



Ardwick Green Barracks, Ardwick, Manchester

Transport Statement

On behalf of **Church Revitalisation Trust**



Project Ref 332610142 | Rev: A | Date: June 2023

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For and on behalf of Stantec UK Limited				

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This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Church Revitalisation Trust (the Client) to prepare a Transport Statement (TS) for the change of use of the former Ardwick Green Barracks site in Ardwick, Manchester, to a place of worship with associated community facilities, offices and ancillary accommodation.
- 1.1.2 The location of the site in a general context is illustrated in **Figure 1.1** with the existing layout included as **Appendix A**.
- 1.1.3 Ardwick Green Barracks is a Grade II listed building. The building is currently vacant following its previous use as an Army Reserve Centre. The planning application is in full for a Change of Use of Former Military Installation to a Place of Worship with ancillary office space and the retention of the existing residential accommodation. The gross internal area (GIA) is 2,821sqm.
- 1.1.4 The catchment area for the proposed development is aimed towards young people, including students and young professionals, living within Manchester City Centre.
- 1.1.5 The site is bounded by Ardwick Green North to the south, commercial buildings to the east and north and Ardwick Green South (A6) and a small car park to the west. The existing vehicle access is positioned at the western boundary of the site, located on the A6. In addition, a pedestrian access to the site is located on Ardwick Green North.
- 1.1.6 This TS considers the transport impacts of the proposal and has been produced in accordance with the requirements of National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.7 A framework Travel Plan (TP) has also been produced in support of the proposed development and should be read in conjunction with this TS.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
 - **Section 2:** Description of the existing site and local road network, including a review of Personal Injury Collision data in the vicinity of the site;
 - **Section 3:** Description of the proposed development, including details of site access and parking provision;
 - **Section 4:** Assessment of the accessibility of the site by sustainable modes of travel including on foot, by cycle and by public transport;
 - **Section 5:** Assessment of trip generation associated with the existing and proposed developments; and
 - **Section 6:** Summary and conclusion.

2 Existing Conditions

2.1 Introduction

- 2.1.1 This section provides a description of the application site and the local highway network, including a review of Personal Injury Collision data in the vicinity of the site.

2.2 Application Site

- 2.2.1 The location of the proposed development, in a general context, is shown in **Figure 1.1** and the Existing Site Layout is shown in **Appendix A**. The site is located within Ardwick, approximately 130m south of Manchester City Centre boundary and 550m south of Manchester Piccadilly Railway Station.
- 2.2.2 The site is located to the east of the A6 within a predominantly commercial area. The site is bounded by Spirit Studios educational institution to the north, Tanzaro House (office building) to the east, Ardwick Green North to the south and the A6 and an existing car park to the west. In addition, Ardwick Green Park is located to the southeast of the site.
- 2.2.3 The site has been vacant since 2018 following its previous use as an Army Reserve Centre. The existing site vehicle access is positioned at the western boundary of the site, located on the A6. In addition, a pedestrian access to the site is located on Ardwick Green North.

2.3 Local Highway Network

- 2.3.1 **Figure 2.1** shows the site location in context with the local highway network.
- 2.3.2 Ardwick Green North bounds the site to the south and links the A6 to the west with Higher Ardwick approximately 400m to the southeast of the site. Ardwick Green North is a single two-way carriageway subject to a 20mph speed limit with footways and street lighting are provided along both sides of the road.
- 2.3.3 In the vicinity of the site, parking is permitted along both sides of the road. Based on a desktop survey on-street parking does occur on both sides of the carriageway.
- 2.3.4 The A6 is located to the west of the site and is a dual carriageway subject to a 30mph speed limit. South of the junction with Ardwick Green North, the nearside lane in the southbound direction is dedicated to buses, cyclists and taxis, Monday to Friday from 7am to 10am and from 4pm to 7pm.
- 2.3.5 In the vicinity of the site the A6 forms part of the strategic highway network providing a link between the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction 400m to the southeast of the site and Manchester City Centre to the northwest. In addition, the road provides a link onto the A57 (M) to the northwest of the site. Footways and street lighting are provided along both sides of the road and parking is restricted in the form of double yellow lines.
- 2.3.6 The A6 benefits from multiple controlled and uncontrolled pedestrian crossings. An uncontrolled pedestrian crossing is located on the A6 at approximately the midpoint of the site's western boundary in the form of dropped kerbs, tactile paving and a central refuge. There are also uncontrolled pedestrian crossings located to the south of the site, approximately 15m, 62m and 110m south of the junction with Ardwick Green North in the form of tactile paving and a central refuge. In addition, signalised pedestrian crossings are located approximately 160m northwest of the site on the A6 and on the approach to the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction.

- 2.3.7 Within the vicinity of the site the A57(M) can be accessed via the A6, approximately 280m to the northwest of the site. The A57(M) forms a major part of the Manchester/Salford Inner Ring Road and runs along southern boundary of Manchester City Centre.

