

202-204 DANTZIC STREET – TEMPORARY USE

Transport Note

70079268

30 JUNE 2022

1. Introduction

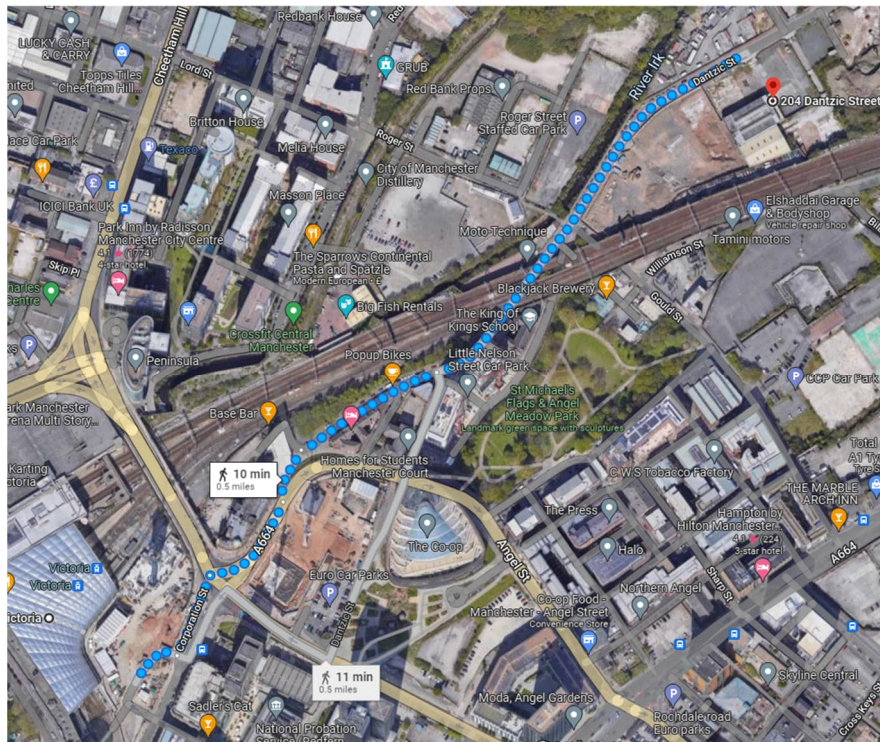
- 1.1 This technical note is intended to accompany the planning application for the temporary use at 202-204 Dantzic Street being put forward by Connecting Dots Group, and covers the implications of the proposed use across a range of transport related factors.

2. Visitors and Staff

- 2.1 Due to both the likely nature of the events and the location of the site, it is anticipated that the majority of travel by both staff and visitors will be by modes other than the private car. It is anticipated that pedestrian travel will predominate, with the site lying within 1km walking distance of key city centre transport interchanges including Victoria rail / Metrolink station and Shudehill bus interchange.
- 2.2 Rail, Metrolink and bus services are available from Victoria and Shudehill to a variety of destinations across Greater Manchester and beyond, and typically run late into the evening and at weekends to enable travel to and from events with various hours of opening.
- 2.3 Metrolink services from Victoria station run to all parts of the Metrolink network either directly or via a single change of tram. Destinations therefore include Bury, Oldham, Rochdale, Ashton under Lyne, Eccles, Media City, Altrincham, East Didsbury and Manchester Airport. Services typically run at 6 minute frequencies on many lines, or a maximum of 12 minute frequencies. Services run until around 23:30 on Monday to Thursday, 00:30 on Fridays and Saturdays, and 22:30 on Sundays. These evening services will facilitate visitor and staff travel from late night events during the weekend.
- 2.4 Shudehill bus interchange provides bus services across the region including the following main services:
- 2: Manchester City Centre – Shudehill circular
 - 3: Manchester City Centre – Castlefield – Shudehill circular
 - 8: Shudehill – Salford – Pendlebury – Farnworth - Bolton
 - 10: Shudehill – Salford – Pendleton – Brookhouse estate
 - 17 / 17A: Shudehill- Blackley – Middleton – Trub – Sudden - Rochdale
 - 18: Langley – Middleton – Blackley – Manchester Royal Infirmary
 - 33: Shudehill – Ordsall – Weaste – Eccles – Winton - Worseley
 - 33B: Shudehill – Ordsall – Langworthy – Brookhouse estate
 - 56: Shudehill – Higher Crumpsall – Higher Blackley circular
 - 67 / 67A: Shudehill – Salford – Pendleton – Eccles – Glaze estate
 - 93: Shudehill – Salford – Lower Broughton – Carr Clough
 - 97: Shudehill – Salford – Lower Broughton – Hollins - Bury
 - 98: Shudehill – Salford – Whitefield – Radcliffe – Elton - Bury
 - 100: Shudehill – Salford – Trafford Centre - Warrington
 - 156: Shudehill – Blackley – Higher Blackley – Rhodes - Middleton

