

Base Building, Manchester Science Park Transport Statement Addendum

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Client Name: Bruntwood Sci-Tech Ltd



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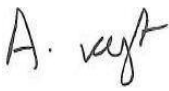


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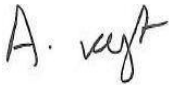
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1.0 Introduction

1.1 Background and Planning History

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the change of use within the Base Building within Manchester Science Park (MSP).
- 1.1.2 An application for Prior Approval of the Proposed Demolition of the former Base Building (Manchester City Council (MCC) planning reference: 124417/DEM/2019) was submitted and approved in August 2019.
- 1.1.3 Curtins was subsequently appointed to provide traffic and transportation advice in for the full planning application of the site (MCC planning reference: 125018/FO/2019), with the following development description:

“Erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highways works, and other associated works. | Base (Hillel House) Greenheys Lane Manchester Science Park Manchester M15 6LR”

- 1.1.4 The planning application was approved in 2020. Subsequently, a non-material amendment was submitted (MCC planning reference: 132336/NMC/2021) in 2021 and approved in 2022, for the following description:

“Non Material Change to planning permission 125018/FO/2019 to allow alterations to landscaping, including tree retention and replanting | Base Greenheys Lane Manchester M15 6LR”

- 1.1.5 At the time of writing, construction on the development has been completed. London College of Accounting (LCA)’s occupation is scheduled to take place in September 2023, with up to 558 people (500 students and 58 staff) attending the site at any one time.
- 1.1.6 This Transport Statement (TS) Addendum has been prepared to support a planning application for the change of use on Levels 1 and 2 of the Base Building from Use Class E (Office) to F.1a (Education) for the occupancy by LCA.
- 1.1.7 The increase in occupancy would be accommodated by the proposed introduction of a new secondary staircase, with the plan included in **Appendix A** to the rear of the report.

1.2 Purpose of the Report

- 1.2.1 In 2019, Curtins prepared a Transport Statement (TS) (Document reference: 72257-CUR-00-XX-RP-TP-001) to accompany the initial planning application.

1.2.2 This TS Addendum has been prepared as an update to the 2019 TS, and to inform Highway Officers at Manchester City Council (MCC) with regard to the change of use development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Structure of the Report

1.3.1 This TS contains the following:

- **Section 2** – An update to the existing situation (capturing the completed Base Building and its environment) and highway safety within the vicinity of the site for the most recent five years;
- **Section 3** – Details of the change of use proposals;
- **Section 4** – An update to the accessibility by all modes of travel including walking, cycling, and public transport;
- **Section 5** – Details of future vehicular trips and commentary on any highway impacts;
- **Section 6** – An update to the relevant national and regional transport planning policy; and
- **Section 7** – A report summary and conclusion.

