

No. 3 Circle Square

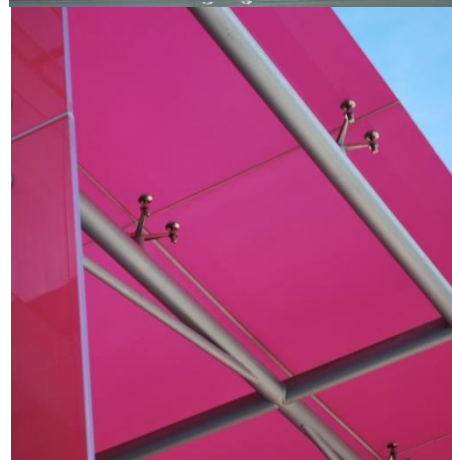
Transport Statement

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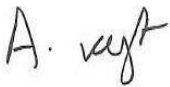


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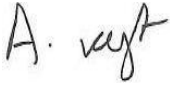
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Drawings

Drawing 80646-CUR-00-XX-DR-TP-05003 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Appendices

Appendix A – Proposed Ground Floor Layout and Landscape Plan

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development No. 3 Circle Square, off Oxford Road, Manchester.
- 1.1.2 In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and agreed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.
- 1.1.3 The proposed development forms Phase 2 of the endorsed masterplan, and comprises a 15-storey office building (Use Class E(g)) with ground floor retail / commercial uses (Use Class E(a, b, c)). The proposed floorspace for these uses is c. 23,894 m² and c. 964 m² Net Internal Area (NIA) respectively.
- 1.1.4 The development would be car-free and comprise no car parking spaces, however there will be a secure cycle store with a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks), lockers, showers, and changing rooms. There will also be a repair station and pump within the cycle store.
- 1.1.5 The proposed ground floor layout and landscape plan is included in **Appendix A**.

1.2 Planning History

- 1.2.1 The site was formerly known as Plot 12 and has previously received consent for a similar development (Manchester City Council (MCC) application reference: 125451/FO/2019). Curtins prepared a Transport Statement and Interim Travel Plan to support the application, and consent was granted in February 2020 for the following:

“Erection of new 15 storey building plus basement to include basement plant room, ground floor reception, cycle store and commercial space (flexible Use Classes A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), D1 (Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only) and 14 storeys of offices (Use Class B1) together with rooftop lounge and terrace, associated means of access and external landscaping around base of building | Plot 12 Circle Square Masterplan Land Bound By Princess Street And Newman Street (Formerly Brancaster Road) Manchester M1 7ED.”

- 1.2.2 The consented development comprised a 14-storey office building (Use Class E(g), formerly Use Class B1) with ground floor retail / commercial uses (Use Classes E(a, b, c), Sui Generis, E(g), and E (d, e, f) and F2(c, d), formerly A1, A2, A3, A4, A5, B1, D1 and D2). The proposed floorspace for these uses were 20,289m² and 582m² Net Internal Area (NIA) respectively.

- 1.2.3 The previous consent envisaged service vehicles and refuse vehicles travelling through the neighbouring Multi-Storey Car Park (MSCP) at the south of the building (entering via the A34 Brook Street) and then heading north along the western edge of the site, towards Newman Street (formerly Brancaster Road). Vehicles then either had the option of traveling ahead to the northern part of Circle Square, or turning right onto Newman Street and then exiting onto the A34 Princess Street.
- 1.2.4 The main changes within the proposed scheme in comparison to the consented scheme is the creation of a new public realm to the west of the building, which will include areas of hard and soft landscaping and tree planting, designed to complement the site-wide landscaping strategy and provide external spill out space associated with the café / restaurant unit at ground floor level.
- 1.2.5 As a result, vehicular access to Newman Street, and areas of Circle Square to the north of the site, from the west of the site will be restricted as part of the proposed scheme. A new access road is therefore envisaged immediately to the north of the MSCP / south of the site, broadly following the former alignment of Cloak Street (which was stopped up to accommodate construction vehicle access for the wider Circle Square site).
- 1.2.6 This would be a one-way service road for a very low volume of service and refuse vehicles. All vehicles would exit onto the A34 Princess Street from Cloak Street, which would be reinstated as part of the proposed development.
- 1.2.7 Additionally, there will be a new outdoor bin store (with space for c. 30 no. 1,100 l Eurobins) located to the south-west of the MSCP, under the Mancunian Way, which will serve as an overspill bin store for the entire Circle Square masterplan. This space would primarily be a back-of-house area for Circle Square, housing extra bins, car parking spaces, a container storage area, serving as a loading area, with a vehicular turning circle for use if necessary.

1.3 Purpose of This Report

- 1.3.1 This Transport Statement (TS) has been prepared in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. The document also provides an update to the approved scheme from 2020.

1.4 Scope of the Report

- 1.4.1 Curtins attended a scoping meeting with Highways Officers at MCC on 4th May 2022 to discuss the new servicing arrangements. MCC Highways were generally accepting of the new strategy and the reintroduction of Cloak Street, and requested reassurance on the following key points:
- As Bruntwood are not the sole operators onsite, VITA Group (the private residential and student accommodation operators) should be consulted on the proposed development; and

- An element of resilience should be built into the access strategy, i.e., if Newman Street was blocked from the west:
 - Newman Street should be reversed and made available to two-way traffic (accommodating ingress from A34 Princess Street); and / or
 - Street furniture along the public realm to the west of the building should be removable to allow for vehicular access if required.

1.4.2 Bruntwood has since confirmed that they have been involved in estate management discussions with VITA Group on the proposals, to which no objection has been raised. Additionally, temporary two-way traffic has been accommodated before on Newman Street (for a weekend for example), therefore this could be implemented as and when necessary.

1.4.3 Bruntwood have also confirmed that in the most extreme of emergency circumstances, the street furniture to the west of the site could be cleared to allow emergency vehicle access; however this strategy would be secondary to the above solution for emergency two-way traffic on Newman Street.

1.4.4 On this basis, the TS contains:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals and servicing arrangements;
- A review of accessibility by all sustainable modes of travel;
- Commentary on the highway impact associated with the development proposals; and
- A summary of relevant transport planning policy;

1.5 Structure of the Report

1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.5.3 The development proposal is summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.5.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.5.5 **Section 5** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

- 1.5.6 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.5.7 Relevant local and national transport policy is summarised in **Section 7**, and the report is summarised and concluded in **Section 8**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located within Manchester City Centre. At the time of writing, the site is bound to the north by Newman Street (formerly Brancaster Road) and the VITA student accommodation block beyond (Phase 1A of Circle Square), to the south by a 1,100-space Multi-Storey Car Park (MSCP) (part of Phase 1B of Circle Square), and to the east by the A34 Princess Street and the Manchester Institute of Biotechnology beyond.
- 2.1.2 The Circle Square masterplan area is being delivered by Bruntwood and Select Property Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2023.
- 2.1.3 **Plan 73115-CUR-00-XX-DR-TP-06001** illustrates the location of the site in relation to the surrounding areas, whereas **Figure 2.1** below and **Plan 73115-CUR-00-XX-DR-TP-06002** to the rear of the report show the site in a local context relating to the local highway network.

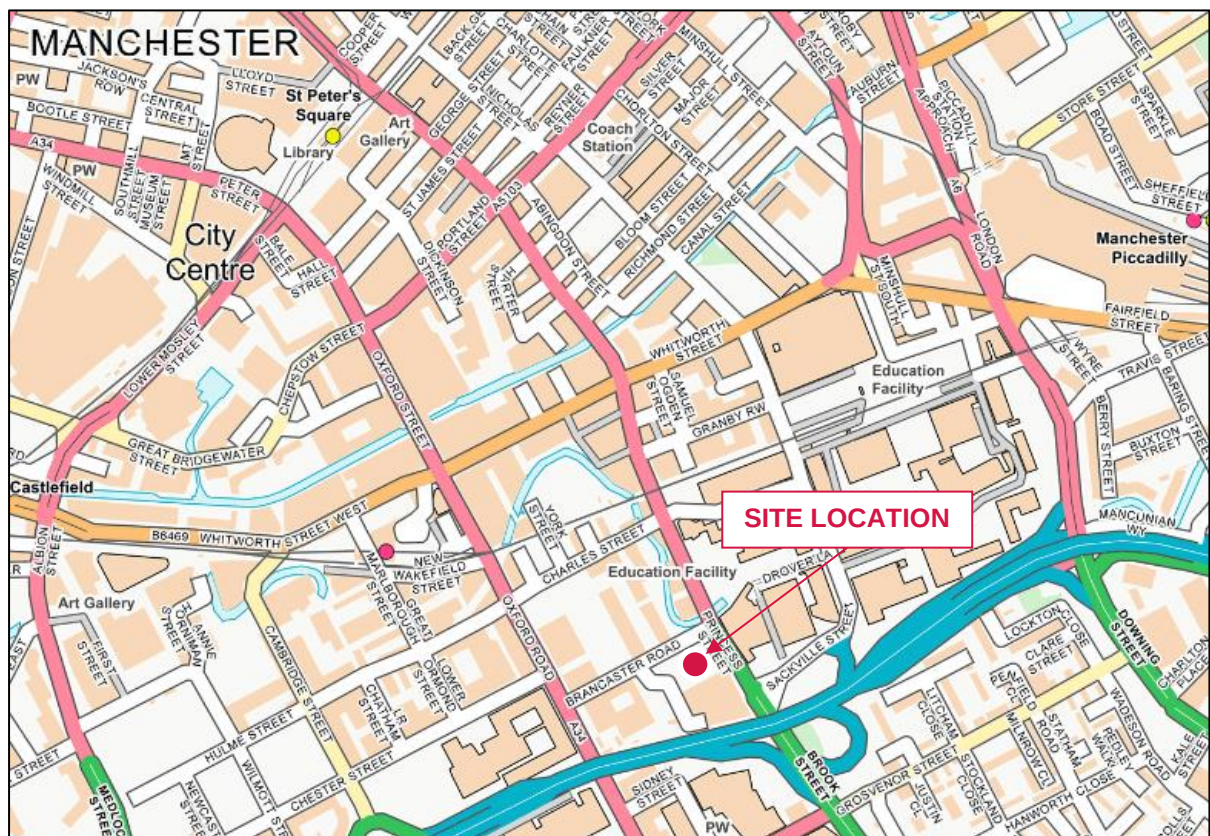


Figure 2.1 – Site Location in Relation to the Local Network
(Source: OS Maps, 2022)

2.2 Existing Use

- 2.2.1 The site is primarily vacant and is bound by Newman Street (formerly Brancaster Road) to the north, Princess Street to the east, Premier Inn and MSCP and the Mancunian Way to the south and Manchester Technology Centre to the West.
- 2.2.2 Part of the site, where the proposed office building will sit, most recently comprised the construction compound for Sisk, the contractors developing the other plots on the Circle Square Masterplan. It is now cleared and hoarded, awaiting development.
- 2.2.3 Outside of the hoarding, there is an area of temporary grass adjacent to the MCSP and car parking adjacent to Manchester Technology Centre used by Bruntwood staff, in addition car parking is included under the Mancunian Way again solely used by Bruntwood staff.
- 2.2.4 Sorton Street and Cloak Street also served as a continuous link through the site, however both roads have been stopped up. In addition, there is an access off Newman Street to the car parking associated with Manchester Technology Centre.
- 2.2.5 A substation is located to the south of the site adjacent to the Mancunian Way. There are no trees on or adjacent to the site.

2.3 Existing Access Arrangements

Vehicular Access

- 2.3.1 The site is currently accessed primarily by construction vehicles turning in from the B5117 Oxford Road into the western terminus of Newman Street. These then egress to the east onto the A34 Princess Street. It is clearly signed that there is no entry from A34 Princess Street.
- 2.3.2 To the south of the site, Cloak Street is also closed to the public as construction vehicles enter from Oxford Road and follow the perimeter of the site to access this storage area. Construction vehicles can also egress from the eastern terminus of Cloak Street onto A34 Princess Street, where there is also adequate signage prohibiting entry of regular vehicles.