2.4 Road Safety

- 2.4.1 Personal Injury Collision (PIC) data for the most recent five-year period from 2017 to 2021 has been obtained from the CrashMap database, which is an official database of PIC data in Great Britain.
- 2.4.1 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:
- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
 - **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
 - **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.4.2 The PIC data was reviewed for the full section of Ardwick Green North and a section of the A6, extending 100m to the north and south of the priority junction with Ardwick Green North. The review identified that four PICs occurred within the study area during the most recent 5-year period. No PICs recorded within the study area over the last five years of available information have resulted in a fatal injury.
- 2.4.3 One PIC has occurred on Ardwick Green North over the last 5 years of available information. The PIC occurred at the priority junction with Cotter Street in September 2017, located approximately 210m to the southeast of the site and resulted in slight injury involving three vehicles.
- 2.4.4 In addition, three PICs have occurred on the A6 within the study area in the last 5 years of available information. Two PICs occurred approximately 77m to the northeast of the site in proximity to the junction with Charlton Place. One involved a cyclist and one involved a pedestrian. Both PICs occurred on the northbound carriageway and resulted in slight injury.
- 2.4.5 The final PIC that occurred on the A6 at the priority junction with Hamsell Road, located approximately 100m to the southeast of the site involving a pedestrian and resulted in slight injury.
- 2.4.6 In summary, four PICs have occurred in different locations within the study area over the last 5 years of available information. All four PICs resulted in slight injury. None of the PICs recorded resulted in fatal injury. In conclusion, there is no inherent road safety issue with the current highway layout in the vicinity of the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This section describes the proposed development, including the overall development proposals, site access and parking provision.

3.2 Development Proposals

- 3.2.1 Ardwick Green Barracks is a Grade II listed building. The planning application is in full for a Change of Use from Former Military Installation to a Place of Worship with ancillary office space and the retention of the existing residential accommodation. The gross internal area (GIA) is 2,821 sqm.

- 3.2.2 Based on the information provided by the Client the proposed hours of operation and estimated visitor numbers are stated below:

- Church Services- 2 services on a Sunday at 10:00am-11:30am and 6pm-7:30pm (Estimated 100 people);
- Daytime Activities (Monday-Friday) - Food bank and Mother and Toddler group 10am-4pm;
- 'Kingdom Come' - Fortnightly on a Monday evening at 7pm-9:30pm (Estimated 40 people);
- Student gathering - Fortnightly on a Tuesday 7pm-9:30pm (Estimated 60 people); and
- 'Alpha' - Every Wednesday evening term time 7pm-9:30pm (Estimated 80 people).

- 3.2.3 The catchment area for the proposed development is aimed towards young people, including students and young professional, living within Manchester City Centre.

3.3 Site Access

- 3.3.1 Pedestrian access to the site will be maintained from the existing access located on Ardwick Green North. The existing vehicular access to the site, located at the western boundary of the site on the A6 will be closed as part of the development proposals.

3.4 Car Parking Provision

- 3.4.1 As part of the development no car park is proposed. The majority of visitors to the church will be able to access the site on foot, by cycle and public transport (bus, train and tram). However, on-street car parking is located on both sides of Ardwick Green North, along the site frontage, which is located to the south of the site and can be used by visitors and staff. In addition, the closest public pay & display car parks to the site are approximately 500m north of the site (Buxton Street – 24 spaces and Baring Street – 41 spaces).

3.5 Cycle Parking Provision

- 3.5.1 Manchester City Centre's parking standards for new developments are contained within Appendix B of the Manchester Core Strategy 2012-2017 which sets out the standards for new developments in and around Manchester City Centre.

- 3.5.2 There are currently four Sheffield stands, which can accommodate eight cycles, located on the north side of Ardwick Green North directly outside the entrance to Tanzaro House, approximately 30m to the east of the site. As well as this, Transport for Greater Manchester cycle hire bikes are located on Ardwick Green North, approximately 15m west of the pedestrian site access.

3.6 Kitchen Deliveries

- 3.6.1 Deliveries for the food bank will be made to the site from Ardwick Green North, on-street, located to the south of the site.

3.7 Refuse Collection

- 3.7.1 The bin store is proposed to be located within the carpark which is located to the southwest corner of the building. The refuse vehicle will stop on Ardwick Green North to service the building on-street.