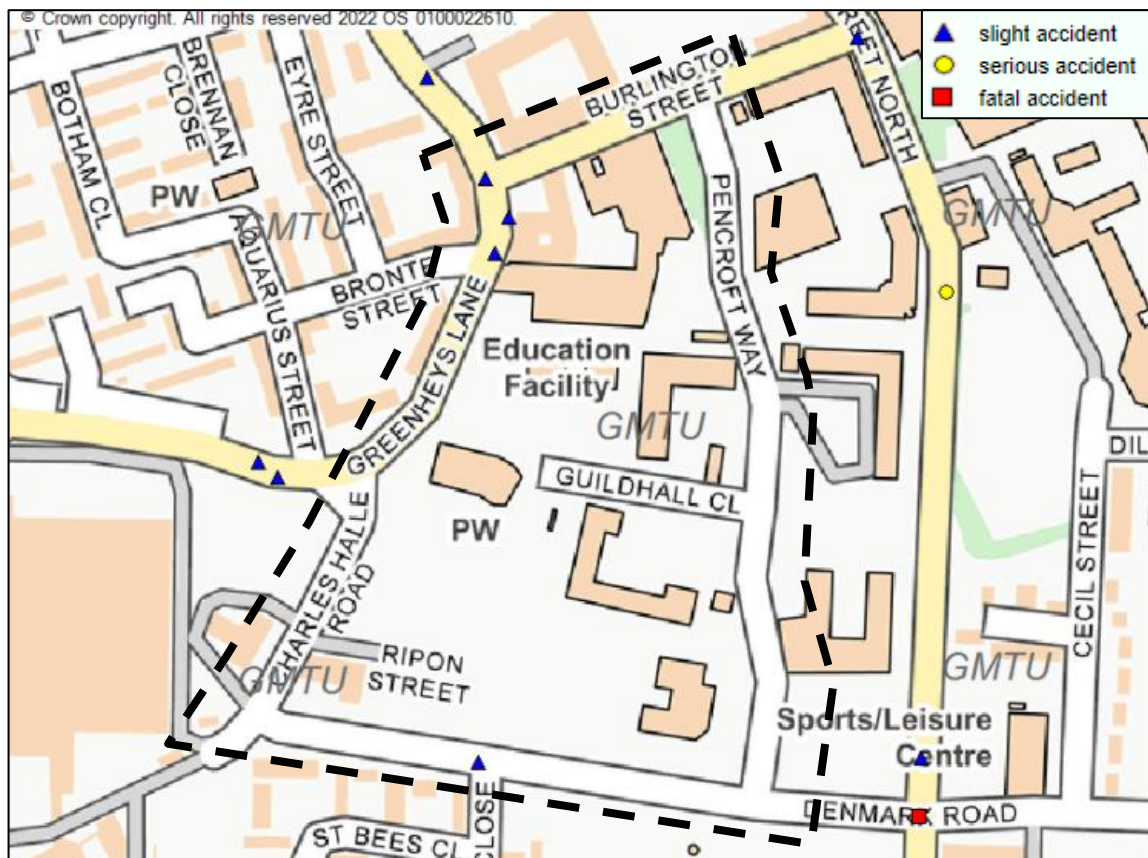
2.0 Updates to Existing Situation

2.1 Existing Use, Access, and Parking

- 2.1.1 The recently completed Base Building comprises a five-storey building, with pedestrian and cycle access provided off Greenheys Lane to the north-west. The main entrance to the building is located at the north-east of the building, where staff and visitors can access lifts and stairs to other floors, along with the ground floor meeting rooms / office suites.
- 2.1.2 The pedestrian and cycle access is level with the carriageway to provide easy access for cyclists, and is lined with green space and tree planting. There are 12 Sheffield cycle hoops located to the east of the building (equivalent to 24 spaces) at a cycle shelter, which is covered and secure. There is also a cycle store within the building that comprises an additional 42 spaces in the form of cycle racks. There are drying rooms, lockers, and shower and changing areas that can be accessed from the cycle store.
- 2.1.3 The Manchester Science Park (MSP) campus is permeable from the north-east of the site, with a path that leads pedestrians and cyclists directly to Pencroft Way in the east.
- 2.1.4 Vehicles can access the site from a new junction further to the south-west of the building, which leads to 3 no. disabled parking bays located at the west of the building.
- 2.1.5 It is envisaged that the accessible bays would be allocated on a permit basis, where by tenants at the site could request for a permit for their staff with limited mobility to utilise these bays if needed.
- 2.1.6 As part of the consented planning application, swept path analysis drawings have been provided which demonstrate that large refuse vehicles and a 10m Heavy Goods Vehicle (HGV) can utilise the south-western access to enter / exit from the site in forward gear.

2.2 Highway Safety

- 2.2.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.1**, and a breakdown of the information is contained in **Table 2.1**:

**Figure 2.1** – Extents of Search Area

Junction / Link	Slight	Serious	Fatal	Total
Greenheys Lane	2	0	0	2
Greenheys Lane / Burlington Street	1	0	0	1
Denmark Road / Fairlawn Close	1	0	0	1
Total	4	0	0	4

Table 2.1 – Personal Injury Accident Data Summary

2.2.2 There has been a total of 4 accidents in the latest five-year period available, comprising 4 'slight' severity incidents. No serious or fatal accidents have been recorded in the study area and period.

2.2.3 Whilst all collisions are regrettable, it is not considered that there is an existing safety issue that is likely to be exacerbated by the development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 A planning application is intended to be submitted for the change of use on Levels 1 and 2 of the Base Building from Use Class E (Office) to F.1a (Education) for the occupancy by the London College of Accounting (LCA).
- 3.1.2 LCA have confirmed that their main operational teaching hours would be Mondays to Fridays 09:00 – 21:00. Outside of these hours, students would have 24/7 secure access to enable continued individual study outside of teaching times. This will be managed via MSP security staff who will be on-site at all times. There would be up to 500 students and 58 staff at the site at any one time.
- 3.1.3 The increase in occupancy would be accommodated by the proposed introduction of a new secondary staircase, with the plan included in **Appendix A** to the rear of the report.

3.2 Access, Parking, and Servicing Arrangements

Access Arrangements

- 3.2.1 It is not envisaged that there would be any changes to the existing access arrangements of the development.

Parking Arrangements

- 3.2.2 Staff and students of LCA would be encouraged to travel by sustainable modes of transport where possible, and it will be clearly communicated that there are no car parking spaces at the site (except for disabled parking, which can be allocated if required).
- 3.2.3 The overall strategy for the MSP campus is to rationalise parking (temporary car park in the short-term and new MSCP in the long term, detailed below) and promote initiatives to encourage more staff and visitors (extended to include students) to travel by sustainable modes. These initiatives are outlined in the consented Interim Travel Plan (Document Reference: 72257-CUR-00-XX-RP-TP-002) for the Base Building.
- 3.2.4 It is also noted that there is an outstanding planning condition (Condition 7) of the 2019 planning consent regarding a Full Travel Plan to be submitted within 6 months of occupation, which takes into account the information about travel patterns gathered following the opening of the building. This would be provided in due course, whereas the consented Interim Travel Plan for the Base Building would be referred to at the time of writing.
- 3.2.5 Should students and staff from LCA wish to travel by private car, additional car parking requirements for the building would be redirected to the temporary surface car park at Denmark Road (formerly Ripon

Street) (comprising 157 spaces including 10 disabled parking spaces) or elsewhere on the MSP site. The car park holds temporary consent which expires in 2024 (MCC planning reference: 124795/FO/2019).

