend to cancel all license offerings and change over to a 1:1,000 sq. ft. parking ratio on a leased basis to customers, including for those of the new Greenheys building. MSP are also providing 10% EV charging provision for the spaces allocated to Greenheys (131 parking spaces available for lease, based on the approximate net floorspace of 130,500 sq. ft.). These 131 spaces would be provided within the MSP campus (not at Denmark Road).
- 3.2.9 Crucially, the Denmark Road car park would continue to be used, with the 151 existing lettable spaces to be changed to a pay-and-display (P&D) for use by all visitors and MSP customers who only require occasional use. The 6 spaces that are used by the neighbouring Cornerstone Day Care Centre would remain as existing.
- 3.2.10 There would be clear signage indicating that the car park would be for use by MSP customers and visitors and license holders from the Cornerstone Day Care Centre only. The car park would operate via Automatic Number Plate Recognition (ANPR). Vehicles would be given a 10-minute grace period upon entry, and would be charged prior to exiting the car park. The Cornerstone Day Care Centre license holders would have their car plates pre-registered with Bruntwood and would not be charged via the pay and display system.
- 3.2.11 EV charging provision would not be provided at Denmark Road as it is primarily an interim solution until the Multi-Storey Car Park (MSCP) as part of the long-term strategy (detailed in Para 3.2.17 below) is delivered.
- 3.2.12 This change represents an optimised parking strategy that provides sufficient capacity to meet on-site demand whilst also minimising the amount of surplus unused parking spaces, and provides flexibility for customers who adopt a hybrid working pattern and do not need leased car parking spaces. In general, customers and visitors who travel to MSP would be encouraged to travel by sustainable modes of transport where possible.
- 3.2.13 Car park use / uptake would be monitored on an ongoing basis as part of the Framework Travel Plan accompanying the Greenheys application. The use of EV spaces associated with the Greenheys development would also be monitored, and provision can be increased (i.e., 20%) if monitoring through the Travel Plan identifies the need.
- 3.2.14 As such, of the remaining 754 spaces:
- 151 would be pay and display spaces at Denmark Road for MSP customers and visitors;
 - 6 would remain as licensed spaces for the Cornerstone Day Care Centre; and
 - 597 would be spaces across other locations within the MSP campus which can be offered for lease to MSP customers.

3.2.15 During upcoming lease renewals, the 1:1,000 sq. ft. ratio will be enforced across all MSP tenants, and any tenants who require additional spaces would be redirected to the pay and display at Denmark Road. The TS accompanying the Greenheys application has also demonstrated that car parking demand for Greenheys can be accommodated within the MSP campus, without the need for the Denmark Road car park to comprise specifically allocated spaces.

3.2.16 The car park on its own would not generate additional trips, as it serves as a facility to accommodate cars already travelling to and from the MSP campus. As such, it is envisaged that the proposed development would not have a significant impact on the surrounding highway network.

Long Term Strategy

3.2.17 In the long-term, as part of the MSP SRF, the intention is for the delivery of a new MSCP to improve the efficiency of the infrastructure within the MSP, by relocating all the existing surface car parks into one single building. Provision would be made for EV charging points, although disabled parking bays will still be strategically located across the estate to provide suitable access for users to buildings across the site.

3.2.18 The location of the MSCP is still to be determined, however, the intention would be to locate the facility towards the edge of the MSP campus, meaning that vehicles will not need to enter the core site (i.e. via Pencroft Way). Legible pedestrian routes from the MSCP will be created through to the rest of the MSP campus.

3.2.19 The highway impact of the MSCP was assessed by Curtins in a 2018 Highways and Transportation Feasibility Report for the MSP Masterplan. The results of the assessment indicated that the key junctions in the vicinity of the site appear capable of accommodating the reassignment of traffic from Pencroft Way to a proposed 1,000 space MSCP.

3.2.20 An independent planning application for the MSCP will be submitted in due course as the masterplan progresses.

4.0 Transport Planning Policy

4.1 Introduction

- 4.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

4.2 National Planning Policy Framework (NPPF) (2021)

- 4.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 4.2.2 Paragraph 11 states that:

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

- 4.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 4.2.4 Section 9 of the NPPF is entitled Promoting Sustainable Transport and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 4.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to “reduce congestion and emissions, and improve air quality and public health” and provide “safe and suitable access” for all users.

- 4.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

4.2.7 The development proposals have shown that no changes are proposed to the site accesses, where safe and suitable access to the site is attainable in the existing situation. Additionally, the site is located within an accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

4.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

4.2.9 The car park on its own would not generate additional trips, as it serves as a facility to accommodate cars already travelling to and from the MSP campus. As such, it is envisaged that the proposed development would not have a significant impact on the surrounding highway network.

4.2.10 The proposed development therefore accords with the general principles of the NPPF.

4.3 Manchester Core Strategy (2012 – 2027)

4.3.1 The Manchester Core Strategy promotes similar principles to the NPPF. Policy T2 of the Manchester Core Strategy, titled ‘Accessible Areas of Opportunity and Need’ states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

4.3.2 **Section 3** above has demonstrated the role of the temporary car park within the parking strategy for the wider MSP campus. This change provides sufficient capacity to meet on-site demand whilst also minimising the amount of surplus unused parking spaces, and provides flexibility for customers who adopt a hybrid working pattern and do not need leased car parking spaces. In general, customers and visitors who travel to MSP would be encouraged to travel by sustainable modes where possible.

4.4 Conclusions

4.4.1 It is considered that the proposed development is in line with national and local transport policies and guidance.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the continuation of use of the existing Denmark Road car park within Manchester Science Park (MSP).
- 5.1.2 The site previously obtained consent to be used as a temporary car park in 2014 (Manchester City Council (MCC) planning reference: 106024/FO/2014/S1). This consent was subsequently extended in 2019 (MCC planning reference: 124795/FO/2019).
- 5.1.3 Curtins are also assisting Bruntwood Sci-Tech Ltd with the redevelopment of the existing Greenheys Building within MSP, which would be submitted in a separate planning application. Concurrently, the Denmark Road car park has been identified as a necessity in realising Bruntwood's car parking strategy for the MSP campus as a whole.
- 5.1.4 As such, Bruntwood intend to continue the use of the land as a temporary car park for a further 5 years.
- 5.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 5.1.6 Nonetheless, Bruntwood seek to improve safety through removing the vehicle access barrier to avoid cars tailing back onto Denmark Road.
- 5.1.7 Relevant details of the role of the temporary car park within the parking strategy for the wider MSP campus have been provided. Future customers who travel by car to MSP would be directed to park within the MSP campus if they have a leased space, whereas all other customers and visitors would be directed to park at the site, which will be converted into a 'pay and display' car park.
- 5.1.8 The car park on its own would not generate additional trips, as it serves as a facility to accommodate cars already travelling to and from the MSP campus. As such, it is envisaged that the proposed development would not have a significant impact on the surrounding highway network.

5.2 Conclusions

- 5.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.

- 5.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

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