4 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 4.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

4.2 Accessibility on Foot

- 4.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. As part of the development no car park is proposed for the development. The majority of visitors and staff of the site is expected to access the site on foot, by cycle and public transport (bus, train and tram).
- 4.2.2 The catchment area for the proposed development is aimed towards young people, including students and young professional, living within Manchester City Centre. The majority of visitors and staff will be able to access the site on foot, by cycle and public transport (bus, train and tram).
- 4.2.3 The site is located on Ardwick Green North and is subject to a 20mph speed limit with footways and street lighting provided at regular intervals along the road.
- 4.2.4 The A6 bounds the site to the west of the site and is a dual carriageway subject to a 30mph speed limit. Within the vicinity of the site, footways and street lighting are provided at regular intervals along the road. In addition, the A6 benefits from multiple controlled and uncontrolled pedestrian crossings.
- 4.2.5 **Figure 4.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot from the site.
- 4.2.6 As shown in **Figure 4.1**, the 1km walking catchment includes residential areas of Manchester City Centre to the north, northeast and west and Ardwick to the east and southeast. These are all areas where staff and visitors to the site could travel to and from.
- 4.2.7 In addition, the 2km walking catchment extends to residential areas of Manchester City Centre to the north, Ancoats, New Islington and Northern Quarter to the northeast, Ardwick to the east and southeast and Hulme to the west. In addition, a large number of university accommodation is located to the west of the A6 within a 2km walking distance. These are all areas where staff and visitors to the site could travel to and from.
- 4.2.8 It has therefore been demonstrated that the site is highly accessible on foot to staff and visitors living in the locality of the site, including students and young professional, living within Manchester City Centre.

4.3 Accessibility by Cycle

- 4.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 4.3.2 Cycle lanes are present on both sides of the carriageway on the A6 commencing approximately 180m west of the Ardwick Green North/A6 priority junction. The northbound lane provides a route into Manchester City Centre. The southbound lane commences within Manchester City Centre and heads south towards the site.
- 4.3.3 In addition, Hyde Road, Brunswick Street and Stockport Road are located to the south of the site commencing at the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction 400m to the southeast of the site. Within the vicinity of the site, Hyde Road, Brunswick Street and Stockport Road all have cycle lanes leading toward the site from the south.
- 4.3.4 National Cycle Route (NCR) 66 is located approximately 750m north of the site. NCR 66 provides access to a number of residential areas of the site including Ancoats, New Islington, Bradford and Newton Heath, all located to the northeast of the site.
- 4.3.5 In addition, four existing Sheffield stands comprising of eight cycle parking spaces are located to the east of the site on Ardwick Green North. As well as this, Transport for Greater Manchester cycle hire bikes are located on Ardwick Green North, approximately 15m west of the pedestrian site access.
- 4.3.6 **Figure 4.2** illustrates the 3km and 5km cycling catchment areas from the site and the existing on-road and traffic free cycle routes in the Manchester area.
- 4.3.7 As can be seen from **Figure 4.2**, the 3km cycling catchment area extends to include Blackfriars and Greengate to the northwest and the residential areas of Manchester City Centre to the north, Deansgate to the west, Moss side to southwest, West Gorton to the east, Longsight to the southeast, Chorlton-on-Medlock and Victoria Park to the south.
- 4.3.8 Further afield, the 5km cycling catchment area significantly increases the extent of residential areas that staff and visitors to the site could live. The 5km cycling catchment extends to Green Quarters and Cheetham Hill to the north, Openshaw to the east, Gorton and Levenshulme to the southeast, Fallowfield and parts of Withington to the south, parts of Chorlton to the southwest, Salford Quays to the west and Salford to the northwest.
- 4.3.9 It has therefore been demonstrated that the site is highly accessible by cycle for staff and visitors, including students and young professionals living within Manchester City Centre.

4.4 Accessibility by Public Transport

Accessibility by Bus

- 4.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 4.4.2 The nearest bus stops to the site are located on the A6. The northbound bus stop is located approximately 70m meters to the north of the site on the A6 and is sheltered with seating. The southbound bus stop is located approximately 77m south of the site on the A6 and is sheltered with seating. Both bus stops are served by Stagecoach.
- 4.4.3 A summary of the bus services available from the nearest bus stops to the site before (8am) and after (10pm) the proposed development operates is summarised in **Table 4.1**.

Table 4-1: Local Bus Services (Between 8am to 10pm)