- 3.2.6 MSP have confirmed that there are currently approximately 688 parking spaces available distributed across the wider MSP campus, excluding the 51 visitor car parking bays at the Greenheys Building, and 16 disabled car parking spaces across the wider MSP campus. Of these 688 spaces, it can be confirmed that 545 spaces are allocated, whereas 193 spaces are currently vacant.
- 3.2.7 As such, in the short term, the existing MSP campus' extensive areas of surface car parking would be able to accommodate any new trips generated by the development should this be necessary.
- 3.2.8 In the long-term, as part of the MSP SRF and to assist with the rationalisation and placemaking strategy for the site, a new 1,000-space MSCP would be delivered to improve the efficiency of the infrastructure within the MSP by relocating all the existing surface car parks into one single building. As the MSCP will provide a similar level of car parking as existing at MSP, a net increase in car parking is not proposed.
- 3.2.9 The car park will be located on Charles Halle Way, and it has been assessed to confirm that it can accommodate both the reassignment of existing traffic and the increase in trips due to increase in overall floor area of the MSP.
- 3.2.10 This is consistent with the strategy in the consented TS for the Base Building, where it was confirmed that this temporary car park would make an allocation of spaces required by the Base building development. The majority of parking in MSP is mostly controlled by Bruntwood via permits / leases, as such there would not be public parking unless in permitted areas.

Cycle Parking Arrangements

- 3.2.11 Curtins note that the consented development comprises a total of 66 cycle parking spaces spread out across a secure cycle store within the building (42 spaces) and under a covered cycle shelter outside the building (24 spaces), meant to cater for the entire development of 5 floors of office uses.
- 3.2.12 Assuming the spaces are pro-rated (as LCA is taking up 2 out of the 5 floors, fair use for LCA occupants and visitors would be 40% of the cycle parking), it would mean that LCA's occupants and visitors could be using 26 spaces of the total parking provision.
- 3.2.13 MCC's requirements for cycle parking for higher and further education use are a minimum of 1 space per 5 staff plus 1 space per 3 students. This would equate to a provision of c. 178 cycle spaces at the site.

- 3.2.14 It is not envisaged that the provision of 152 extra spaces (to meet the requirement of 178 spaces) is appropriate for the site at the time of writing, as although there could be 500 students and 58 staff present at the site at any one time, this is the worst-case scenario and it is anticipated that the daily staff and students would not regularly reach this limit. It is also envisaged that not all of the staff and students attending the site would choose to visit the site by bicycle as, given the accessible nature of the site, it is expected that people will use other modes of sustainable transport such as walking and public transport.
- 3.2.15 Notwithstanding, as part of the Travel Plan measures, the use of cycle spaces would be monitored, and the number of spaces can be increased in the future (through the installation of additional cycle shelters) if there is demand for additional spaces.
- 3.2.16 Additionally, future cycle parking provision will also form part of a wider comprehensive parking strategy for the SRF area, and will be a key consideration when the future MSCP is designed.

Servicing Arrangements

- 3.2.17 LCA have reviewed the consented Waste Management Strategy (WMS) accompanying the 2019 planning application (Document reference: 72257-CUR-00-XX-RP-TP-003) and confirmed that they comply with the guidelines and waste generation volumes stated. As such, it is envisaged that there will be no changes to the consented WMS.

4.0 Updates to Accessibility by Sustainable Modes of Travel

4.1 Pedestrian Accessibility

- 4.1.1 There are no material changes to the areas accessible within a 500m, 1,000m, and 2,000m walking distance of the site as stated in the 2019 consented TS.
- 4.1.2 Future staff and students of LCA will be able to benefit from the retail and leisure uses that offer key amenities to staff at MSP, the amenities on Oxford Road such as Manchester Aquatics Centre, pharmacies and healthcare centres, the residential neighbourhood of Hulme to the west of the site, and Oxford Road (which includes cafés, restaurants, bars, take-aways, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities).
- 4.1.3 Manchester City Centre is accessible within 2,000m walk from the site, ensuring that walking is a realistic mode of travel for staff or students who live in the city centre. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.
- 4.1.4 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads, for example a permeable pedestrian / cyclist footpath network throughout the MSP. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.2 Cycle Accessibility

- 4.2.1 There are no material changes to the areas accessible within an 8km cycling distance of the site as stated in the 2019 consented TS.
- 4.2.2 The 8km catchment encompasses areas such as Cheetham Hill, Broughton, Harpurhey and southern parts of Blackley and Prestwich to the north, the eastern part of Pendlebury, Swinton, Eccles, Trafford Park and Urmston to the west, East Didsbury and the northern parts of Sale and Cheadle to the south and Denton and western parts of Ashton-under-Lyne to the east.
- 4.2.3 Cycle infrastructure in the immediate vicinity of the MSP is reasonable with dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at a number of junctions surrounding the site. The new pedestrian / cycle access into the site via Greenheys Lane also contributes to the ease of accessibility of the site by cycle, as cyclists do not need to dismount to enter the site.
- 4.2.4 Being mostly residential in nature, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, schools, and active frontages also encourages low vehicle speeds.