Pedestrian and Cycle Access

- 2.3.3 At the time of writing, the site is mostly hoarded up to prevent public access, however there are some gates fronting Newman Street which construction workers and site operatives can use to access the site, as shown in **Figure 2.2** below.



Figure 2.2 – Existing Site Frontage, Viewed from Newman Street Eastbound

- 2.3.4 The entirety of Newman Street comprises wide footways which link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.
- 2.3.5 Cyclists can also utilise the entire road and must abide by the similar one-way eastbound traffic rule.

2.4 Surrounding Highway Network

Newman Street (formerly Brancaster Road)

- 2.4.1 Forming the northern boundary of the site, Newman Street commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east.
- 2.4.2 The carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.
- 2.4.3 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition.
- 2.4.4 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions (no waiting at any time) along the entire length of Newman Street.
- 2.4.5 Historically, Newman Street was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering traffic generated by construction vehicles. Sorton Street and

Cloak Street also served as a continuous link through the site, however both roads have since been stopped up to accommodate development.

B5117 Oxford Road

- 2.4.6 To the west of the site, Oxford Road extends for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.
- 2.4.7 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 2.4.8 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway.
- 2.4.9 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 2.4.10 Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.
- 2.4.11 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

A34 Princess Street

- 2.4.12 Forming the eastern boundary of the site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure

establishments before terminating at a signalised junction with Brook Street at the southeast of the site, where the road continues as the A34 Upper Brook Street.

- 2.4.13 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 2.4.14 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 2.4.15 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.
- 2.4.16 TROs are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

2.5 Access for Mobility and Visually Impaired Users

- 2.5.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at the pay and display bays along the A34 Princess Street.
- 2.5.2 There are dropped kerbs and tactile paving on crossings in the vicinity of the site, along with pedestrian refuge islands along the Oxford Road corridor.

2.6 Highway Safety

- 2.6.1 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 search area included:
- A section of Oxford Road (approximately 150m in length) between Charles Street and Newman Street, including all junctions in between;
 - A section of Charles Street (approximately 225m in length) between Oxford Road and Princess Street, including all junctions in between;

- A section of the A34 (approximately 250m in length, southwards from Charles Street) including all junctions in between; and
- Newman Street (approximately 180m in length) between the A34 and Oxford Road.

2.6.2 The details of the search are contained in **Figure 2.3**, and a breakdown of the information is contained in **Table 2.1**:

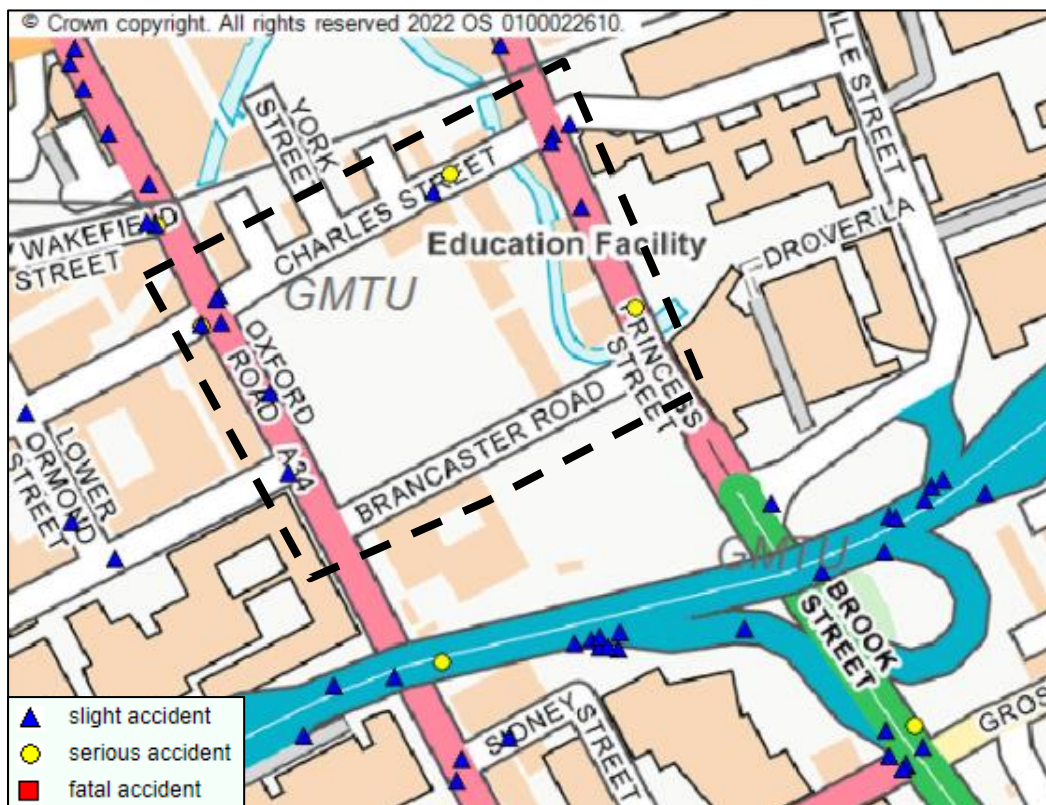


Figure 2.3 – Extents of Search Area

(Source: TfGM, 2022)

Junction/Link	Slight	Serious	Fatal	Totals
Charles Street / B5117 Oxford Road / Hulme Street	4	1	0	5
Charles Street	1	1	0	2
Charles Street / A34 Princess Street	3	0	0	3
A34 Princess Street	1	1	0	2
A34 Oxford Road	1	0	0	1
A34 Oxford Road / Chester Street	1	0	0	1
Total	11	3	0	14

Table 2.1 – Personal Injury Accident Data Summary

- 2.6.3 There have been a total of 14 accidents in the latest five-year period available, 11 of which were 'slight' severity accidents and 3 of which were 'serious' severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.6.4 This review does not highlight any clusters of collisions which would warrant further investigation, and there are no concentrations of vehicle collisions or irregular casualties that would suggest an existing safety issue that would be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 The proposed development forms Phase 2 of the endorsed masterplan, and comprises a 15-storey office building (Use Class E(g)) with ground floor retail / commercial uses (Use Class E(a, b, c)). The proposed floorspace for these uses is c. 23,894 m² and c. 964 m² Net Internal Area (NIA) respectively.
- 3.1.2 The development would be car-free and comprise no car parking spaces, however there will be a secure cycle store with a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks), lockers, showers, and changing rooms. There will also be a repair station and pump within the cycle store.
- 3.1.3 The proposed ground floor layout and landscape plan is included in **Appendix A**.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 There will be no vehicular access directly into the building as there is no proposed parking provision.
- 3.2.2 Notwithstanding, there would be a layby alongside Newman Street, fronting the retail units, where drop-offs and pick-ups can be accommodated.

Pedestrian and Cycle Access

- 3.2.3 Pedestrian access can be taken from the north-western corner of the building, where the main entrance is located. This part of the building can be accessed directly from Newman Street and its neighbouring public realm. The main entrance leads towards the lobby, whereby staff can securely access lifts and stairs to other floors past the speedgates.
- 3.2.4 The café can also be accessed separately from the west of the building as there will be external café seating provided, whereas the ground floor retail units also comprise their own separate accesses fronting Newman Street.
- 3.2.5 All access points will comprise either level access, or steps with ramped alternatives, which would be suitable for all types of users regardless of the level of mobility or visual impairment.
- 3.2.6 It is envisaged that cyclists would gain access to the cycle store via a secure access to the east of the building, fronting the A34 Princess Road. Cyclists can dismount along Newman Street and push their bikes towards this access, which leads to the secure cycle store on the ground floor level, with stairs and a platform lift to the showers and changing rooms at the mezzanine level.

3.3 Parking Provision

- 3.3.1 Car and cycle parking for the development is provided in accordance with Manchester City Council (MCC)'s Parking Standards, provided in Appendix B of the Manchester Core Strategy, adopted in 2012. Parking standards relevant to the land use of the proposed development are reproduced in **Table 3.1** below.

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
Business: Stand Alone Offices	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces

Table 3.1 – MCC Parking Standards

Car Parking

- 3.3.2 As a reflection of the highly accessible nature of the site, and as the 1,100-space Multi-Storey Car Park (MSCP) adjacent to the site is already operational, it is proposed that no on-site car parking will be provided as the MSCP will address the parking requirements of the offices.
- 3.3.3 MCC consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.
- 3.3.4 It is considered that this parking provision is in accordance with the transport policies set out in the Manchester Core Strategy, with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

Cycle Parking

- 3.3.5 A total of 126 cycle parking spaces will be provided in the secure cycle store, in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks. There will also be a repair station and pump within the cycle store, and lockers, showers, and changing rooms located at the mezzanine level of the building.
- 3.3.6 This provision is in line with MCC's cycle parking standards of minimum 1 space per 200 sqm (120 spaces for c. 23,894 sqm office space). This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Framework Travel Plan (Document Reference: **80646-CUR-XX-XX-T-TP-00002**)).

- 3.3.7 Additionally, there are short-stay spaces integrated into the landscaping strategy of the building, in the form of 9 Sheffield stands in total (18 spaces) at the northern and western perimeter of the building.
- 3.3.8 MCC's cycle parking spaces for different retail uses range between 1 space per 50 sqm to 200 sqm, and this parking provision is 18 spaces for 964 sqm of retail uses, equating to 1 space per 54 sqm, which is considered acceptable due to the wide range of standards.
- 3.3.9 Cycle parking also needs to be determined against Building Research Establishment Environmental Assessment Method (BREEAM) requirements, which is based on occupancy numbers. BREEAM guidance states that the net floor area must be multiplied by the equivalent occupant density to determine an overall occupancy for the area. Using an occupancy rate of 0.111, the maximum number of occupants for the offices would be 2,652.
- 3.3.10 As stated earlier, it is envisaged that the other uses within the proposed development would be ancillary to the main office uses, and would not be likely to attract a large number of additional trips. This is defined as a Type A building under BREEAM standards (i.e. buildings predominantly occupied by staff or employees with occasional business-related visitors). As such, the office buildings criteria for cycle storage is applied to the other uses within the proposed development.
- 3.3.11 For robustness, it is predicted that there will be an occupancy of 150 people for the ground floor F&B and retail area. This brings the maximum number of building occupants to 2,802.
- 3.3.12 The cycle parking provision of 144 spaces total (126 long-stay and 18 short-stay) is in line with the BREEAM requirements as follows:
- **Offices** – Over 400 users, therefore 128 spaces minimum using the BREEAM sliding scale of compliance:
 - 1 – 200 users @ 1 space per 10 users = 20 spaces;
 - 201 – 300 users @ 1 space per 15 users = 7 spaces;
 - 301 – 400 users @ 1 space per 20 users = 5 spaces; and
 - 401+ users @ 1 space per 25 users = 96 spaces.
- 3.3.13 The above is an estimate of the total allocation of cycle parking spaces as the final occupancy figures at the development have yet to be determined. Occupancy figures are also subject to change due to different factors such as the offices would not be fully occupied at all times due to the implementation of flexible / hybrid working patterns.
- 3.3.14 There are also areas dedicated to cycle facilities, such as rooms which could provide changing areas, lockers, and showers. The minimum standards of cycle facilities will be provided as follows:

- **Changing rooms** – Appropriately sized to suit number of users, including adequate space to hang or store clothing equipment, account for privacy to allow cyclists of either gender to change in private;
- **Lockers** – Number of lockers is at least equal to the number of cycle spaces required, lockers are in or adjacent to compliant changing rooms, where provided, and are sized appropriately for the storage of a cyclist's equipment; and
- **Showers** – 1 shower per 10 cycle storage spaces, catering to both male and female users.