Route	Calling Points	Bus Frequency		
		Mon - Fri	Saturday	Sunday
192	Manchester – Hazel Grove	0800 – 2203 Between 3-10 minutes	0803 – 2208 Between 3-10 minutes	0805 - 2208 Between 3-10 minutes
	Hazel Grove – Manchester	0803 – 2204 Between 3-10 minutes	0801 – 2202 Between 3-10 minutes	0802 – 2209 Between 3-10 minutes
201	Manchester – Hyde/Hattersley	0807 – 1912 Approximately every 10 minutes 1925 – 2155 Every 30 minutes	0804– 1905 Approximately every 10 minutes 1925 – 2155 Every 30 minutes	0857 – 2205 Approximately every 30 minutes
	Hyde/Hattersley – Manchester	0807 – 2200 Approximately every 10 minutes	0813– 2200 Approximately every 10 minutes	0827 – 2200 Approximately every 30 minutes
202	Manchester – Hyde/Gee Cross	0809 – 1944 Approximately every 30 minutes 1944 – 2244 Every hour	0809– 1944 Approximately every 30 minutes 1944 – 2244 Every hour	0844 – 2244 Every hour
	Hyde/Gee Cross – Manchester	0805 – 2220 Approximately every 30 minutes	0844 – 2009 Approximately every 30 minutes 2038 – 2238 Every hour	0927 – 2220 Approximately every hour
203	Manchester – Reddish – Stockport	0802 – 2200 Approximately every 10 minutes	0802 – 2200 Approximately every 10 minutes	0828 – 2200 Approximately every 15 minutes
	Stockport – Reddish – Manchester	0809 – 2205 Approximately every 10 minutes	0803 – 2205 Approximately every 10 minutes	0813 – 2205 Approximately every 15 minutes
205	Manchester – Hyde/Gee Cross	0804 – 1904 Approximately every 30 minutes 1939 – 2240 Approximately every hour	0854 – 1834 Approximately every 30 minutes 1940 – 2240 Every hour	0806 – 1006 Every hour 1036 – 1736 Every 30 minutes 1839 - 2243

Route	Calling Points	Bus Frequency		
		Mon - Fri	Saturday	Sunday
				Approximately every hour
	Hyde/Gee Cross – Manchester	0812 – 2002 Approximately every 30 minutes 2029 – 2225 Approximately every hour	0803– 1837 Approximately every 30 minutes 1932 – 2225 Approximately every hour	0916 – 1016 Every hour 1046 – 1746 Approximately every 30 minutes 1829 – 2225 Approximately every hour

4.4.4 **Table 4.1** demonstrates that the proposed development benefits from five regular bus services, Monday to Sunday. All services provide access to Manchester City Centre as well as nearby residential areas, Ardwick, West Gorton and Gorton that staff and visitors local to the site could live. In addition, all services are available during the key operational times of the proposed place of worship, including five regular services on a Sunday.

4.4.5 Therefore, taking account of the three regular bus services Monday-Sunday near the site, it has been demonstrated that the site is highly accessible by bus for staff and visitors to the site.

Accessibility by Rail

4.4.6 The CIHT documents “Guidelines for Planning for Public Transport Development” (March 1999) states that the new developments should be located so that public transport trips involve a walking distance of less than 800m from the nearest rail station.

4.4.7 Manchester Piccadilly Rail Station is located approximately 550m to the north of the site, which is within walking distance of the proposed development.

4.4.8 Manchester Piccadilly Rail Station is the principal railway station within Manchester and is operated by Network Rail. The line offers regular local services within Greater Manchester where staff and visitors could travel to and from.

4.4.9 It has therefore been demonstrated that the site is accessible for staff and visitors wishing to travel by rail.

Accessibility by Metrolink

4.4.10 Manchester Piccadilly Metrolink is located within Piccadilly Rail Station approximately 550m north of the site and is served by the Blue Line, Purple Line and Yellow Line. **Table 4.2** provides a summary of the tram services available from the tram stops nearest to the site.

Table 4-2: Local Tram Services

Line	Calling Points	Time	Tram Frequency
Blue Line	Ashton-under-Lyne – Piccadilly Station – Eccles (Via Media City)	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes
Purple Line	Piccadilly Station – Deansgate - Altringham	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes
Yellow Line	Piccadilly Station – Manchester Victoria – Bury	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes

4.4.11 As can be seen by **Table 4.2** services are available during the key operational times of the proposed place of worship, including three regular services on a Sunday.

4.4.12 Therefore, taking account of the three regular Metrolink services Monday-Sunday near the site, it has been demonstrated that the site is highly accessible by tram for staff and visitors to the site.

4.5 Travel Plan

4.5.1 The planning application for the proposed development is also supported by a Travel Plan (TP). This TA should be read in conjunction with the TP which has been prepared as a separate document.

4.5.2 The TP is aimed towards encouraging the future staff and visitors living local to the site to travel by sustainable modes of transport. The proximity of the site to existing community facilities and services along with connections to local public transport services would help reduce the need to travel by single occupancy private car and would encourage staff and visitors to make walking, cycling and travel by public transport their natural choice.

4.6 Accessibility Summary

4.6.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycle and by public transport (bus, train and tram), in accordance with national and local transport policies.

5 Trip Generation

5.1 Introduction

- 5.1.1 This section provides a review of the potential traffic impact associated with the proposed Place of Worship.

5.2 Existing Site Trip Generation

- 5.2.1 The site was formally used as an Army Reserve Centre. However, no relevant data could be obtained from the TRICS database which matched the sites operation as an Army Reserve Centre.
- 5.2.2 In the run up to deployments and exercises it is understood that the barracks would generate significant amounts of trips with up to 200 persons arriving and departing the site. In addition, the barracks would operate on a 24/7 basis with a significant number of trips occurring at all times of the day. Therefore, at peak highway network hours the previous Army Reserve Centre could have up to 200 people on site at any one time, creating a high level of trips on the highway network.