4.2.5 Cycling infrastructure beyond the immediate vicinity of the site is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre, with safe and segregated cycle routes implemented on both sides of the carriageway. It is considered that Oxford Road could be utilised by staff and students from LCA due to its proximity, convenience, and attractiveness of the route.

4.3 Public Transport Accessibility

4.3.1 An updated public transport map is shown in **Figure 4.1** below:

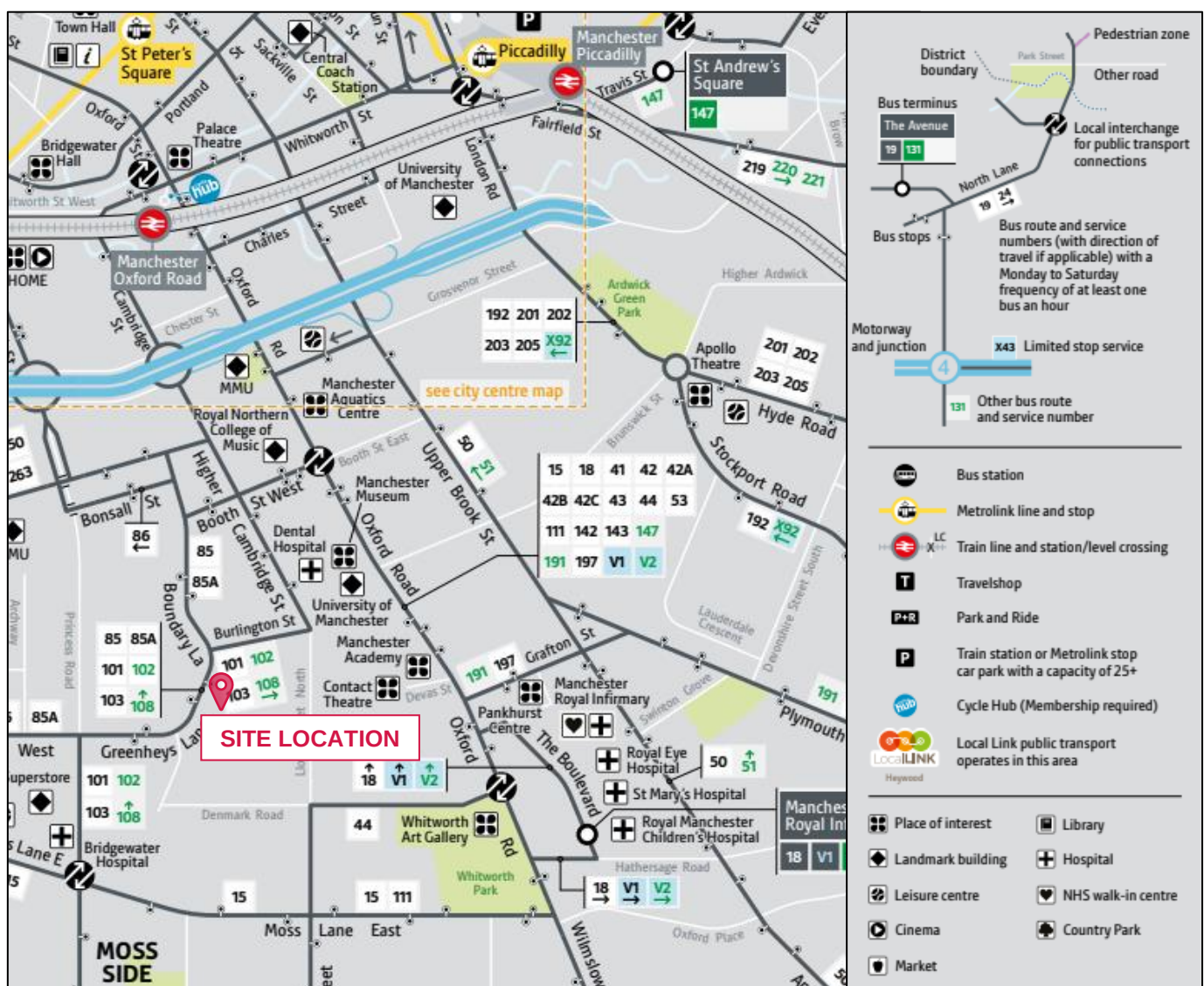


Figure 4.1 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2022)

4.3.2 The nearest northbound bus stop is located directly across the site on Greenheys Lane, whereas the southbound bus stop is located approximately 40m to the north of the pedestrian access along Greenheys Lane, hosting the same bus services.