3.4 Proposed Servicing and Delivery Arrangements

- 3.4.1 It is proposed that service vehicles access the site from the entrance to the MSCP off the A34 Princess Street, which is a similar arrangement to the consented scheme. However, instead of continuing along the western perimeter of the building and emerging onto Newman Street, Cloak Street would be reinstated to allow vehicles to turn right and continue along the southern perimeter of the building instead.
- 3.4.2 Service and delivery vehicles would pull up on the edge of the carriageway, where the in store, goods lobby, and substation can be accessed. With this arrangement, bins can be pulled out from the bin storage by management personnel, unloaded onto refuse vehicles, then pulled back to the bin stores. As a result, the bins will await collection along the public realm for a limited amount of time.
- 3.4.3 There would also be a layby alongside Newman Street, fronting the retail units, which would benefit from the ease of receiving deliveries.
- 3.4.4 Service and delivery vehicles would then travel in an easterly direction and exit onto the A34 Princess Street. An 11.2m large refuse vehicle is shown undertaking this manoeuvre in **Drawing 80646-CUR-00-XX-DR-TP-05003** to the rear of the report.
- 3.4.5 It is not envisaged that Cloak Street would be frequented by pedestrians, cyclists, or vehicles other than a very low volume of service and delivery vehicles. It is noted that pedestrians would need to walk alongside certain parts of the service and delivery vehicle route (for example, to access the MSCP from Newman Street), and it is shown in the landscape strategy that there will be a raised table and crossing point at the north-west corner of the MSCP, with dropped kerbs and tactile paving. As such, pedestrians would not need to walk along Cloak Street. The existing pedestrian access to the car park is shown in **Figure 3.1** below:

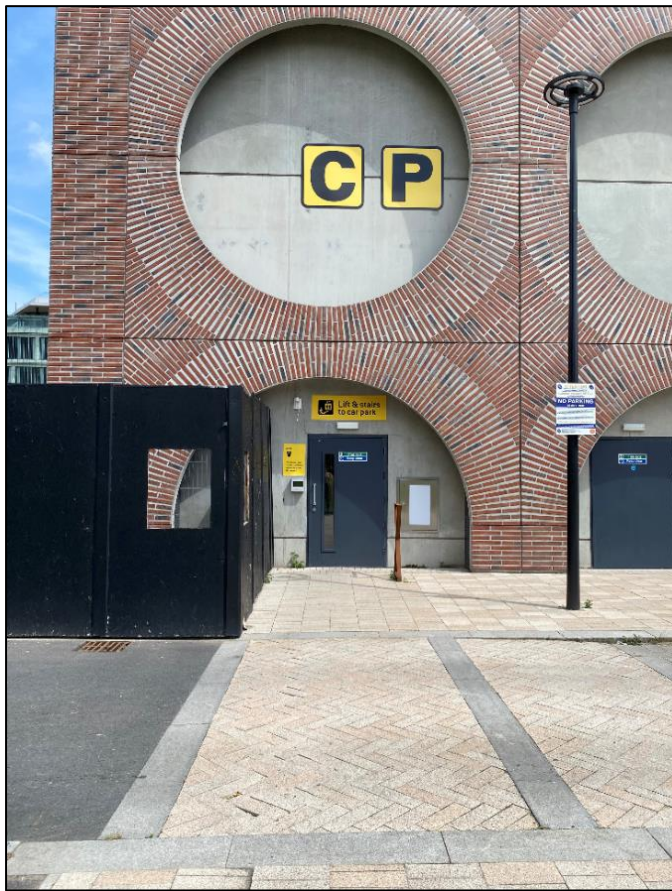


Figure 3.1 – Existing Pedestrian Access to Neighbouring MSCP

- 3.4.6 A new outdoor bin store, with space for c. 30 no. 1,100 L Eurobins, is to be provided under the Mancunian Way which will serve as central bin store for the Bruntwood element of Circle Square. This space is proposed as a back-of-house area for Circle Square, housing extra bins, car parking spaces (effectively controlled with use permitted only for Circle Square's estate management, operations team, and maintenance staff), a container storage area serving as a loading area, with a vehicular turning circle for use if necessary. **Drawing 80646-CUR-00-XX-DR-TP-05003** to the rear of the report shows that a 11.2m large refuse vehicle can safely access and egress from this space in forward gear.
- 3.4.7 The bin store is proposed to allow for a more efficient and coordinated waste management strategy for the Bruntwood element of Circle Square and will prevent refuse vehicles being sat within the public realm throughout the day. The provision of a managed bin store would provide a single point, in a discrete back of house location, for waste to be collected. Bins would remain within the relevant building until full, it would be the responsibility of the building management team to move the bins to the bin store throughout the day as necessary, with waste being collected from a single point under the Mancunian Way.

- 3.4.8 This arrangement also does not interfere with the traffic flow to and from the MSCP, as the junction with A34 Princess Road would be two-way. Regular commuter vehicles would therefore be restricted to enter and exit the MSCP from this junction only and would be prohibited from travelling further north beyond the MSCP. As such, service and delivery vehicles can easily access and egress from the site in forward gear. The existing access route for service and delivery vehicles is shown in **Figures 3.2 and 3.3** as follows:



Figure 3.2 (left) – Existing Service and Delivery Vehicle Access from MSCP

Figure 3.3 (right) – Continuation of Existing Service and Delivery Vehicle Access, Northbound towards Newman Street

- 3.4.9 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **80646-CUR-XX-XX-T-TP-00003**).

Effect of Proposed Strategy on Wider Circle Square Masterplan

- 3.4.10 As a result of the proposed servicing strategy, access to the parts of Circle Square to the north of Newman Street would no longer be feasible from the MSCP and would all be redirected to entry from Oxford Road.
- 3.4.11 Bruntwood are not the sole operators at the Circle Square site, as VITA Group also operate the private residential and student accommodation blocks, and subsequently the servicing strategy for VITA Group would be affected by the proposed development. Notwithstanding, Bruntwood has confirmed that they

have been involved in estate management discussions with VITA Group on the proposals, to which no objection has been raised.

3.4.12 During scoping discussions with MCC Highways, it was also requested that an element of resilience should be built into the access strategy, i.e., if Newman Street was blocked from the west:

- Newman Street should be reversed and made available to two-way traffic (accommodating ingress from A34 Princess Street); and / or
- Street furniture along the public realm to the west of the building should be removable to allow for vehicular access if required.

3.4.13 Bruntwood have confirmed that temporary two-way traffic has been accommodated before on Newman Street (for a weekend for example), therefore this could be implemented as and when necessary. In the most extreme of emergency circumstances, the street furniture to the west of the site could be cleared to allow emergency vehicle access; however this strategy would be secondary to the above solution for emergency two-way traffic on Newman Street.

3.4.14 It is considered that these strategies for resilience and mitigation, along with coordination between Bruntwood and VITA Group on the frequency and timings of servicing and delivery vehicles, would not result in a detrimental impact on the operation of the wider Circle Square masterplan area.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 73115-CUR-00-XX-DR-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Circle Square (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	0-200
2	Oxford Road (comprising restaurants, supermarkets, bars, hotels, post office, gym, All Saints Park)	Appropriate food outlet Access to cash Publicly available postal facility Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200-300

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.5 Most notably, the site integrates into the wider Circle Square masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within the 500m desirable walking distance of the site.
- 4.2.6 There are also number of residential properties within 500m walking distance of the site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.
- 4.2.7 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities. To the north of the site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the site on Charles Street.
- 4.2.8 Additionally, the Oxford Road rail station is within a 500m walk of the site, as such staff at the site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the site also host a wide variety of bus services all across Greater Manchester.
- 4.2.9 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern

College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the site.

- 4.2.10 Approximately 650m north of the site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the site.
- 4.2.11 Within 2km of the site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the site.
- 4.2.12 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the north-west of the site and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.
- 4.2.13 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.4**. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 73115-CUR-00-XX-DR-TP-06004** presents an 8km cycle catchment for the site. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2009), which states: "*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*".
- 4.3.2 The 8km catchment encompasses all of Manchester City Centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 4.3.3 There are two routes on the National Cycle Network (NCN) within close proximity of the site. Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

- 4.3.4 National Cycle Route 66 to the east can be accessed via Store Street. It connects the site to the north-east of Greater Manchester, including areas such as Failsforth.
- 4.3.5 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes.
- 4.3.6 Local routes in the vicinity of the site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

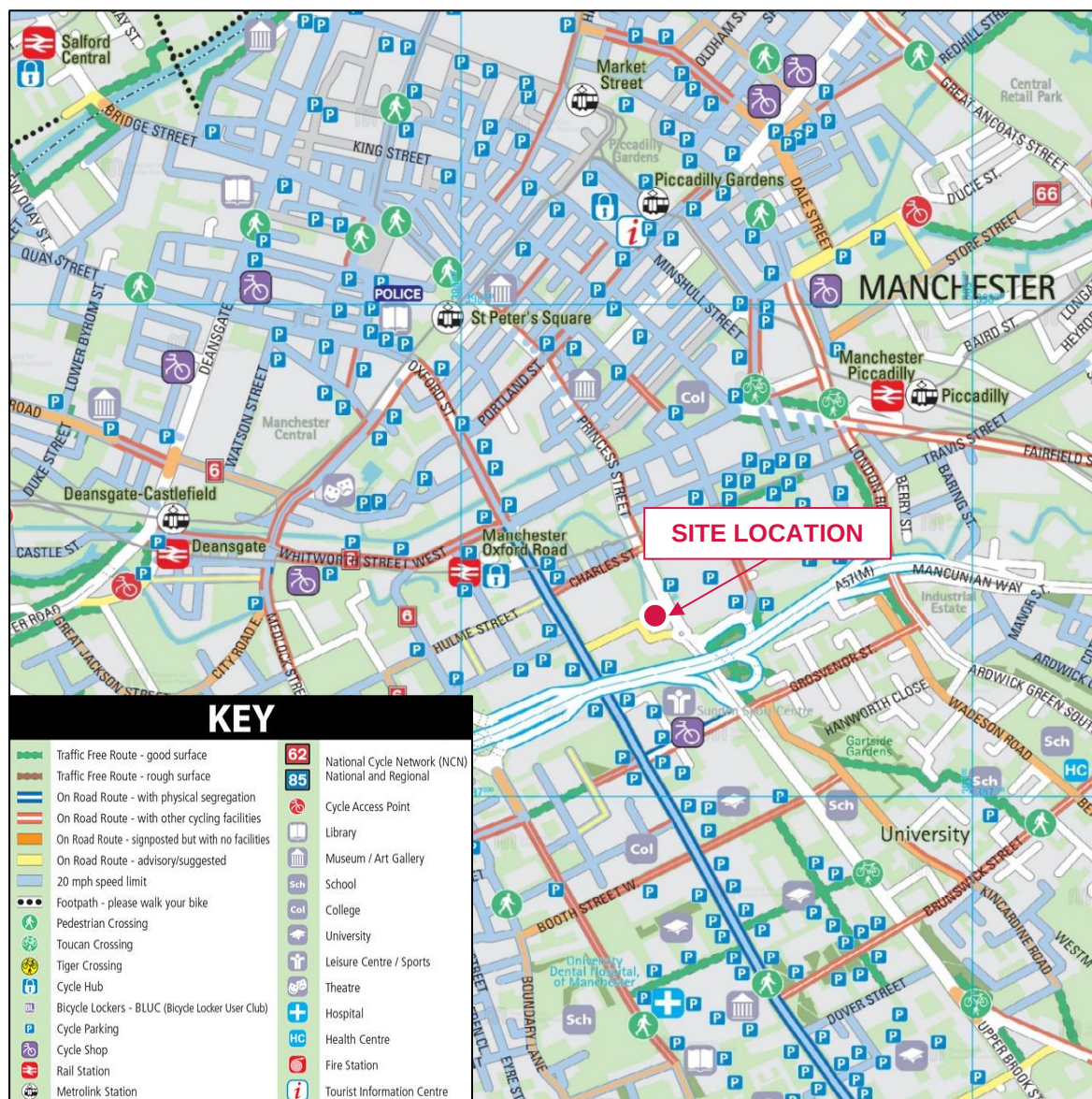


Figure 4.1 – Local Cycle Network

(Source: TfGM, 2019)

- 4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the proposed Bee Network in Manchester City Centre.
- 4.3.8 As part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There is a docking station located between Circle Square and Oxford Road, and it is envisaged that in summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.
- 4.3.9 These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme will operate within the following zone:

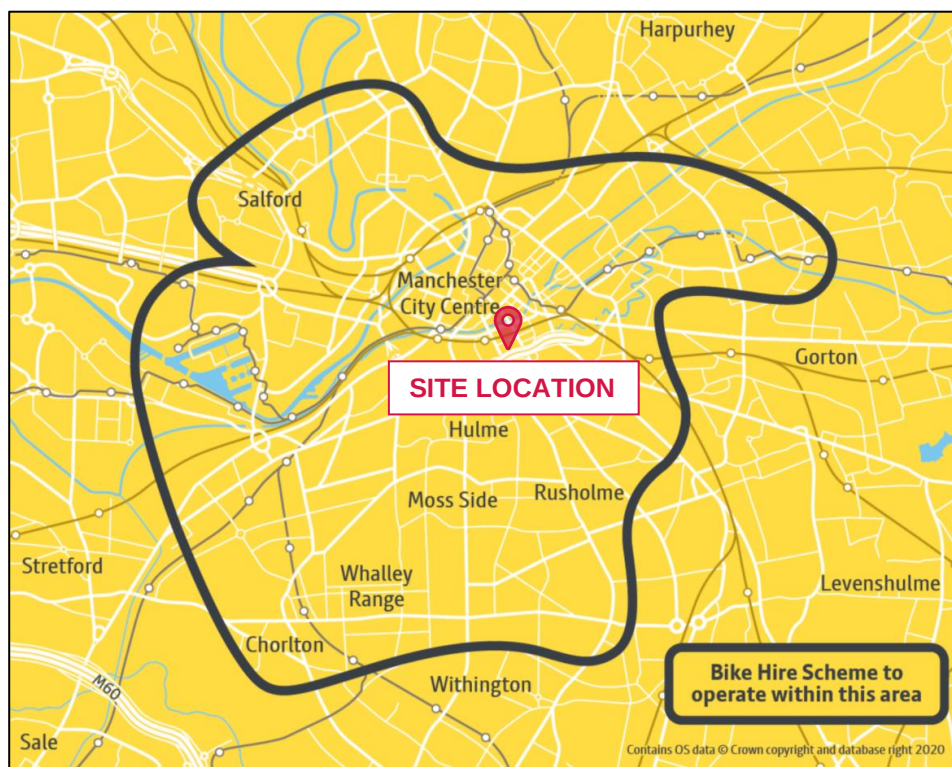


Figure 4.2 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

- 4.3.10 Based on the above, it is considered that the site is highly accessible for cyclists.

4.4 Accessibility by Public Transport

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service

availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as ‘excellent’) and level 1 a low level of accessibility (described as ‘very poor’). The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers excellent multi-modal links into Manchester City Centre, throughout Greater Manchester, and the North West.

4.4.3 **Plan 73115-CUR-00-XX-DR-TP-06005** demonstrates those areas accessible via public transport within 20-, 40- and 60-minutes’ journey from the site. . Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.3:**



Figure 4.3 – Local Public Transport Network

(Source: TfGM, 2022)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stop is located approximately 75m to the north of the site along Princess Street, with more northbound and southbound bus stops along Oxford Road at an approximate 160m walk from the site. **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Princess Street:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury	12 mins	12 mins	15 mins
From Oxford Road:				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	10 mins	12 mins	15 mins
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	20 mins	20 mins	30 mins
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	30 mins	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	-
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	10 mins	10 mins	30 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
44	Piccadilly Gardens – Withington – Wythenshawe Hospital	Hourly	Hourly	-
51	The Lowry – Salford – Birchfields – Burnage – East Didsbury	6 in the AM peak	-	-
85	Piccadilly Gardens – Hulme – Whalley Range – Chorlton	15 mins	15 mins	20 mins
85A	Piccadilly Gardens – Hulme – Chorlton – Arrowfield Estate	Hourly	Hourly	-
86	Piccadilly Gardens – Hulme – Brooks Bar – Stretford – Sale	12 mins	12 mins	10 mins
111	Piccadilly Gardens – Moss Side – Withington – Chorlton	12 mins	12 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	10 mins	10 mins
147	Ancoats – Rusholme – Fallowfield – West Didsbury	10 mins	-	-
191	Albert Square – Heaton Chapel – Stockport – Hazel Grove	3 per hour in the AM peak 4 in the PM peak	-	-
197	Albert Square – Heaton Moor – Heaton Mersey – Stockport	20 mins	30 mins	Hourly
250	Piccadilly Gardens – Trafford Park – The Trafford Centre	12 mins	12 mins	10 mins
253	Partington – Carrington – Stretford – Piccadilly Gardens	2 in the AM peak	-	-
263	Piccadilly Gardens – Hulme – Stretford – Sale – Altrincham	20 mins	20 mins	30 mins
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins

Table 4.4 – Summary of Bus Service Frequencies from Charles Street and Oxford Road

4.4.7 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.

4.4.8 Staff can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre (within a c. 500m walking distance) in order to access key city centre locations and railway stations (Deansgate / Manchester Victoria). Only Route 2 calls at this stop, but

residents and staff can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1 which links to other areas such as Piccadilly and Manchester City Centre. The free bus routes and frequencies are detailed in **Figure 4.4** below:

free bus routes around the city centre

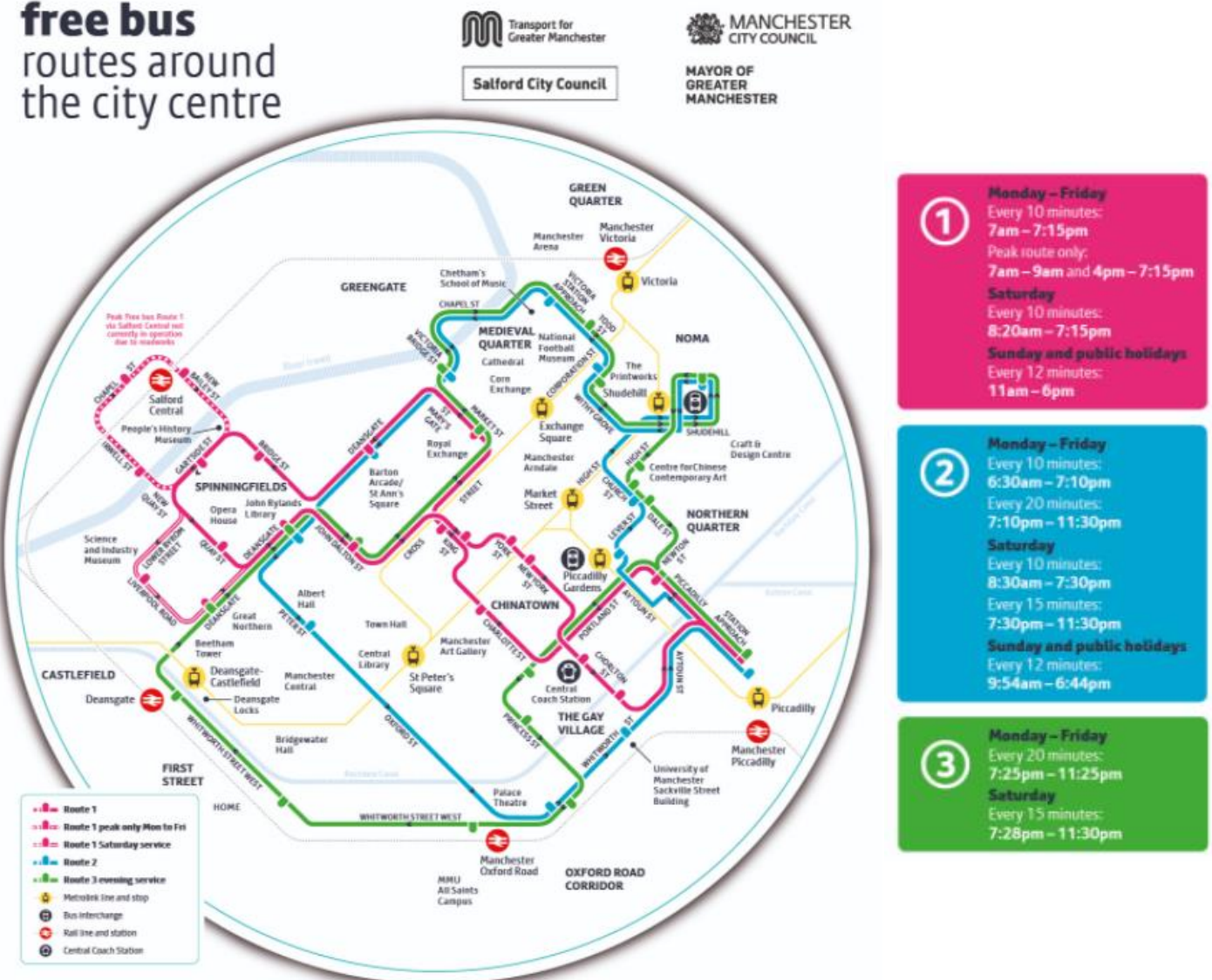


Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2022)

4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.

4.4.10 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

- 4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.12 The nearest train station is Manchester Oxford Road, located at an approximate 500m walking distance to the north-west of the site. A summary of rail services from the station is summarised in **Table 4.5:**

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Northern Rail trains:			
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth, Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District, Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	Hourly	Hourly	Hourly
Manchester and Manchester Airport to Southport and Kirkby Calling at: Manchester Airport, Heald Green, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appleby Bridge, Parbold, Burscough Bridge, Meols Cop, and Southport.	Hourly	Hourly	Hourly
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Hourly	Hourly	Hourly
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road.	Every 30 minutes	Every 30 minutes	Every 30 minutes
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Every 30 minutes	Every 30 minutes	Every 30 minutes
East Midlands Railway trains:			

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Dore & Totley, Sheffield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Hourly	Hourly	Hourly
Transport for Wales trains:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport.	Hourly	Hourly	Hourly
TransPennine Express trains:			
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverge to Motherwell and Glasgow Central OR Haymarket and Edinburgh.	Every 2 hours	Every 2 hours	Every 2 hours
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	Hourly	Hourly	Hourly

Table 4.5 – Summary of Rail Services from Manchester Oxford Road

4.4.13 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the site and is a viable alternative to private car use.

4.4.14 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: tfwrail.wales/travel-safer/timetable; and
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.

4.4.15 Manchester Piccadilly is also within an 800m walking distance towards the north-east of the site. It provides regional and national frequent services with trains departing to London every 20 minutes, with

an average journey time of 2 hours and 10 minutes. Many of the buses that call at the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.16 Manchester Piccadilly lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by residents and staff who wish to travel along additional routes within the United Kingdom.