5.3 Proposed Trip Generation

- 5.3.1 Based on the information provided by the client, the maximum number of people on site at any one time is estimated to be 100, which would occur during the Sunday church services. Given that the operation hours of the proposed Place of Worship fall outside of the peak highway network hours (Monday to Friday 8am to 9am and 5pm to 6pm), the proposed development would not have a material traffic impact on the local highway network. Therefore, no trip generation assessment has been undertaken for the proposed Place of Worship.
- 5.3.2 As demonstrated in [Section 3.2](#) the other activities that are proposed to take place, will occur outside of the typical highway peak hours of 8am to 9am and 5pm to 6pm. As a result, the proposed development would not have a material traffic impact on the local highway network and therefore, no trip generation outside of the peak highway network hours has been undertaken.
- 5.3.3 It should be noted that the site is also highly accessible by foot and by cycle and by public transport. Therefore, the number of visitors and staff to the site that travel by private car will be limited. In addition, those that do wish to drive can park in public car parks located close to the site (Buxton Street – 24 spaces and Baring Street – 41 spaces).

5.4 Conclusion

- 5.4.1 In conclusion the number of trips generated by the proposed development would not have a significant adverse traffic impact on the highway network compared with the previous use as an army barracks centre.
- 5.4.2 In addition, the proposed hours of operation fall outside the typical highway network peak hours, therefore any trips created by the proposed development will fall outside the peak highway network hours and therefore will have no material traffic impact on the highway network.
- 5.4.3 No further assessment of traffic impact associated with the proposed development is therefore required.