4.3.3 There are also more bus stops along Higher Cambridge Street and Oxford Road at an approximate 550m and 625m walk to the north-east and east of the site respectively.

4.3.4 Detailed timetables of bus and rail services were included in the 2019 consented TS; however it is noted that the provision of public transport services will change during different seasons in the year and over time in response to current circumstances.

4.3.5 It is recommended that up-to-date bus and rail times can be found at the following websites:

- Bus Services: tfgm.com/public-transport/bus;
- Rail Services from Oxford Road station:
 - Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
 - East Midlands Railway: <https://www.eastmidlandsrailway.co.uk/timetables>;
 - Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>; and
 - Transport for Wales: <https://tfw.wales/service-status/timetables>.

4.4 Summary

4.4.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Updates to Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the change of use proposals during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

5.2 Consented Trip Generation

5.2.1 Trip generation for the consented development was calculated based on circa 8,508m² Net Internal Area (NIA) of commercial office floorspace (Use Class B1). The level of trips generated by the consented development uses are summarised in **Table 5.1** below. These are also pro-rated to 40% of the total floorspace (c. 3,403m² NIA), as it is envisaged that LCA would occupy two out of the 5 floors available at the site:

Modes of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Development (8,508 sqm NIA)						
Vehicles	98	12	110	7	69	76
Cyclists	12	2	14	2	9	11
Pedestrians	10	2	12	3	10	13
Public Transport	8	4	12	0	5	5
Consented Development (40% of the total floorspace, 2 out of 5 floors)						
Vehicles	39	5	44	3	28	30
Cyclists	5	1	6	1	4	4
Pedestrians	4	1	5	1	4	5
Public Transport	3	2	5	0	2	2

Table 5.1 – Consented Development Trip Generation

5.2.2 The number of vehicle trips generated by office use within 2 floors of the consented development could equate to 44 and 30 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively. At the time of submission, it was clarified that this trip generation is a worst-case scenario and is likely to be lower than forecasted due to TRICS data not being entirely representative of the site's conditions.

5.3 Forecasted Trip Generation

- 5.3.1 The proposed use of 2 floors of the building as an educational establishment with a maximum capacity of 558 people (500 students and 58 staff) at any one time. The level of trips generated have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B. Table 5.2** below summarises this. All trip rates are per 1 student:

TRICS – Education	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.041	0.005	0.046	40%	0.01	0.027	0.037	41%
Cyclists	0.002	0.001	0.003	3%	0.001	0.001	0.002	2%
Pedestrians	0.041	0.007	0.048	41%	0.013	0.026	0.039	43%
Public Transport	0.012	0.007	0.019	16%	0.004	0.009	0.013	14%

Table 5.2 – Proposed Multi-Modal Trip Rates and Split

- 5.3.2 From **Table 5.2** above, the total number of trips generated by the proposed educational uses can be found. This is provided in **Table 5.3**:

500 students	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	21	3	23	5	14	19
Cyclists	1	1	2	1	1	1
Pedestrians	21	4	24	7	13	20
Public Transport	6	4	10	2	5	7

Table 5.3 – Proposed Trip Generation

- 5.3.3 The number of vehicle trips generated by the proposed educational uses could equate to 23 and 19 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). It is also noted that LCA have stated their opening times would be 10:00 – 17:30, therefore in reality, the number of trips generated in the AM peak would be significantly less than 23 trips.
- 5.3.4 It is also noted that trip rates for educational uses are significantly lower than that of employment uses. This is due to the nature of the developments, whereby students may not need to travel to campus every day, or are only required to travel to the campus at certain hours when they have scheduled classes; unlike employees who arrive at the normal AM and PM peak hours and work at a site throughout the day.

- 5.3.5 Travel patterns in Manchester and across the whole of the UK have also shifted significantly prior to and as a result of the COVID-19 pandemic, with many employers and education bodies adopting remote / hybrid working / learning policies, which in turn reduce the number and / or frequency of people travelling to work / for study.
- 5.3.6 **Section 4** above has also demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 5.3.7 Considering the above, the highly accessible nature of the site, the lack of on-site car parking, and the good level of cycle parking provision, the number of vehicular journeys is a worst-case assessment as less people would be motivated to travel by car.

5.4 Net Vehicular Site Impact

- 5.4.1 The following **Table 5.4** indicates the net vehicular impact of change of use proposals at the site.