- 2.3 Lit and well surfaced footways are available along Dantzic Street leading between the site and the city centre. The optimum route is illustrated in **Figure 1** below.

Figure 1 – Walk route to site from Victoria rail station

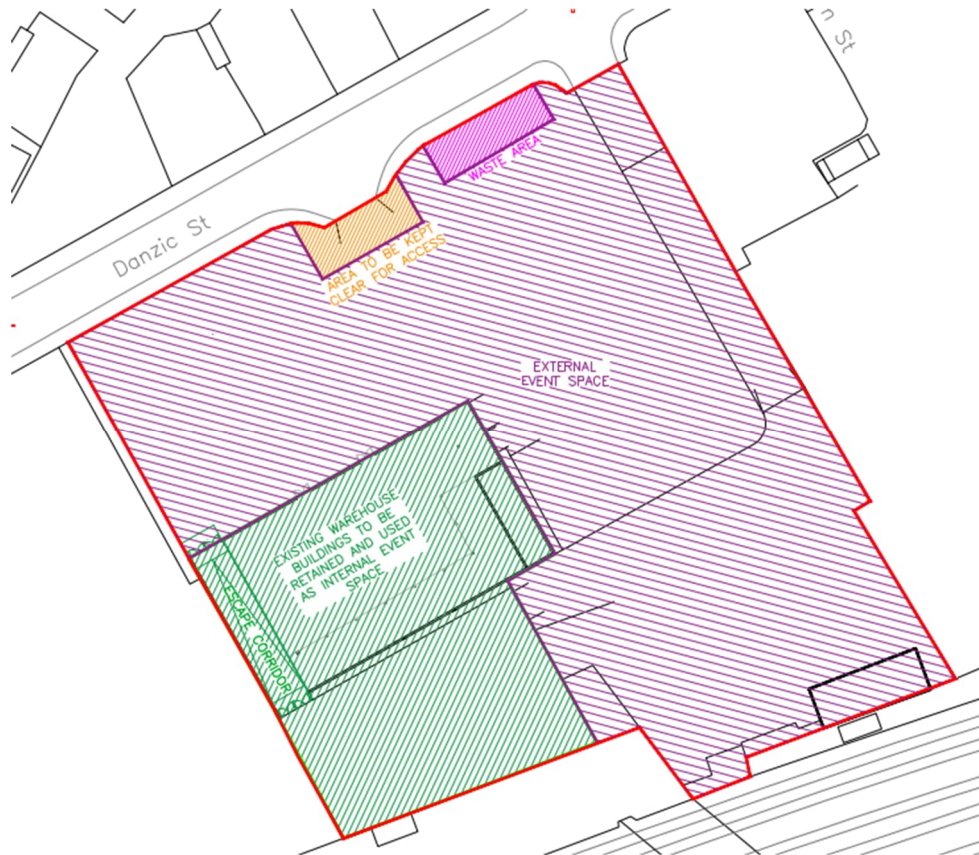


- 2.3 Taxi drop-off and pick-up is likely to take place local to the site, given the nature of the uses. The vehicle carriageway along Dantzic Street in the vicinity of the site is approximately 7.3m wide, allowing for parking or drop-off / pick-up to take place on one side of the carriageway without obstructing two way through traffic. Whilst this area of Dantzic Street is heavily utilised for parking during the weekday daytime, at evenings and weekends when peak taxi use may occur our site observations are that there is a much lower level of on-street parking. It is therefore considered that taxi drop-off / pick-up could take place from Dantzic Street without obstructing the highway or causing safety issues. This same conclusion applies to drop-off and pick-up by private vehicles.
- 2.4 Finally, whilst travel by private car is not expected to be significant for the reasons outlined above, there is capacity on Dantzic Street for on-street car parking particularly during the evening and weekend. Alternatively off-street parking facilities are available across the Victoria and Shudehill areas of the city centre. No dedicated car parking will be available on-site.
- 2.5 In relation to pedestrian movement in the immediate vicinity of the site, an Event Management Strategy has been prepared and submitted alongside this planning application. The Strategy includes details of the admission and dispersal procedures. If it is anticipated there will be queuing or crowding then steps will be taken to ensure that this is accommodated within the footway, to avoid any safety issues with pedestrians walking on the vehicle carriageway. This could include stewarding and / or temporary crowd control fencing within the footway.

3. Servicing and Waste Collection

3.1 The Proposed Site Plan is set out in **Figure 2** below.

Figure 2 – Proposed Site Plan



3.2 Vehicle access to the site will be taken via the existing junction off Dantzie Street in the centre of the site frontage, annotated with yellow shade and “area to be kept clear for access” on the above site plan. This access is shown in **Figure 3** below.

Figure 3 – Proposed vehicle access for servicing and waste collection



3.3 This access is approx. 6.5m wide and accommodated goods vehicles during the site’s previous use, and as such is considered suitable for servicing and waste collection vehicles, both in visibility and overall geometric

terms. Servicing will potentially include deliveries of food and beverage, emptying and maintenance of toilets and other facilities, and occasional set up and take down of event equipment such as staging.

- 3.4 Servicing will not be permitted during an event whilst members of the public are on-site. All servicing must be pre-booked online, and will only be during the following hours:
- 07:30 to 20:00 Monday to Saturday;