6 Summary and Conclusion

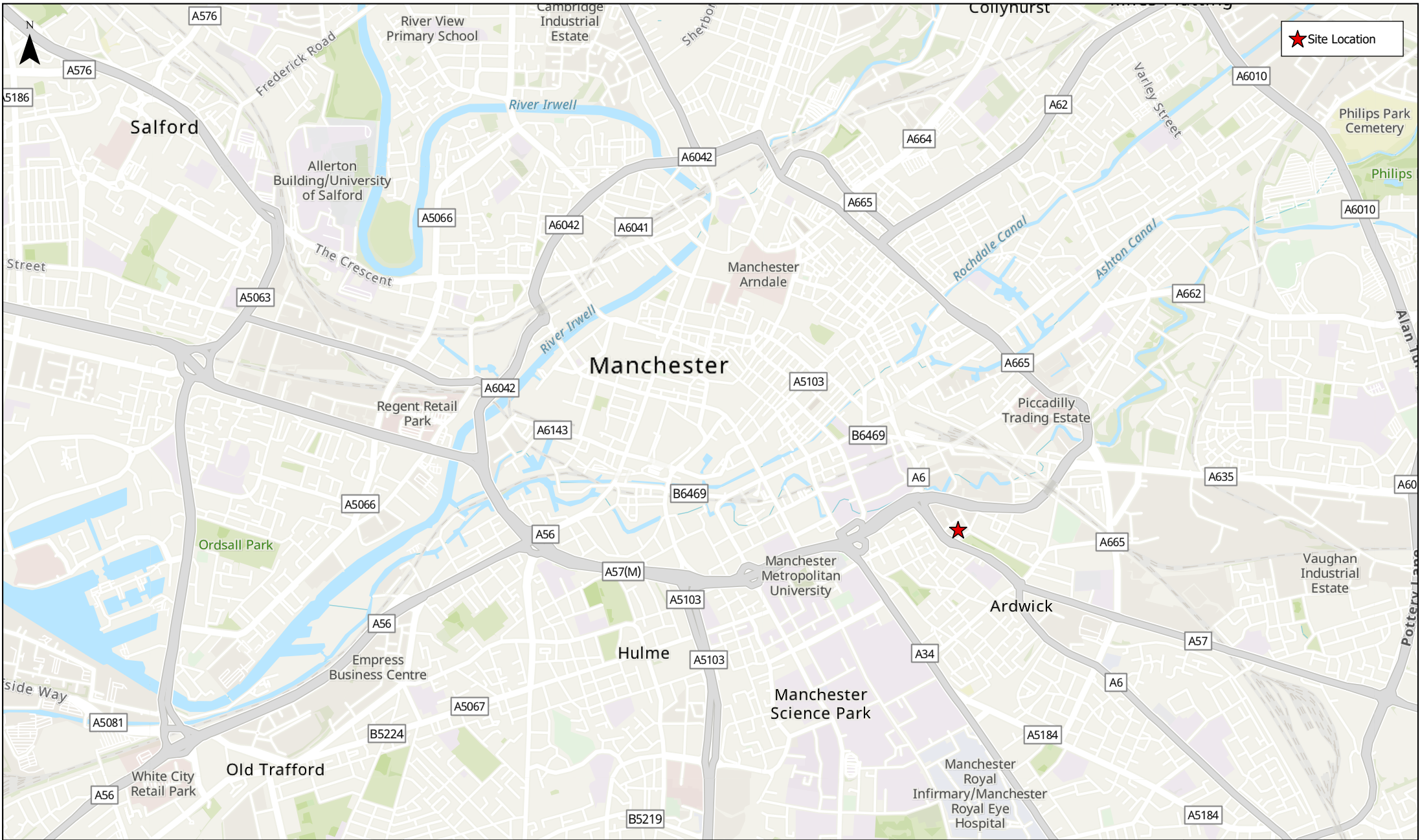
6.1 Summary

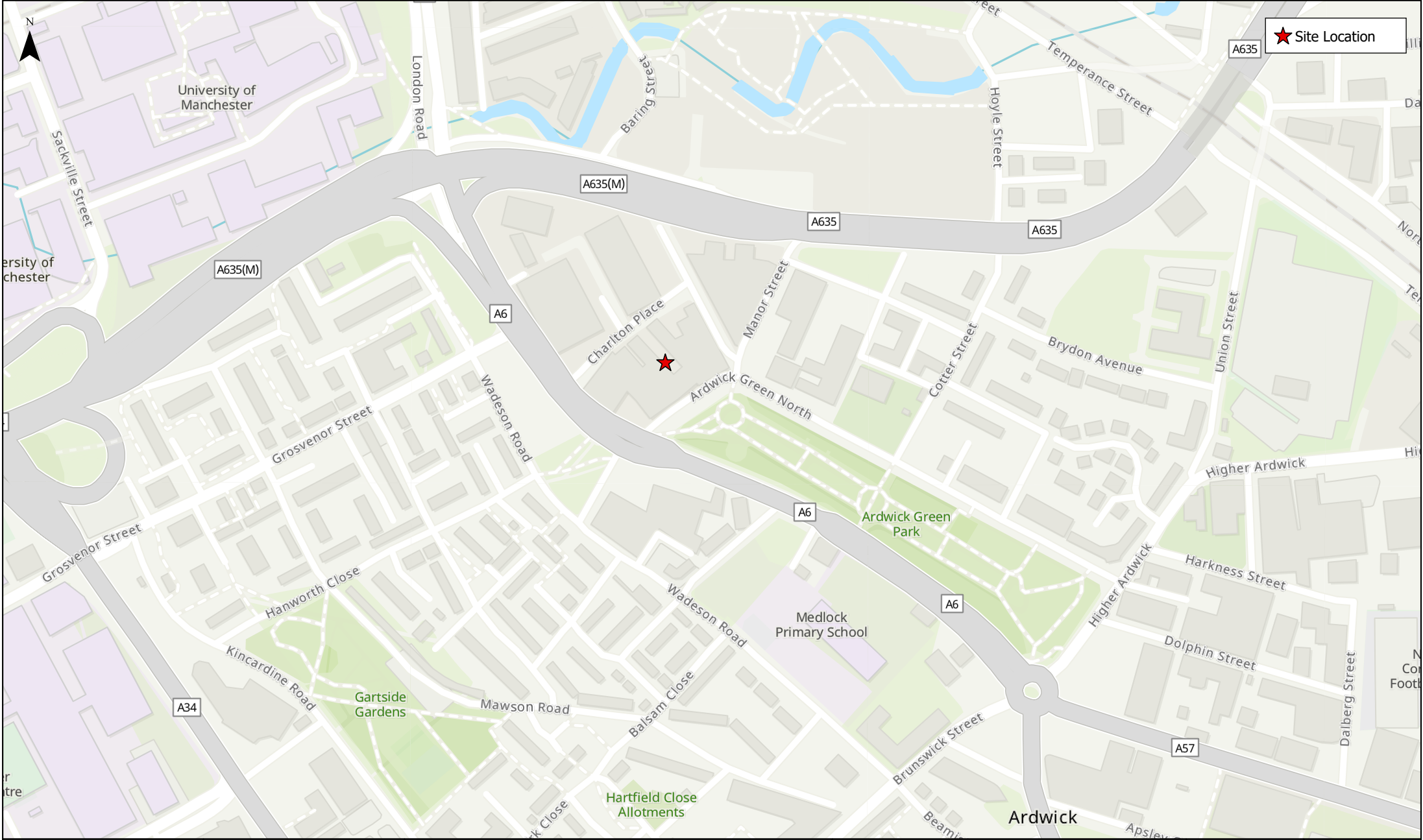
- 6.1.1 Stantec UK Limited has been appointed by Church Revitalisation Trust to prepare a Transport Statement for a change of use of the former Ardwick Green Barracks site in Ardwick to a place of worship with associated community facilities, offices and ancillary accommodation.
- 6.1.2 Ardwick Green Barracks is a Grade II listed building. The building is currently vacant following its previous use as an Army Reserve Centre. The planning application is in full for a Change of Use from Former Military Installation to a Place of Worship with ancillary office space and the retention of the existing residential accommodation.
- 6.1.3 The site is located to the east of the A6 within a predominantly commercial area. The site is bounded by Spirit Studios educational institution to the north, Tanzaro House (office building) to the east, Ardwick Green North to the south and the A6 and an existing car park to the west. In addition, Ardwick Green Park is located to the southeast of the site.
- 6.1.4 A review of the Personal Injury Collision data over a five-year period, from 2017 and 2021 has been carried out. The review identified that four Personal Injury Collisions occurred within the study area during the last available five-year period. It can be concluded from the review that there is no inherent road safety issue with the existing road layout.
- 6.1.5 As part of the development proposals no car park is proposed for the development. The catchment area for the proposed development is aimed towards young people, including students and young professional, living within Manchester City Centre. The majority of visitors and staff will be able to access the site on foot, by cycle and public transport (bus, train and tram).
- 6.1.6 An assessment of the accessibility of the site by non-car mode has demonstrated that the site is highly accessible on foot, by cycle and by public transport (bus, train and tram), in accordance with national and local transport policies.
- 6.1.7 The number of trips generated by the proposed development would not have a significant adverse traffic impact on the highway network compared with the previous use as an army barracks centre. In addition, the proposed hours of operation fall outside the peak highway network hours, therefore any trips created by the proposed development will fall outside the peak highway network hours and therefore have no material traffic impact on the local highway network. No further assessment of traffic impact associated with the proposed development is therefore required.