Land Use	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Office Development (40% of the total floorspace, 2 out of 5 floors)						
Vehicles	39	5	<u>44</u>	3	28	<u>30</u>
Cyclists	5	1	6	1	4	4
Pedestrians	4	1	5	1	4	5
Public Transport	3	2	5	0	2	2
Proposed Educational Use Trip Generation (500 students)						
Vehicles	21	3	<u>23</u>	5	14	<u>19</u>
Cyclists	1	1	2	1	1	1
Pedestrians	21	4	24	7	13	20
Public Transport	6	4	10	2	5	7
Net Impact						
Vehicles	-19	-2	<u>-21</u>	2	-14	<u>-12</u>
Cyclists	-4	0	-4	0	-3	-3
Pedestrians	+17	+3	+19	+5	+9	+14
Public Transport	+3	+2	+5	+2	+3	+5

Table 5.4 – Net Vehicular Site Impact

- 5.4.2 The educational uses at the site could result in a decrease of 21 and 12 two-way vehicular trips in the normal AM and PM peak periods respectively, and an increase in trips by walking and public transport.
- 5.4.3 As such, it is not envisaged that the change of use would result in a significant impact on the existing highway network.

6.0 Updates to Transport Planning Policy

6.1 National Planning Policy

National Planning Policy Framework (2021)

- 6.1.1 An update to the NPPF was published in 2021, whereby changes pertaining to transport are as follows.
- 6.1.2 Paragraph 110 (formerly Paragraph 108) states that in assessing sites that may be allocated for development in plans, or specific applications for development, there is an additional requirement to ensure that:
- “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”*
- 6.1.3 As the application does not include any changes to the design of the completed site, it is envisaged that this change is not particularly relevant to the change of use proposals.
- 6.1.4 Paragraph 112 (formerly Paragraph 110) states that applications for development should also:
- *“allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 6.1.5 There are no changes to the servicing and delivery strategy, nor are there any plans for additional car parking, therefore this change is not particularly relevant to the change of use proposals. The completed disabled parking spaces have not been fitted with electric vehicle (EV) charging points, however as part of the Travel Plan measures, any requests for EV charging at the disabled bays will be monitored, and the appropriate infrastructure can be installed in the future if there is demand for it.
- 6.1.6 As stated in the consented TS for the Base Building, additional car parking requirements for the building would be redirected to the temporary surface car park at Denmark Road or elsewhere on the MSP site in the short term. There are no electric vehicle parking spaces at these locations at the time of writing.
- 6.1.7 However, there will be a more comprehensive review of parking provision across the SRF area, and it is envisaged that provision of EV infrastructure will be a key component of the future 1,000-space MSCP as stated earlier, which is identified as a key development phase within the SRF. This is considered an appropriate commitment to accommodate future staff or students at LCA (and within the wider MSP site) who wish to travel by electric vehicles.

6.2 Regional Planning Policy

Greater Manchester Spatial Framework (GMSF)

- 6.2.1 Following the decision of Stockport Council to withdraw from the Greater Manchester Spatial Framework (GMSF) in December 2020, it was announced that the GMSF is no longer being progressed. Instead, the other 9 Greater Manchester boroughs would be embarking on a new joint development plan, known as the Places for Everyone (PfE) plan. There are no specific allocations located at or in the vicinity of the Base Building.

Greater Manchester Transport Strategy 2040

- 6.2.2 In 2021, TfGM updated the 2040 Vision for Transport. Notwithstanding, the contents of the Transport Strategy remain similar to those quoted in the 2019 consented TS.

6.3 Summary

- 6.3.1 It is considered that the change of use proposals is in line with national and regional transport policies and guidance.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the change of use within the Base Building within Manchester Science Park (MSP).

7.1.2 Curtins was subsequently appointed to provide traffic and transportation advice in for the full planning application of the site (MCC planning reference: 125018/FO/2019), with the following development description:

“Erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highways works, and other associated works. | Base (Hillel House) Greenheys Lane Manchester Science Park Manchester M15 6LR”

7.1.3 The planning application was approved in 2020. Subsequently, a non-material amendment was submitted (MCC planning reference: 132336/NMC/2021) in 2021 and approved in 2022, for the following description:

“Non Material Change to planning permission 125018/FO/2019 to allow alterations to landscaping, including tree retention and replanting | Base Greenheys Lane Manchester M15 6LR”

7.1.4 At the time of writing, construction on the development has been completed. London College of Accounting (LCA)’s occupation is scheduled to take place in September 2023, with up to 558 people (500 students and 58 staff) attending the site at any one time.

7.1.5 This TS Addendum has been prepared to support a planning application for the change of use on Levels 1 and 2 of the Base Building from Use Class E (Office) to F.1a (Education) for the occupancy by LCA.

7.1.6 An updated 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 development.

7.1.7 Relevant details of the change of use proposals have been provided. It is not envisaged that there would be any changes to the existing access, parking, and servicing arrangements of the development.

7.1.8 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. Staff and students of LCA would be encouraged to travel by sustainable modes of transport where possible, and it will be clearly communicated that there are no car parking spaces at the site (except for disabled parking, which can be allocated if required).

