
Job Title

325 - 327 Deansgate

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Jedi Deansgate Limited

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Transport Statement Addendum

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Transport Statement Addendum

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1. Introduction

1.1 Background

In June 2020 planning consent was granted for a 22-storey apart-hotel at 325- 327 Deansgate (ref. 125804/FO/2019). The development comprised 310 studio and 1-bed aparthotel units, 455 sq. m. commercial and leisure floorspace associated with the aparthotel and as two stand-alone units extending into the viaduct arches. Hotel facilities included a residents' gym, laundry and coffee shop.

1.2 New Development Proposals

It is now proposed to change the internal layout to increase the number of hotel rooms from 310 to 357. In addition, one of the ground floor commercial units is being replaced by a large lobby / café / restaurant area to be operated by the hotel. No changes are proposed to the external layout, and servicing and delivery arrangements will remain the same as in the consented scheme.

1.3 Scope and Purpose of Report

Civic Engineers has been appointed to prepare an Addendum to the Transport Statement (TS) to accompany a planning application for internal amendments to 325 Deansgate. This Addendum will compare the transport impacts of the proposed development with the consented scheme and should be read in conjunction with the Transport Statement submitted with application 125804/FO/2019, which sets out details of the existing transport and policy context.

The intention is to provide the necessary information to assist Manchester City Council (MCC) as the Local Planning Authority, in determining the application.

2. Trip Generation and Distribution

2.1 Approach

This section of the report takes the trip rates used to assess the likely impact of the consented development, and applies them to the latest development proposals. Both multi-modal trips and vehicular trips have been considered.

2.2 Trip Rates

The average vehicle trip rates per bedroom for the weekday AM peak hour and weekday PM peak hour (network peak hours) were derived from the TRICS database and are summarised in Table 1, as per the TS for the consented development.

Proposed Land Use	Trip Rate Unit	Vehicle Trip Rate					
		AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
		In	Out	Total	In	Out	Total
Hotels	Per Bedroom	0.069	0.17	0.239	0.049	0.02	0.069

Table 1: Hotel Vehicle Trip Rates

2.3 Modal Split

The modal split set out in the TS, and derived from the TRICS database, is as shown in Table 2.

Mode of Transport	TRICS Modal Split (Percentage of Journeys by Mode)
Car	24.8%
Public Transport	10.3%
On Foot	64.8%
Cycling	0.2%
Total	100%

Table 2: Modal Split

2.4 Consented Development Person Trip Generation

Table 3 shows a preliminary person trip generation for the consented scheme of 310 rooms, based on the modal split in Table 2.

Mode of Transport	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Car	21	53	74	15	6	21
Public Transport	9	22	31	6	2	9
On Foot	55	138	193	39	16	55
Total	85	214	298	61	24	85

Table 3: Consented Development Peak Hour Person Trip Generation (figures are subject to rounding)

2.1 Proposed Development Person Trip Generation

Table 4 shows the person trip generation for the proposed scheme, which has 357 bedrooms.

Mode of Transport	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Car	25	61	85	17	7	25
Public Transport	10	25	35	7	3	10
On Foot	64	159	223	46	19	64
Total	99	244	344	70	29	99

Table 4: Proposed Development Peak Hour Person Trip Generation (figures are subject to rounding)

2.2 Net Change in Trip Generation

Comparing the two schemes, there is an uplift in the number of trips, as shown in Table 5

Mode of Transport	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Car	3	8	11	2	1	3
Public Transport	1	3	5	1	0	1
On Foot	8	21	29	6	2	8
Total	13	32	45	9	4	13

Table 5: Net Change in Peak Hour Person Trip Generation (figures are subject to rounding)

2.3 Impact of Change in Trips

The changes in the number of trips generated by the proposed development set out in Table 5 are unlikely to have a significant impact on the surrounding transport networks. Each of the modes is assessed below.

Pedestrian Movement

The additional pedestrian movements are equivalent to one extra person walking every 2 minutes. With a number of routes to choose from, this is unlikely to have a significant impact.

Public Transport

The analysis has estimated an extra 5 public transport trips generated by the proposed development compared with the consented development. Considering the number and frequency of buses, trains and trams operating from Deansgate, it is assumed that there is capacity on the existing public transport network to accommodate this relatively low number of additional passengers.

Car

The proposed changes could see a small uplift in the number of vehicle trips associated with the development. There is no car parking proposed on site. Because any vehicles would be parked in different locations across the city centre, there is unlikely to be a noticeable difference in vehicle trips or a significant impact on the operation or safety of the network.

Notwithstanding this, the Travel Plan will encourage people to use sustainable modes of transport and discourage use of the private car.

2.4 Ground Floor Commercial / Roof Terrace Uses

The consented development included commercial space at ground floor level and a new roof terrace. It was proposed that these spaces would be frequented by people staying in the development and people already shopping, living and working in Manchester city centre and the

Deansgate area. It was also noted that there are currently businesses operating at ground level of the existing site, therefore it is expected that trips to this element of the development would be incorporated into journeys that are already on the network, replicating current journey patterns. It was concluded that the ground floor commercial uses would not generate any additional person or vehicle trips.

The changes to the development proposals include bringing some of the commercial ground space into the curtilage of the hotel. It is anticipated that this would not change the former conclusion.

2.5 Deliveries and Servicing

The TS for the consented development set out the anticipated frequency of servicing trips and concluded that it would be unlikely that movements of servicing vehicles generated by the proposed development will have any significant impact on the local highway network.

It is not expected that the proposed development would result in a change in the number or frequency of servicing trips and therefore the former conclusion still stands.

3. Conclusion

The proposed changes to the internal layout of the consented development at 325 Deansgate could result in an increase in the number of trips generated by the development, when compared with the trip generation set out in the TS. This Addendum has explained that these additional trips are unlikely to have a significant impact on the operation or safety of the transport network.

Delivery and servicing arrangements will remain the same, as will all other conclusions of the TS which accompanied the planning application for the consented development.

The proposed development complies local and national transport policy and there is no reason from a transport perspective that this development should not be supported.

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