4.4.17 Based on the above, it is considered that the site is accessible by rail.

Metrolink (Light Rail)

4.4.18 **Figure 4.5** below shows the Greater Manchester Metrolink network:

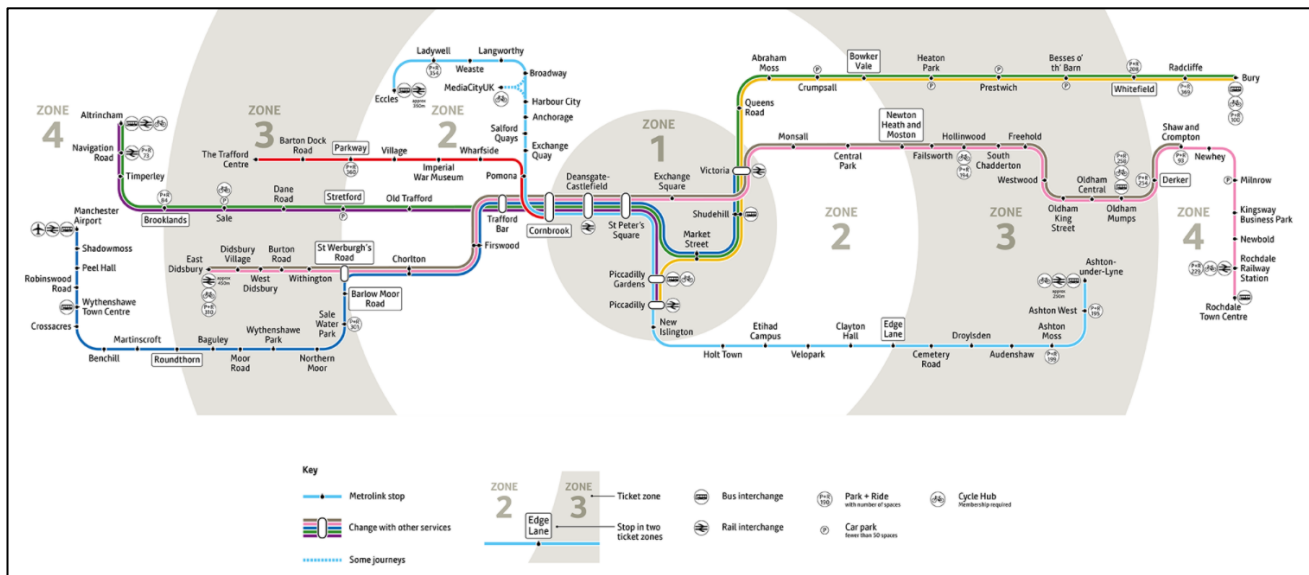


Figure 4.5 – Greater Manchester Metrolink Network

(Source: TfGM, 2022)

4.4.19 The nearest Metrolink stops are at the St Peter's Square or Piccadilly station, approximately 800m north / north-east of the site respectively. The following lines call at these stops:

- **Brown and Pink Line** – Shaw and Crompton / Rochdale Town Centre to East Didsbury (St Peter's Square only);
- **Navy Line** – Manchester Airport to Manchester Victoria (St Peter's Square only);
- **Green Line** – Altrincham to Bury (St Peter's Square only);
- **Purple Line** – Altrincham to Piccadilly;
- **Blue Line** – Eccles / MediaCityUK to Ashton-under-Lyne / Etihad Campus; and
- **Yellow Line** – Piccadilly to Bury (Piccadilly only).

4.4.20 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines;
- **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.

4.4.21 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.22 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

4.4.23 Commuters can change at Cornbrook station to access additional services to The Trafford Centre. It is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

4.4.24 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.25 The methodology for calculating the AI uses transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. Based on previous experience, it is considered that the GMAL model used in Greater Manchester could also be used interchangeably as the AI of a site, as the GMAL methodology is also derived from the PTAL approach, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.26 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL score of 93.7. This is understood to be the AI of the site.

4.4.27 It can be observed that the site's AI of 93.7 demonstrates that the site is highly accessible by public transport / suggests that the site has a good level of public transport accessibility in relation to BREEAM.

Notwithstanding, a range of measures will be implemented to encourage sustainable travel, as shown in the accompanying Framework Travel Plan (FTP) (Document Reference: **80646-CUR-XX-XX-T-TP-00002**).

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. 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 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

5.1 Introduction

5.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 5.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		2
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document	
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A, no existing building or site users	
	• Predicted travel patterns and transport impact of future building or site users;	Section 6 of TS	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 2 of TS	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TS	
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TS	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TS, GMAL used	
	• Current facilities for cyclists.	None	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Framework Travel Plan (FTP) (Document Reference: 80646-CUR-XX-XX-T-TP-00002)	
	4. If the occupier is known, involve them in the development of the travel plan.	TBC	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 of FTP	

BREEAM Category	Description	Signposts	No. of Credits
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.	This document	<i>Points:</i>
	The existing AI calculated in Tra 01 ≥ 8;	Section 4 of TS, GMAL used	1
	Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	Not achieved, not required considering existing site's excellent accessibility	0
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR		
	Provide a dedicated service, such as a bus route or service.		
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 6 of FTP	1
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not applicable	0
	Set up a car sharing group or facility to facilitate and encourage building users to car share; AND		
	Raise awareness of the sharing scheme with marketing and communication materials; AND	Not achieved, development is located close to existing car club spaces	0
	Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND		
	Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.		
	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND	Not achieved, development is located centrally	0
	Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.		
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 400 users);	Section 3 of TS	1
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	1
	<u>Existing amenities:</u> At least three existing accessible amenities are present;	Section 4 of TS	1

BREEAM Category	Description	Signposts	No. of Credits
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	New onsite F&B and retail units	2
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 6 of FTP, pending BRE review (see para 5.1.4) Site AI: 93.7 Points achieved under criteria 2: 7	10
Total Transport Credits Obtained			12

Table 4.1 – BREEAM Credits Targeted

5.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available in the vicinity of the site at Oxford Road;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided onsite;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of the Circle Square masterplan area;
- **Provision of suitable taxi drop-off or waiting areas** – Layby provided along Newman Street to the north of the site; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

5.1.3 A key part of the Framework Travel Plan (FTP) will be monitoring, whereby travel surveys will be distributed to staff at the development in order to understand travel habits. Recipients will be

encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage staff to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

- 5.1.4 The FTP includes Travel Information Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives and recommendations of the Travel Plan. This measure is submitted for review by BRE.

6.0 Traffic Forecasting and Highway Impact

6.1 Introduction

- 6.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

6.2 Existing Trip Generation

- 6.2.1 During the regular AM and PM peak hours, the site does not generate a significant quantum of traffic as it currently comprises storage of construction materials for those operating at the consented phases of Circle Square.

6.3 Forecasted Trip Generation and Highway Impact

Consented Methodology

- 6.3.1 As part of the planning application submitted for Phase 1B of Circle Square, Curtins undertook a traffic forecasting exercise to predict the traffic generation of the neighbouring Multi-Storey Car Park (MSCP).
- 6.3.2 Historically, the MSCP site was occupied by a Total Car Park which had capacity to accommodate approximately 700 vehicles. Whilst the car park was still in operation, Curtins commissioned a formal survey of the car park use, recording the arrivals and departures for the 12-hour period of 07:00 – 19:00. The surveys were undertaken on Tuesday 9th June 2015.
- 6.3.3 The surveys suggested that the car park generated between 306 and 307 vehicle trips during the AM (08:00 – 09:00) and PM (17:00 - 18:00) peak hours respectively, which is a significant quantum of traffic.
- 6.3.4 In the initial proposals, the MSCP was to consist of approximately 1,000 vehicles which represented an increase of approximately 300 spaces when compared to the extant situation. Given the mix of residential, commercial, education and leisure use in the vicinity of the Total Car Park, and the different mix of uses proposed by the Circle Square masterplan, it was considered that the profile of the former car park was likely to be broadly representative of the proposed MSCP.
- 6.3.5 On the basis that the MSCP would be approximately 300 spaces larger than the Total Car Park, it was accepted that, in a worst-case scenario, the increase in parking provision could result in additional trips to and from the site. To account for this, the surveyed trips associated with the Total Car Park were factored to predict what a 1,000 space MSCP could generate. The findings of the survey are reproduced in **Table 6.1** overleaf:

Time	Total Car Park Trips (700 spaces surveyed)		MSCP Trips (1,000 spaces proposed)		Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Arrivals	247	79	369	118	+122	+39
Departures	59	228	88	340	+29	+112
Total	306	307	457	458	+151	+151

Table 6.1 – MSCP Trip Generation Compared to Former Car Park

- 6.3.6 By comparing the existing situation to the proposed MSCP, it was noted that there could be an increase of approximately 151 trips in each peak period when compared to the previous use. Notwithstanding the above, it was also considered that the above figures may be an overestimation as an increase in the number of spaces does not necessarily mean that more people will arrive / depart in the AM / PM peak hours.
- 6.3.7 The impact of the MSCP traffic was assigned to four junctions on the surrounding network as agreed with Highways Officers at Manchester City Council (MCC). These junctions were:
- Oxford Road / Charles Street;
 - Charles Street / Princess Street;
 - MSCP Access; and
 - Brook Street / Grosvenor Street.
- 6.3.8 The results demonstrated that the junctions were forecast to operate within capacity or without any severe impacts following the implementation of the masterplan, the associated junction improvements, and the Oxford Road Bus Priority Package (BPP) scheme (which has been completed and opened to the public since 2017).
- 6.3.9 The MSCP consent on Plot 14 was approved on 23 June 2016 (MCC application reference: 111028/FO/2016/C1). The approved description of development is as follows:
- “Demolition of any existing structures and erection of multi-storey car park (1028 spaces including spaces for disabled car users) in a 10-storey building, with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Café), A4 (drinking Establishment), B1 (Offices), D1 (Non-Residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)) and associated access, servicing, landscaping and cycle parking facilities.”*
- 6.3.10 Since securing Planning Permission, Bruntwood Ltd undertook a review of the design of the MSCP, whereby the proposals were altered to include several amendments, one of which was an additional floor of car parking (Floor 11) to be incorporated within the curtilage of the approved building, with no change to its scale or massing. This would result in a total car parking capacity of up to 1,100 spaces, a net uplift of 72 spaces to that approved under the initial consent.

- 6.3.11 Curtins then submitted a Transport Assessment Addendum (TAA) as an update. Within the TAA, it was agreed through discussion with MCC Highways Officers that the likely traffic generation associated with the revised Plot 14 proposals would not significantly impact on the surrounding highway network, and that the robust assessment work previously undertaken at the Phase 1B application would already account for changes arising from the revised proposals.
- 6.3.12 This was on the basis that an increase in MSCP provision from approximately 1,000 spaces to approximately 1,100 spaces does not necessarily result in increased trips to and from the site in the AM and PM peak periods. Notwithstanding, Curtins completed a sensitivity test in order to quantify the highways impact based on a 10% pro-rata increase in MSCP provision.
- 6.3.13 In order to ensure the continued robust assessment of the MSCP access junction, the same pro-rata trip generation methodology and traffic flows were used within this sensitivity test as in the Phase 1B capacity assessments. A proposed 10% increase in parking provision from approximately 1,000 to approximately 1,100 spaces equates to an additional 45 two-way trips for each peak period.
- 6.3.14 These additional trips were therefore added to the initial MSCP access model, which demonstrated the proposed access would continue to operate within its Practical Reserve Capacity (PRC) across the AM and PM peak periods.
- 6.3.15 The updated MSCP consent on Plot 14 was then approved on 18 November 2016 (Ref. 113832/FO/2016), with the approved description of development is as follows:

“Demolition of any existing structures and erection of part 12, part 18 storey building to comprise a multi-storey car park (maximum 1,100 spaces including 55 spaces for disabled car users) (ground to 11th floor) a hotel (150 beds) (12th to 17th floor) and an energy centre (ground floor and mezzanine) with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (drinking Establishment), B1 (Offices), D1 (Non-Residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)).”

- 6.3.16 The MSCP opened to the public in 2021 and has been operational since.

6.4 Summary

- 6.4.1 It is considered that the parking arrangements for the proposed office have already been established by virtue of the MSCP consents, and that the above evidence provided in the consented office development remains valid.
- 6.4.2 On this basis, Curtins do not believe that additional analysis would be required, and that the highway network would not be impacted by the office proposals.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 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.

7.2 National Planning Policy Framework (NPPF) (2021)

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

- 7.2.2 Paragraph 11 states that:

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

- 7.2.3 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.”

- 7.2.4 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.”

- 7.2.5 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.

- 7.2.6 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.”*

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 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.”

7.2.9 Curtins conducted a traffic forecasting exercise in 2016 to predict the traffic generation of the MSCP as part of the planning applications submitted for Phase 1B of Circle Square. The results demonstrated that the impact of the MSCP traffic would be negligible on the surrounding highway network, where key junctions have been forecast to operate within capacity or without any severe impacts following the implementation of the masterplan, the associated junction improvements, and the Oxford Road Bus Priority Package (BPP) scheme (which has been completed and opened to the public since 2017).

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *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.”*

7.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking distance.

7.2.12 The proposed development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version

in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Framework Travel Plan (FTP) (Document Reference: **80646-CUR-XX-XX-T-TP-00002**).

7.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

7.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the Site would encourage users of the proposed development to travel by sustainable modes.

7.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...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.”