7.1.9 The likely number of vehicular trips associated with the change of use proposals have been determined using a TRICS assessment. The educational uses at the site could result in a net decrease of vehicular trips in the normal AM and PM peak periods respectively, and an increase in trips by walking and public transport. As such, it is not envisaged that the change of use would result in a significant impact on the existing highway network.

7.1.10 An updated review of relevant national and regional transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

7.2.1 It is reasonable to conclude that the change of use proposals are 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 impact on the surrounding highway network.

7.2.2 From a traffic and transportation perspective, there are no reasons why the change of use proposals should not be granted planning approval.

Appendix A – Internal Staircase Plan



P04



BDP.

P04



Internal Doorsets
New fire rated internal doorsets to comprise hardwood painted door frames and laminated door leaves with contrasting hardwood beading to vision panels along with door ironmongery and statutory signage, all to match existing.

Minor amendments following structural coordination	AM	GW	20.10.2022
Updated and issued for costing	AM	GW	05.10.2022
Option A progressed and overall stair width reduced to 1000mm	AM	GW	29.09.2022
First Issue	AM	GW	23.09.2022

Description	Drawn	Checked	Date
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ASE Buiding - Additional Staircase

3002479

DRAWING TITLE Existing Part First Floor Plan and Proposed New Staircase Layout	SCALE @ A1 As Indicated
--	-------------------------------

DRAWING No. AS-BDP-ZZ-01-PL-A-2001	REVISION P04
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P04

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-148301-220818-0822

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : C - COLLEGE/UNIVERSITY
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	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: Number of students
 Actual Range: 1473 to 4050 (units:)
 Range Selected by User: 360 to 16000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/04/22

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:

Monday	1 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 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:

Edge of Town Centre	4
---------------------	---

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:

Residential Zone	1
Built-Up Zone	2
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

F1(a) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 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:

Yes	3 days
No	1 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BU-04-C-01	UNIVERSITY		BUCKINGHAMSHIRE
	QUEEN ALEXANDRA ROAD			
	HIGH WYCOMBE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of students:	3795		
	Survey date: TUESDAY	24/01/17	Survey Type: MANUAL	
2	CA-04-C-02	COLLEGE		CAMBRIDGESHIRE
	BROOK STREET			
	PETERBOROUGH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of students:	3000		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
3	WS-04-C-08	UNIVERSITY OF CHICHESTER		WEST SUSSEX
	COLLEGE LANE			
	CHICHESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Number of students:	4050		
	Survey date: TUESDAY	05/04/22	Survey Type: MANUAL	
4	WS-04-C-09	UNIVERSITY OF CHICHESTER		WEST SUSSEX
	UPPER BOGNOR ROAD			
	BOGNOR REGIS			
	Edge of Town Centre			
	Residential Zone			
	Total Number of students:	1473		
	Survey date: WEDNESDAY	06/04/22	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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	4	3080	0.012	4	3080	0.003	4	3080	0.015
08:00 - 09:00	4	3080	0.041	4	3080	0.005	4	3080	0.046
09:00 - 10:00	4	3080	0.032	4	3080	0.007	4	3080	0.039
10:00 - 11:00	4	3080	0.015	4	3080	0.009	4	3080	0.024
11:00 - 12:00	4	3080	0.011	4	3080	0.010	4	3080	0.021
12:00 - 13:00	4	3080	0.017	4	3080	0.016	4	3080	0.033
13:00 - 14:00	4	3080	0.013	4	3080	0.013	4	3080	0.026
14:00 - 15:00	4	3080	0.010	4	3080	0.017	4	3080	0.027
15:00 - 16:00	4	3080	0.009	4	3080	0.019	4	3080	0.028
16:00 - 17:00	4	3080	0.008	4	3080	0.030	4	3080	0.038
17:00 - 18:00	4	3080	0.010	4	3080	0.027	4	3080	0.037
18:00 - 19:00	4	3080	0.013	4	3080	0.014	4	3080	0.027
19:00 - 20:00	4	3080	0.006	4	3080	0.015	4	3080	0.021
20:00 - 21:00	4	3080	0.004	4	3080	0.012	4	3080	0.016
21:00 - 22:00	4	3080	0.003	4	3080	0.007	4	3080	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.204			0.408

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: 1473 - 4050 (units:)
Survey date range: 01/01/14 - 06/04/22
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 4
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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL CYCLISTS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	4	3080	0.001	4	3080	0.000	4	3080	0.001
08:00 - 09:00	4	3080	0.002	4	3080	0.001	4	3080	0.003
09:00 - 10:00	4	3080	0.002	4	3080	0.001	4	3080	0.003
10:00 - 11:00	4	3080	0.002	4	3080	0.001	4	3080	0.003
11:00 - 12:00	4	3080	0.000	4	3080	0.001	4	3080	0.001
12:00 - 13:00	4	3080	0.001	4	3080	0.001	4	3080	0.002
13:00 - 14:00	4	3080	0.001	4	3080	0.001	4	3080	0.002
14:00 - 15:00	4	3080	0.002	4	3080	0.001	4	3080	0.003
15:00 - 16:00	4	3080	0.001	4	3080	0.001	4	3080	0.002
16:00 - 17:00	4	3080	0.001	4	3080	0.001	4	3080	0.002
17:00 - 18:00	4	3080	0.001	4	3080	0.001	4	3080	0.002
18:00 - 19:00	4	3080	0.001	4	3080	0.002	4	3080	0.003
19:00 - 20:00	4	3080	0.000	4	3080	0.001	4	3080	0.001
20:00 - 21:00	4	3080	0.000	4	3080	0.001	4	3080	0.001
21:00 - 22:00	4	3080	0.000	4	3080	0.000	4	3080	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.014			0.029