 - 10:00 to 18:00 Sunday and bank holidays.
- 3.5 Waste collection will also be subject to the same timing restrictions, and will be undertaken by a private contractor to ensure these timings, and the use of the pre-booking system, are respected. Prior to collection by vehicle, waste will be stored in the identified area (see Figure 2) after collection from the public bins within the site.
- 3.6 The overall size of the external area is such that at least a 25m diameter turning circle is available adjacent to the site access. Vehicles of any size entering the site can therefore enter in forward gear, turn and leave the site in forward gear. There will therefore be no reversing onto the public highway of Dantzic Street.

4. Emergency Vehicles

- 4.1 A separate designated emergency vehicle access is provided via the existing junction off Dantzic Street at the eastern end of the site frontage, immediately east of the waste area on the site plan. This access is shown in Figure 4 below.

Figure 4 – Proposed designated emergency vehicle access



- 4.2 This access is approx. 7m wide and accommodated goods vehicles during the site's previous use, and as such is considered suitable for emergency vehicles including fire tenders, both in visibility and overall geometric terms.
- 4.3 Given the nature of emergency vehicles access is likely to be required whilst the public are on site. In such a situation on site stewarding staff will be used to ensure the emergency vehicles can safely move onto the site. As with general service vehicles, the overall size of the external area is such that at least a 25m diameter turning circle is available adjacent to the emergency vehicle access. Vehicles of any size entering the site can therefore enter in forward gear, turn and leave the site in forward gear. There will therefore be no reversing onto the public highway of Dantzic Street.

5. Summary and Conclusion

- 5.1 This transport note has examined the transport implications of the proposed temporary use at 202-204 Dantzic Street. Travel to the site by visitors and staff has been considered, and it is anticipated the majority of this will be on foot from the city centre, using the existing Dantzic Street footways which are lit and well surfaced. Public transport options are available within walking distance via Victoria Station or Shudehill Interchange. Taxi drop off and pick up could be undertaken via Dantzic Street, which is also available for on-street parking if desired.
- 5.2 Servicing to the site will be undertaken on a pre-booked basis using the existing vehicle access, and vehicles will only be allowed on site when members of the public are not present. This will also apply to waste collection. Vehicles will be able to turn within the site and leave in forward gear.
- 5.3 A designated emergency vehicle access is provided which is suitable for large vehicles including fire tenders.
- 5.4 Based on the findings of this note we do not consider there are any transport impacts arising from the development which would prevent the granting of planning permission for this temporary use.