7.4.4 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

7.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods)”. Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.5.4 It is considered that the above principles are reflected in the TS, and the accompanying FTP that seeks to promote active and sustainable travel. It is also considered that the development proposals would

not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

- 7.5.5 The Transport Strategy notes that “attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership, or indeed a driving licence, as essential.” It continues that “our approach also opens the way for a future where car ownership is not considered essential, and residents can choose from a range of sustainable and efficient travel options – public transport, ride sharing, car sharing / hire, walking, cycling or taxi” This supports the lack of car parking proposed at the development based on a highly accessible site by active and sustainable modes of transport.

7.6 Conclusions

- 7.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking distance.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development No. 3 Circle Square, off Oxford Road, Manchester.
- 8.1.2 The proposed development forms Phase 2 of the endorsed masterplan, and comprises a 15-storey office building (Use Class E(g)) with ground floor retail / commercial uses (Use Class E(a, b, c)). The proposed floorspace for these uses is c. 23,894 m² and c. 964 m² Net Internal Area (NIA) respectively.
- 8.1.3 The development would be car-free and comprise no car parking spaces, however there will be a secure cycle store with a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks), lockers, showers, and changing rooms. There will also be a repair station and pump within the cycle store.
- 8.1.4 The site has previously received consent for a similar development (MCC application reference: 125451/FO/2019). This document provides an update to the approved scheme and addresses the main changes within the proposed scheme in comparison to the consented scheme, which are:
- the reinstatement of Cloak Street as a servicing route and the restriction of vehicular access from the A34 Brook Street to Newman Street in a south-to-north alignment
 - a new back-of-house area located to the south-west of the MSCP, under the Mancunian Way, which will house extra bins, car parking spaces, a container storage area, serving as a loading area, with a vehicular turning circle for use if necessary.
- 8.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.
- 8.1.6 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 8.1.7 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.
- 8.1.8 It has been demonstrated that the neighbouring Multi-Storey Car Park (MSCP) will address the parking requirements of the offices for the few users that would choose to drive, and that the impact on car parking throughout the city centre would be insignificant. This is supported by the traffic forecasting

exercise conducted by Curtins in 2016 to predict the traffic generation of the MSCP as part of the planning applications submitted for Phase 1B of Circle Square.

8.1.9 Measures outlined in the accompanying Framework Travel Plan (Document Reference: **80646-CUR-XX-XX-T-TP-00002**) will be implemented to encourage more staff and visitors to travel by sustainable modes, reduce reliance on the private car, and further reduce the number of vehicular trips associated with the development.

8.1.10 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policies and guidance.

8.2 Conclusions

8.2.1 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.

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

Plans

Plan 73115-CUR-00-XX-DR-TP-06001 – (Location Plan) Regional Level

Plan 73115-CUR-00-XX-DR-TP-06002 – (Location Plan) Local Level

Plan 73115-CUR-00-XX-DR-TP-06003 – (Accessibility) Indicative Walking Catchment

Plan 73115-CUR-00-XX-DR-TP-06004 – (Accessibility) Indicative Cycle Catchment

Plan 73115-CUR-00-XX-DR-TP-06005 – (Accessibility) Indicative Public Transport Catchment



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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:

LOCATION PLAN REGIONAL LEVEL

Status:
PRELIMINARY

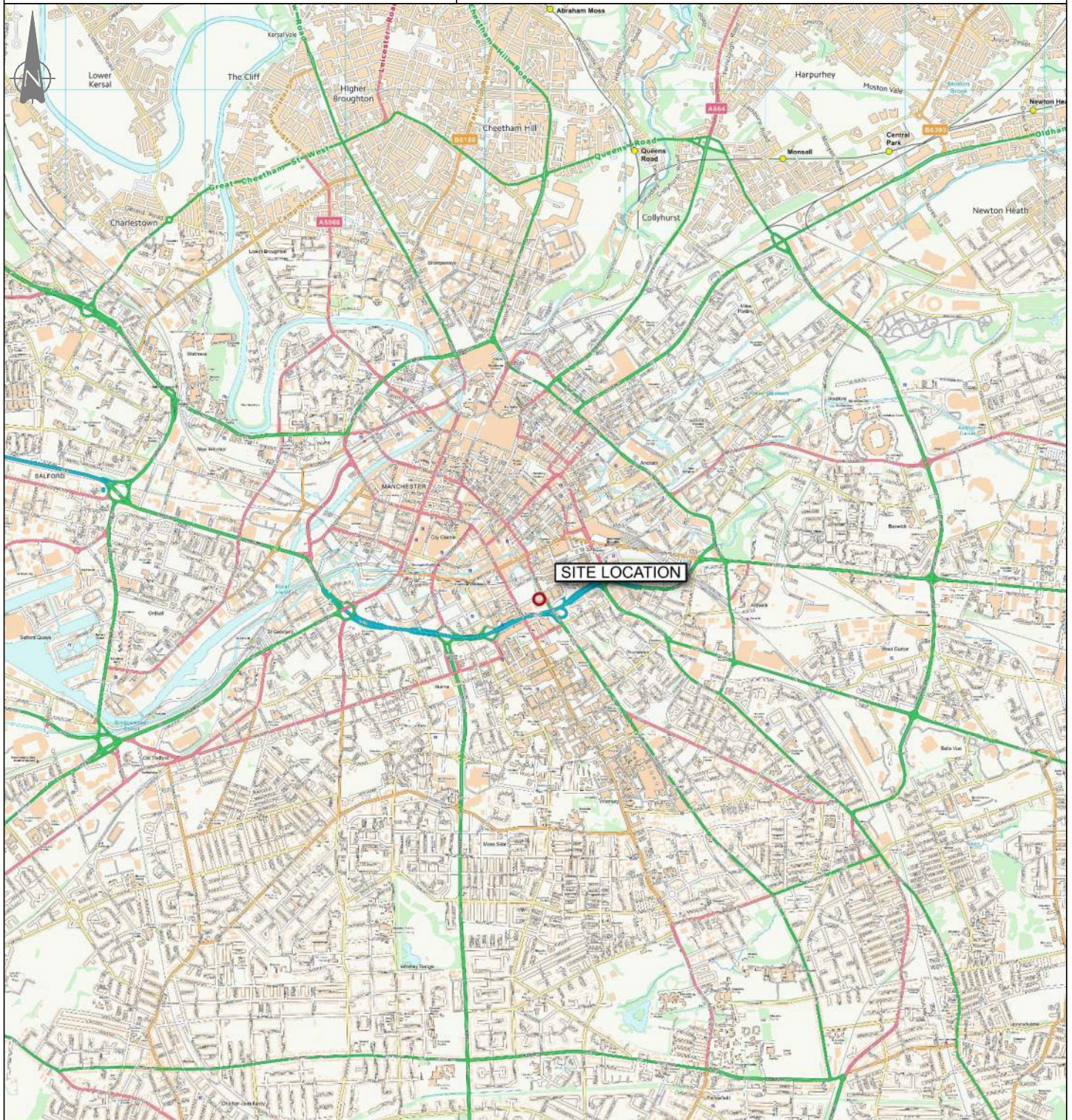
Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

73115 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: ● Site

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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:

LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

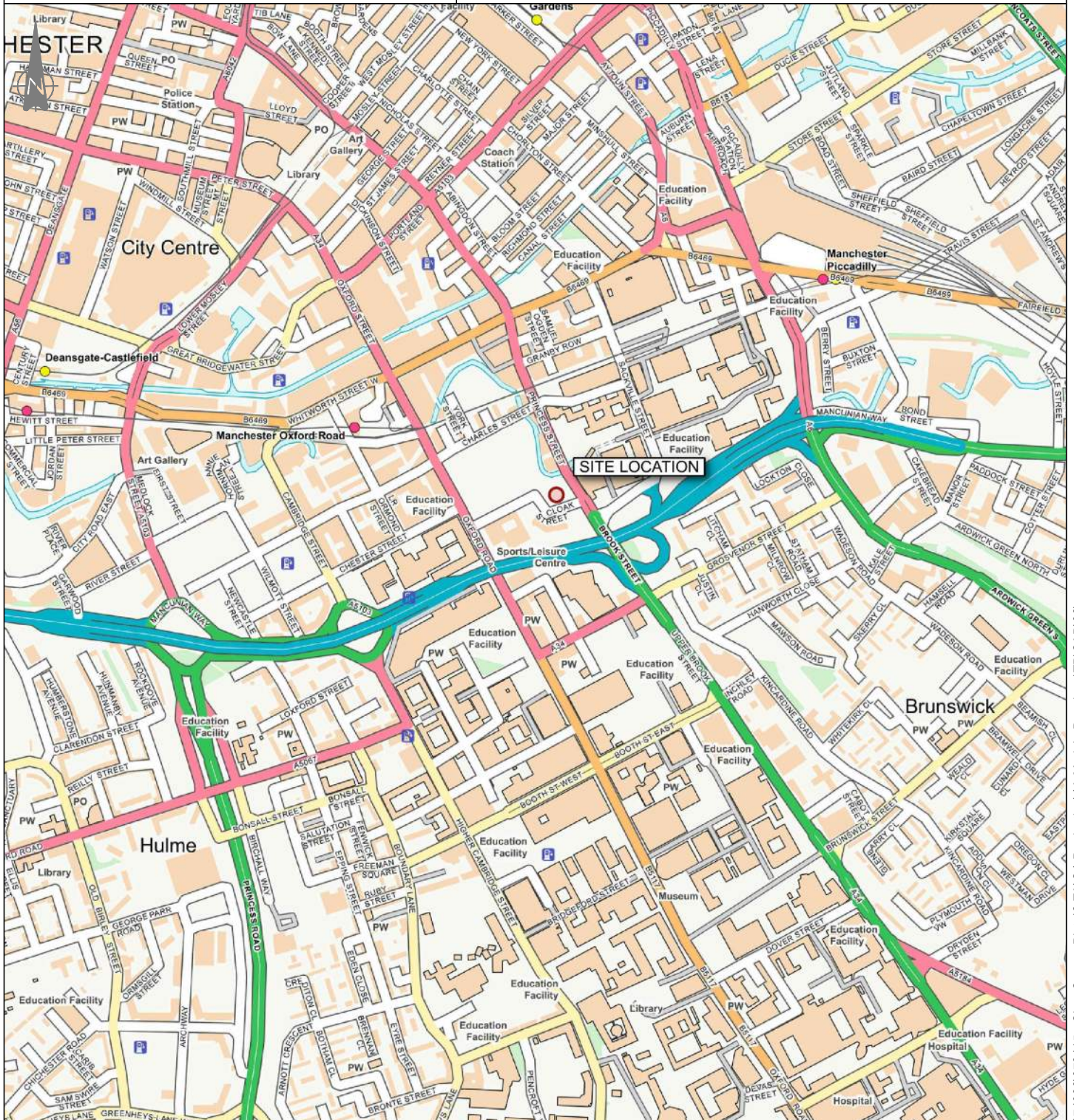
Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

73115 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: Site



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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