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.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	4	3080	0.005	4	3080	0.002	4	3080	0.007
08:00 - 09:00	4	3080	0.041	4	3080	0.007	4	3080	0.048
09:00 - 10:00	4	3080	0.033	4	3080	0.010	4	3080	0.043
10:00 - 11:00	4	3080	0.028	4	3080	0.015	4	3080	0.043
11:00 - 12:00	4	3080	0.028	4	3080	0.024	4	3080	0.052
12:00 - 13:00	4	3080	0.033	4	3080	0.029	4	3080	0.062
13:00 - 14:00	4	3080	0.040	4	3080	0.029	4	3080	0.069
14:00 - 15:00	4	3080	0.028	4	3080	0.031	4	3080	0.059
15:00 - 16:00	4	3080	0.021	4	3080	0.028	4	3080	0.049
16:00 - 17:00	4	3080	0.020	4	3080	0.035	4	3080	0.055
17:00 - 18:00	4	3080	0.013	4	3080	0.026	4	3080	0.039
18:00 - 19:00	4	3080	0.013	4	3080	0.022	4	3080	0.035
19:00 - 20:00	4	3080	0.014	4	3080	0.018	4	3080	0.032
20:00 - 21:00	4	3080	0.006	4	3080	0.015	4	3080	0.021
21:00 - 22:00	4	3080	0.005	4	3080	0.009	4	3080	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.300			0.628

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.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	4	3080	0.002	4	3080	0.002	4	3080	0.004
08:00 - 09:00	4	3080	0.012	4	3080	0.007	4	3080	0.019
09:00 - 10:00	4	3080	0.012	4	3080	0.005	4	3080	0.017
10:00 - 11:00	4	3080	0.005	4	3080	0.004	4	3080	0.009
11:00 - 12:00	4	3080	0.006	4	3080	0.004	4	3080	0.010
12:00 - 13:00	4	3080	0.011	4	3080	0.008	4	3080	0.019
13:00 - 14:00	4	3080	0.008	4	3080	0.007	4	3080	0.015
14:00 - 15:00	4	3080	0.004	4	3080	0.008	4	3080	0.012
15:00 - 16:00	4	3080	0.005	4	3080	0.009	4	3080	0.014
16:00 - 17:00	4	3080	0.004	4	3080	0.013	4	3080	0.017
17:00 - 18:00	4	3080	0.004	4	3080	0.009	4	3080	0.013
18:00 - 19:00	4	3080	0.003	4	3080	0.006	4	3080	0.009
19:00 - 20:00	4	3080	0.003	4	3080	0.006	4	3080	0.009
20:00 - 21:00	4	3080	0.001	4	3080	0.004	4	3080	0.005
21:00 - 22:00	4	3080	0.000	4	3080	0.003	4	3080	0.003
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.095			0.175

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.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	4	3080	0.023	4	3080	0.006	4	3080	0.029
08:00 - 09:00	4	3080	0.105	4	3080	0.019	4	3080	0.124
09:00 - 10:00	4	3080	0.087	4	3080	0.022	4	3080	0.109
10:00 - 11:00	4	3080	0.052	4	3080	0.029	4	3080	0.081
11:00 - 12:00	4	3080	0.048	4	3080	0.041	4	3080	0.089
12:00 - 13:00	4	3080	0.066	4	3080	0.057	4	3080	0.123
13:00 - 14:00	4	3080	0.064	4	3080	0.052	4	3080	0.116
14:00 - 15:00	4	3080	0.045	4	3080	0.062	4	3080	0.107
15:00 - 16:00	4	3080	0.040	4	3080	0.063	4	3080	0.103
16:00 - 17:00	4	3080	0.032	4	3080	0.086	4	3080	0.118
17:00 - 18:00	4	3080	0.029	4	3080	0.069	4	3080	0.098
18:00 - 19:00	4	3080	0.036	4	3080	0.048	4	3080	0.084
19:00 - 20:00	4	3080	0.024	4	3080	0.047	4	3080	0.071
20:00 - 21:00	4	3080	0.012	4	3080	0.039	4	3080	0.051
21:00 - 22:00	4	3080	0.008	4	3080	0.024	4	3080	0.032
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.671				0.664	1.335	

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.

Our Locations

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