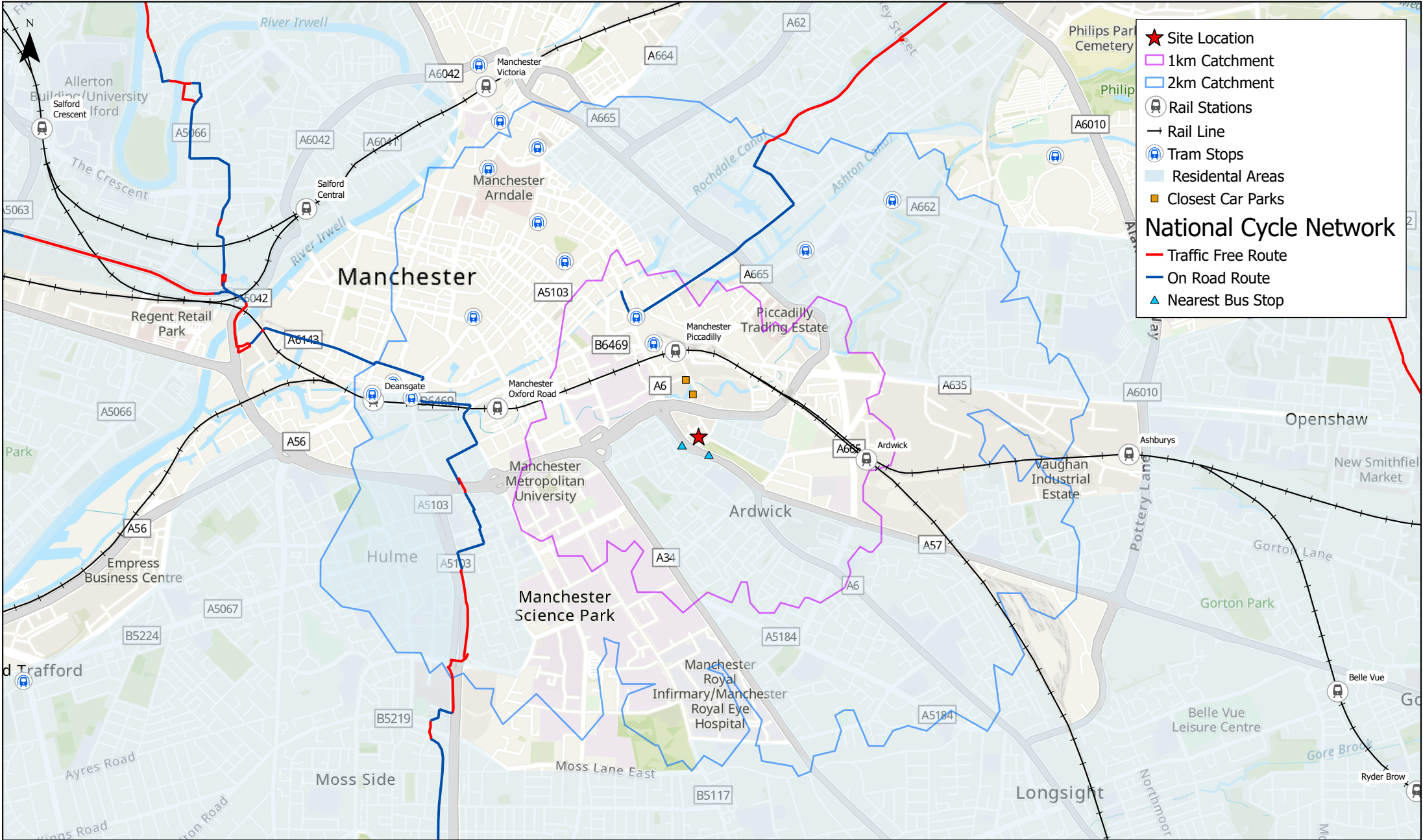
6.2 Conclusion

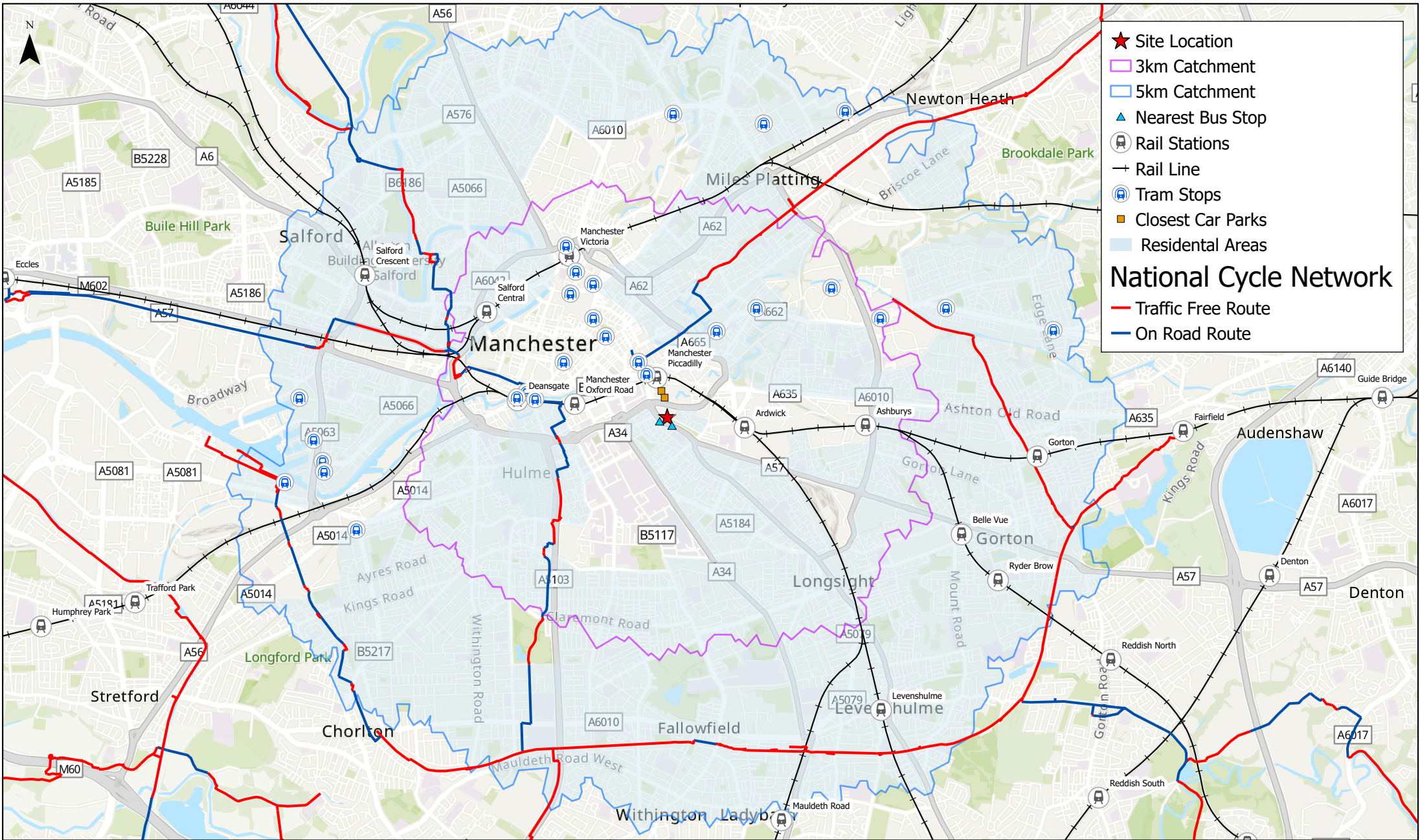
- 6.2.1 In accordance with national and local policy, it has been demonstrated that the proposed development is in a highly sustainable location with no local road safety issues. This Transport Statement has also demonstrated that there will not be a severe traffic impact associated with the proposed development.
- 6.2.2 In conclusion, the planning application should therefore be considered acceptable in transportation and highway terms.

Figures









Appendices

Appendix A Existing Site Plan

Site Location Plan

Army Reserve Centre, Ardwick Green North, Manchester, M12 6HD

Plan Ref: SAA.3821.1



Promap
LANDMARK INFORMATION

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