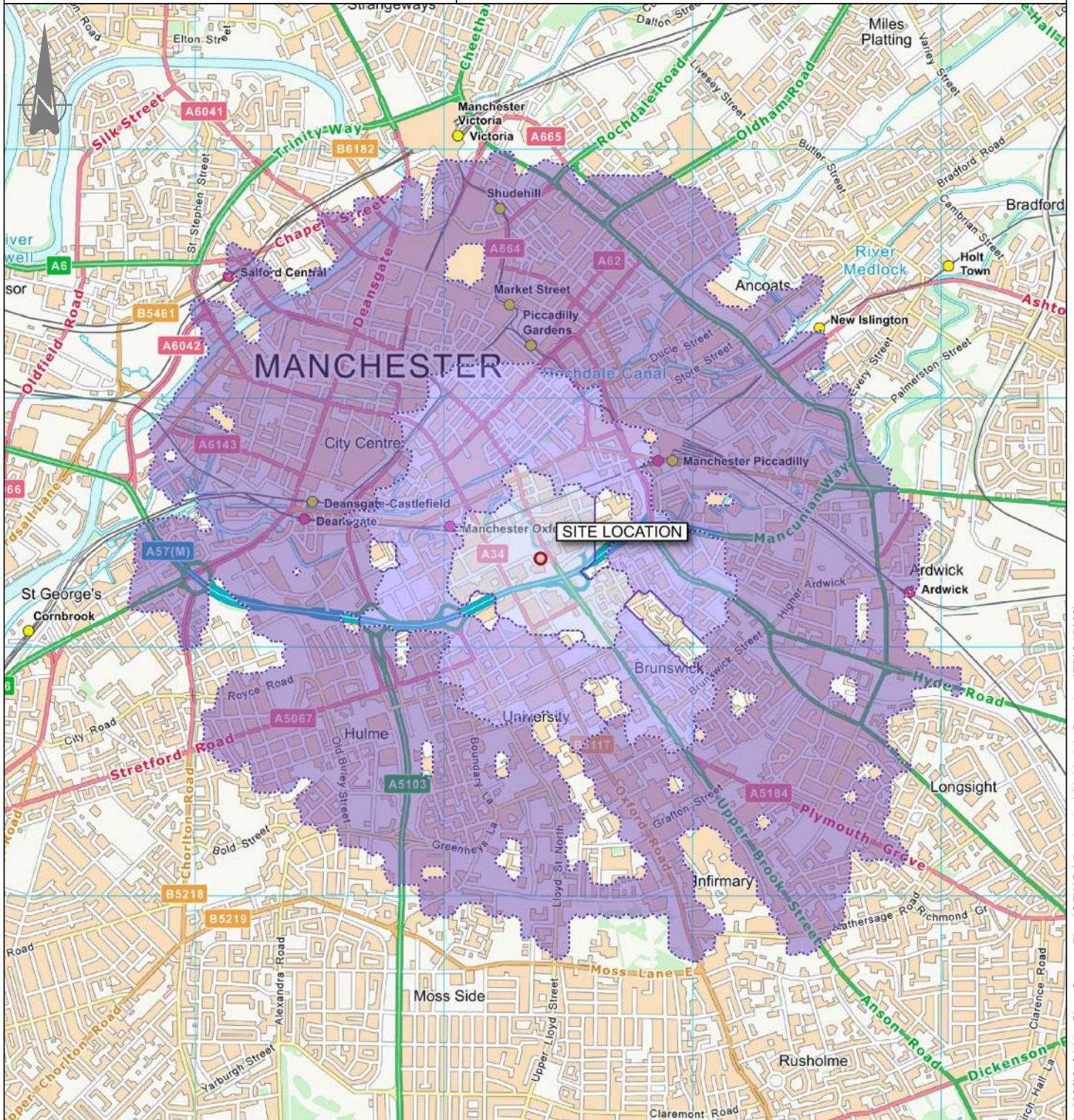
Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site

Walking Catchment:
 500m
 1000m
 2000m

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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

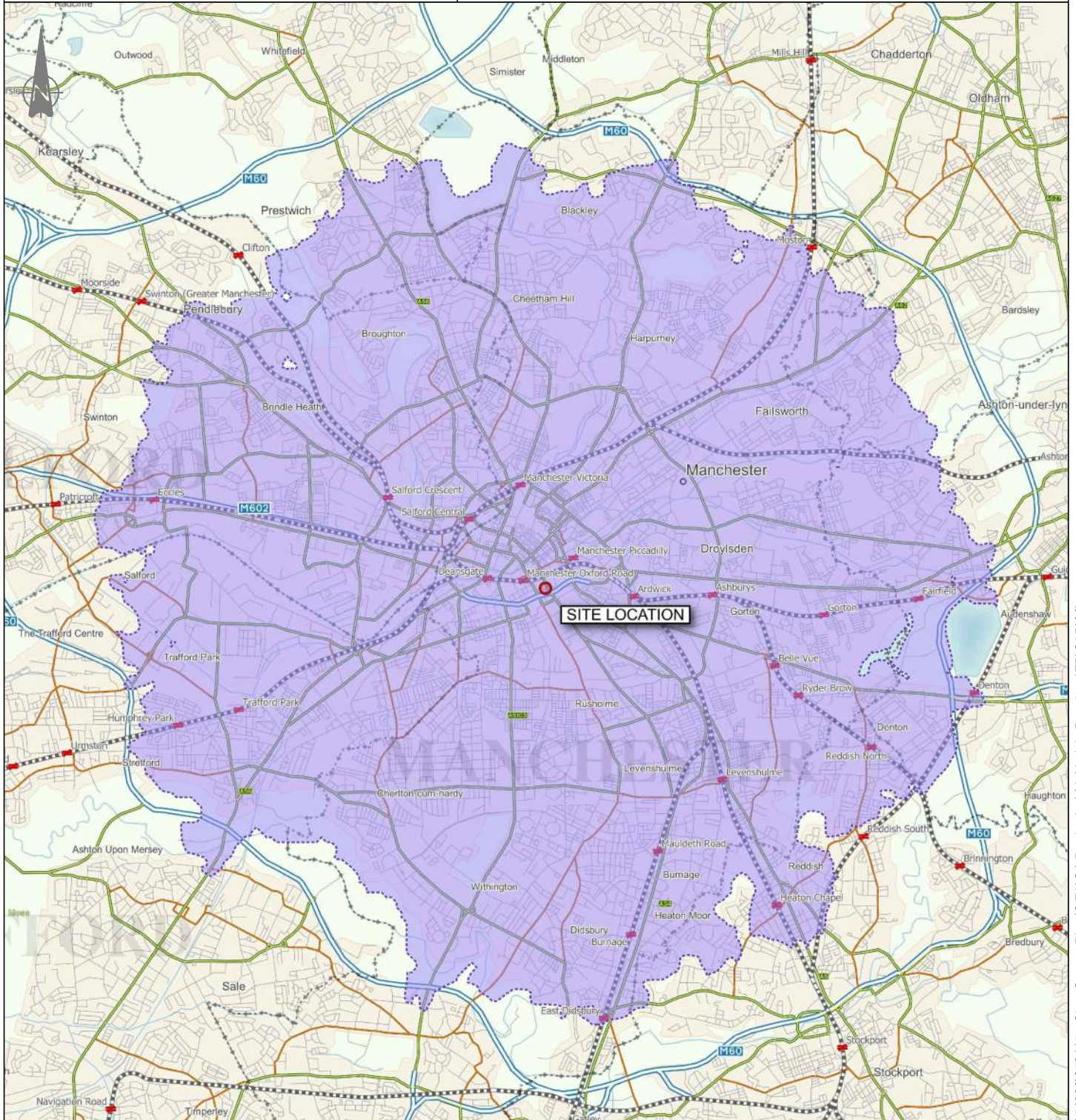
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Designed By: JM Date: 21/08/19

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Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site Cycle Catchment
8000m



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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

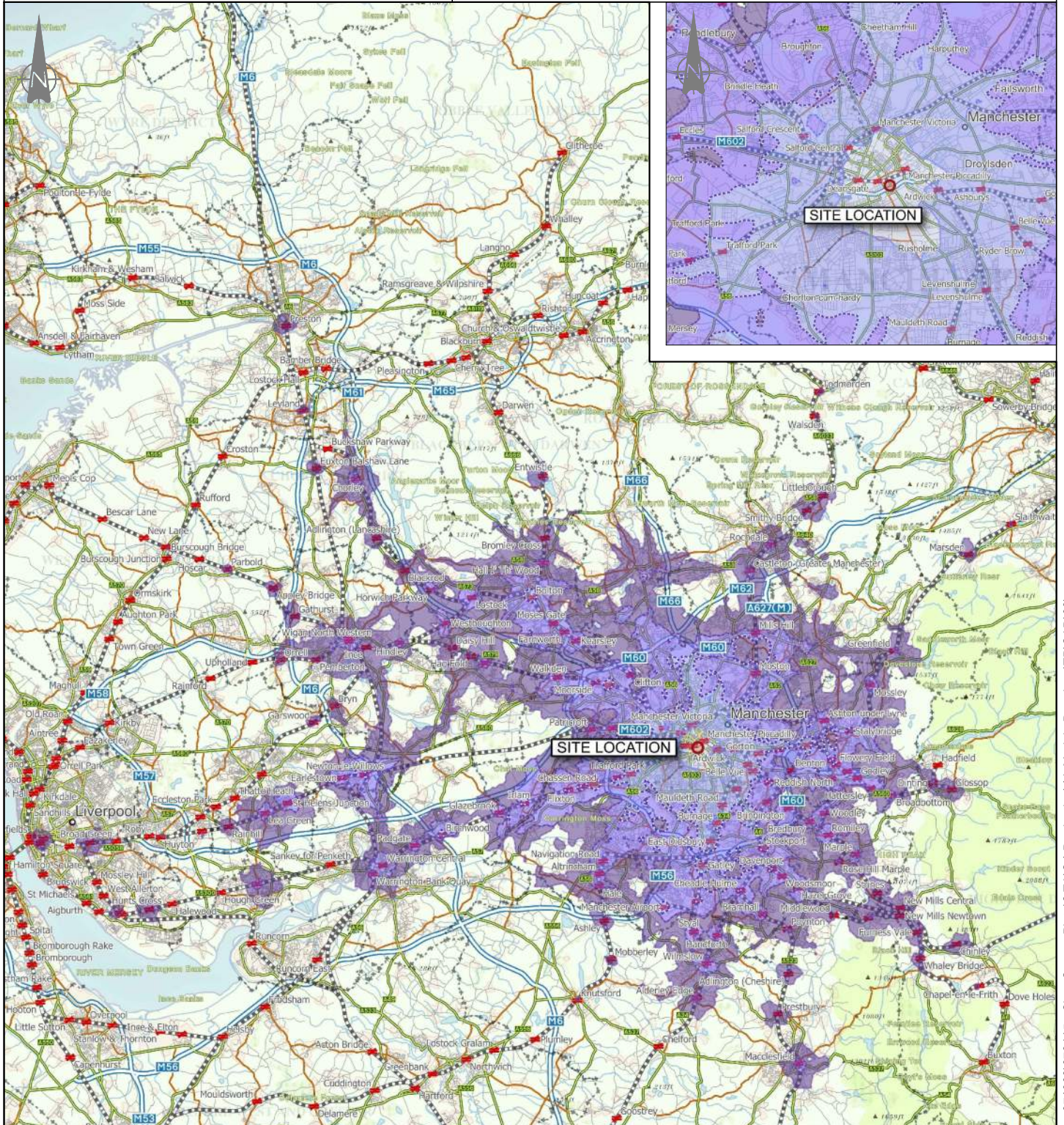
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Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site
 15 minutes
 30 minutes
 45 minutes
 60 minutes

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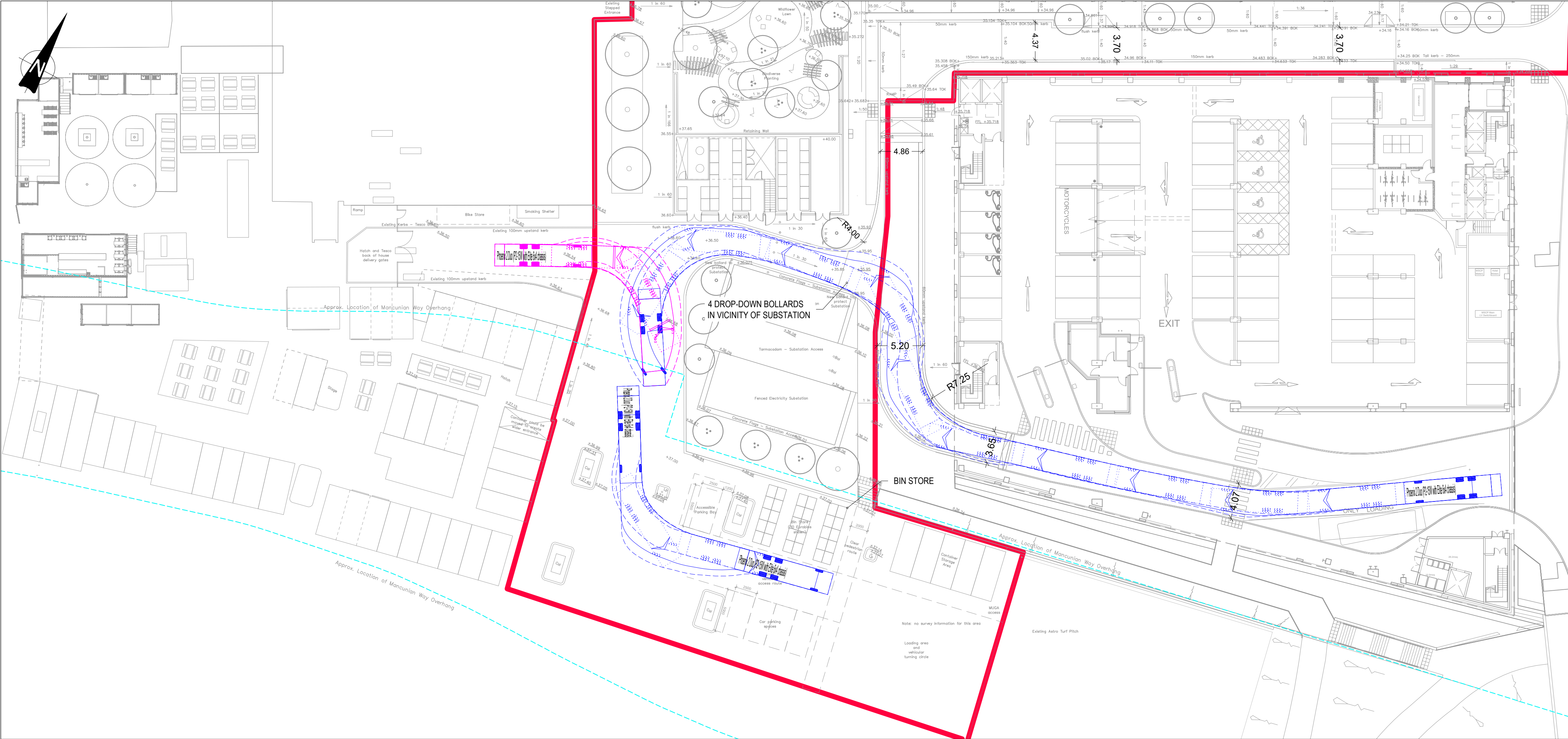
80646 No. 3 Circle Square

Transport Statement



Drawings

Drawing 80646-CUR-00-XX-DR-TP-05003 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

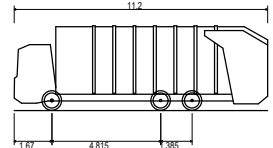


INGRESS

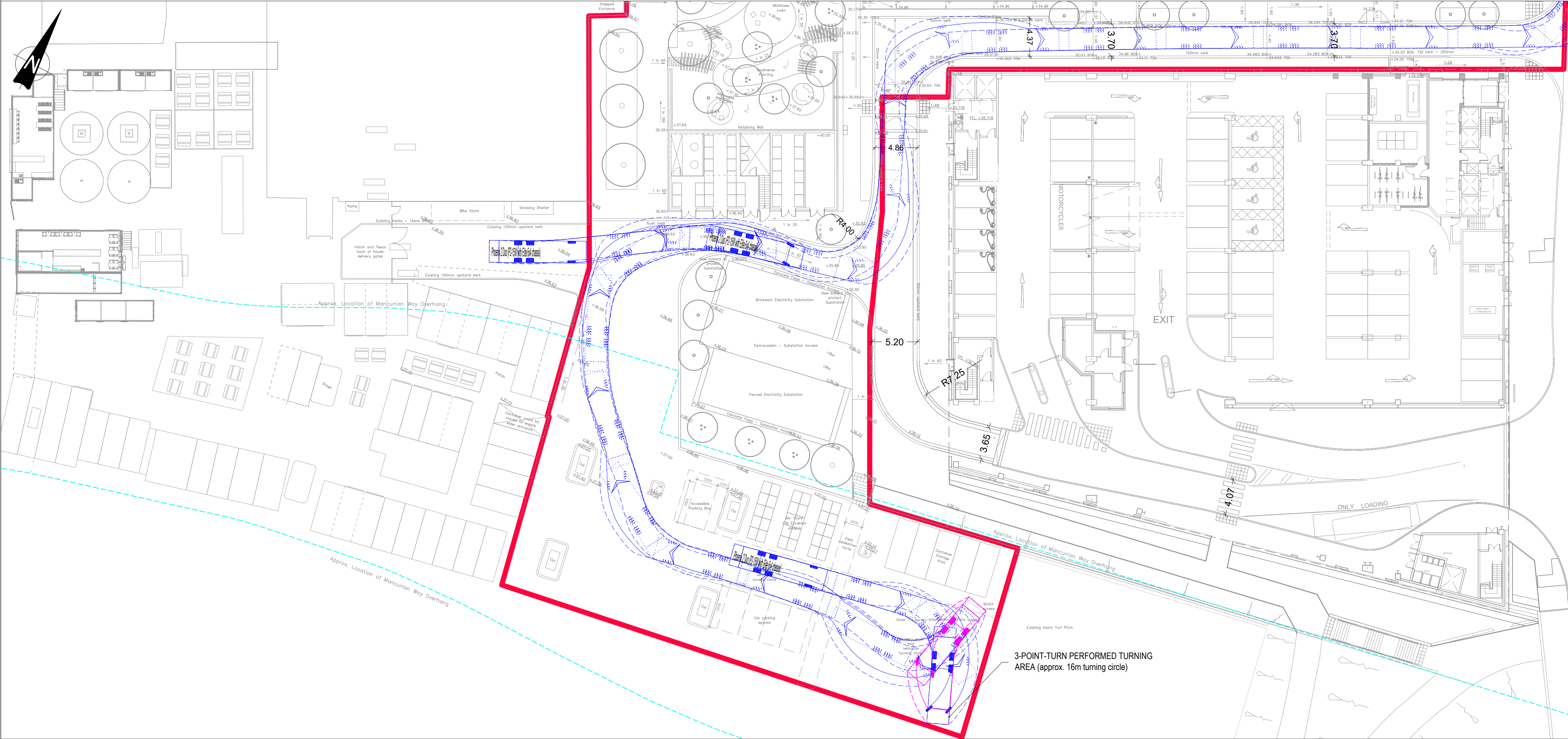
GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. LANDSCAPE LAYOUT AND REDLINE BOUNDARY SUPPLIED BY PLANT. DRAWING REFERENCE: '1502a-PLA-XX-XX-DR-L-0002-P03'

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Eke 6x4 chassis)
Overall Length: 11.200m
Overall Body Height: 2.500m
Max Body Ground Clearance: 3.750m
Trail Width: 2.500m
Lock to Lock Step: 4.900m
Kerb to Kerb Turning Radius: 9.500m



EGRESS

P05	Mancunian Way overhang indicated	16/06/22	JM	AV
P04	Site layout & swept path analysis updated	01/06/22	DD	DD
P03	Site layout & swept path analysis updated	11/05/22	JM	AV
P02	Site layout & swept path analysis updated	14/04/22	JM	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: PRELIMINARY

Project: CIRCLE SQUARE
SERVICING STRATEGY

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	02/12/21	DD	DD	AV

Scale: 1:300

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

80646 - CUR - 00 - XX - DR - TP - 05003 - P05

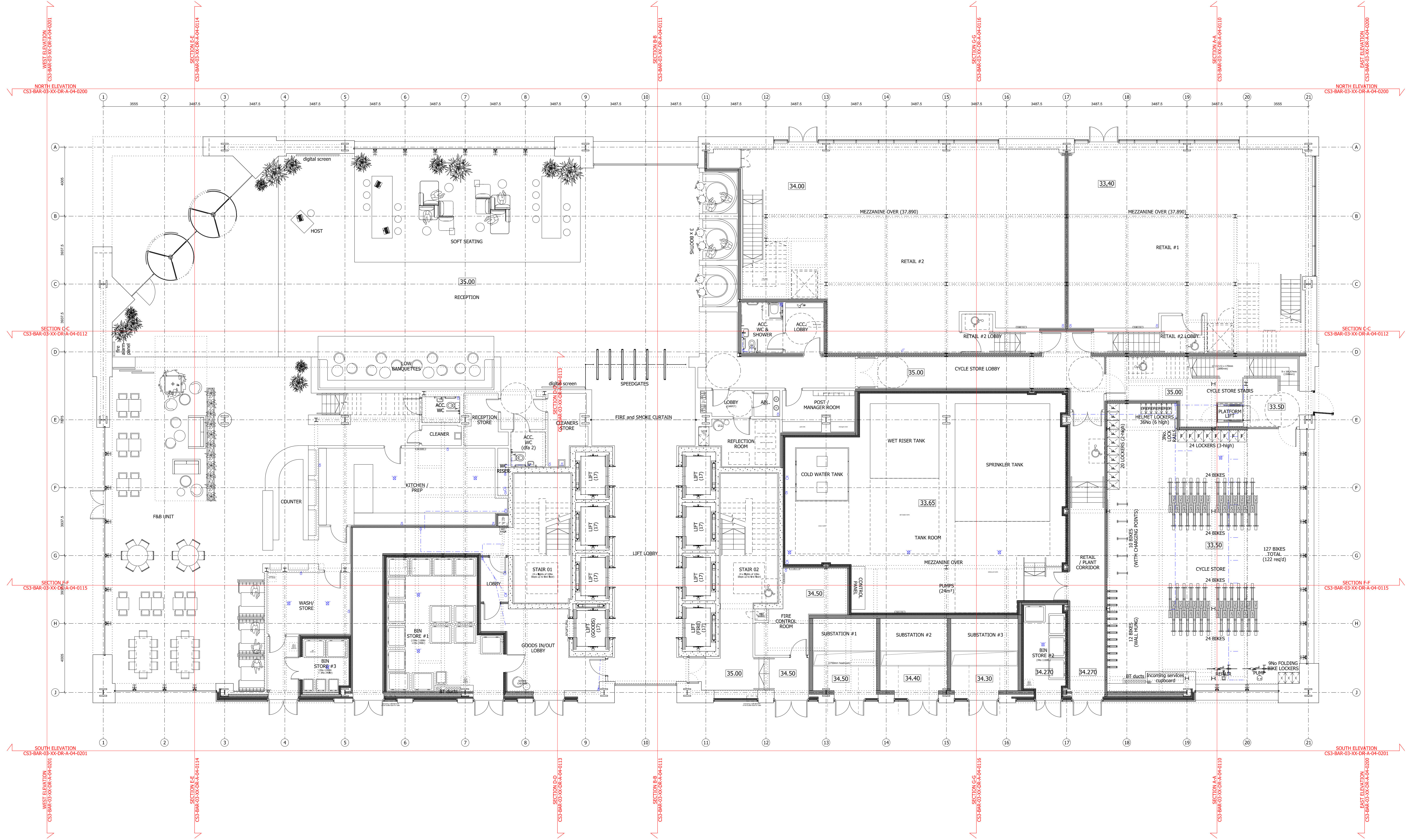
\\ms602\Projects\080001 - 081000\080646 - CS Plot 12 Revised Application\04 Production\44x Models Drawings\TP\CAD\05

80646 No. 3 Circle Square

Transport Statement



Appendix A – Proposed Ground Floor Layout and Landscape Plan



OXFORD ROAD

SYMPHONY PARK

NEWMAN STREET

PRINCESS STREET

MANCHESTER TECHNOLOGY CENTRE

NO. 3 CIRCLE SQUARE

CLOAK STREET

MOTORCYCLES

MSCP

HOTEL
(Above)

HATCH

- NOTES:
1. Do not scale from this drawing.
 2. Always work to noted dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

S1-P03	31-05-22	Access to Newman Street & Spill Out	RM	RM
S1-P02	06-05-22	Cloak Street: Levels & overrun accommodated	RM	RM

Revision	Date	Description	Drawn	Apprvd.
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Client Bruntwood

Project No 3 Circle Square, Manchester

Drg Title Landscape GA

Created on 15-12-21 Created by CL Approved by LH

Scale 1:200 Size A1 Workstage Stage 03

Drg No. 1502a-PLA-XX-XX-DR-L-0002 Suitability S1 Revision P03

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