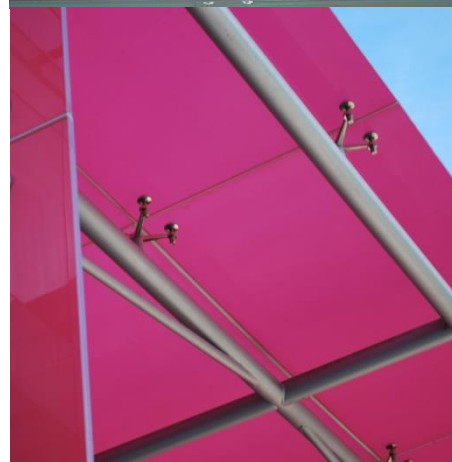


Park Street Storage Units

Transport Statement

Curtins Ref: 80919-CUR-XX-XX-T-TP-00001
Revision: P02
Issue Date: 17 March 2022

Client Name: Views



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First issue	AT	AT	16 March 2022
P02	Second issue	AT	AT	17 March 2022

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Alex Fry BA (Hons) GradCIHT Graduate Transport Planner		17 March 2022

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate		17 March 2022

Authorised	Signature	Date
Aaron Tilley CMILT FCIHT Associate		17 March 2022

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	1
1.3	Scope of the Report	1
1.4	Structure of the Report.....	1
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Existing Use and Access.....	4
2.3	Surrounding Highway Network.....	4
2.4	Highway Safety	5
3.0	Development Proposals	8
3.1	Overview of Proposals	8
3.2	Proposed Access	8
3.3	Proposed Parking.....	8
4.0	Accessibility by Sustainable Modes of Travel	11
4.1	Introduction.....	11
4.2	Pedestrian Accessibility	11
4.3	Cycle Accessibility.....	12
4.4	Public Transport Accessibility	14
4.5	Summary	20
5.0	Traffic Forecasting and Highway Impact	21
5.1	Introduction.....	21
5.2	Forecasted Trip Generation	21
5.3	Highway Impact Summary	22
6.0	Transport Planning Policy.....	23
6.1	Introduction.....	23
6.2	National Planning Policy Framework (2021).....	23
6.3	National Planning Practice Guidance (NPPG).....	24
6.4	Manchester Core Strategy (2012 – 2027).....	25
6.5	Greater Manchester Transport Strategy 2040	26
6.6	Conclusions	27
7.0	Summary and Conclusions	28
7.1	Summary	28
7.2	Conclusions	28

Figures

Figure 2.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)	3
Figure 2.2 – Site Location in relation to the Regional Highway Network (Source: OpenStreetMap)	4
Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)	6
Figure 2.4 – Common Casualties	7
Figure 4.1 – Local Cycle Network (Source: TfGM)	13
Figure 4.2 – Bee Network Map (Source: MappingGM)	13
Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM).....	14
Figure 4.4 – Free Bus Route and Timetable.....	16

Tables

Table 2.1 – Personal Injury Accident Data Summary by Junction	6
Table 2.2 – Personal Injury Accident Data Summary by Year.....	6
Table 3.1 – Existing Off-Site Car Parking Provision	9
Table 4.1 – CIHT Recommended Walking Distances.....	11
Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops.....	15
Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site	15
Table 4.4 – Summary of Rail Services from Manchester Victoria.....	18
Table 5.1 – Existing Vehicle Generation	21
Table 5.2 – Forecasted Vehicle Trip Rates.....	22
Table 5.3 – Forecasted Trip Generation	22
Table 5.4 – Net Vehicular Site Impact.....	22

Drawings

Drawing 80919-CUR-XX-GF-D-TP-05001 – (Swept Path Analysis) 3.5t Transit Van

Drawing 80919-CUR-XX-GF-D-TP-75001 – Proposed Access Arrangement – 3.5t Transit Van

Appendices

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Views to provide traffic and transport advice in relation to a planning application for the redevelopment of an existing surface car park off Park Street to the north of Manchester city centre and the delivery of up to 76 storage containers with a single access/egress via Park Street.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 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.

-
- 1.4.2 **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.
 - 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
 - 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
 - 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
 - 1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Strangeways, c. 200m north of the boundary of Manchester City Centre.

2.1.2 The site is bound by a car park to the north, Cowburn Street and an existing building to the east, Park Street and another existing building to the south, and Pimblett Street to the west. Both existing buildings are outside the redline boundary of the site and shall be retained.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

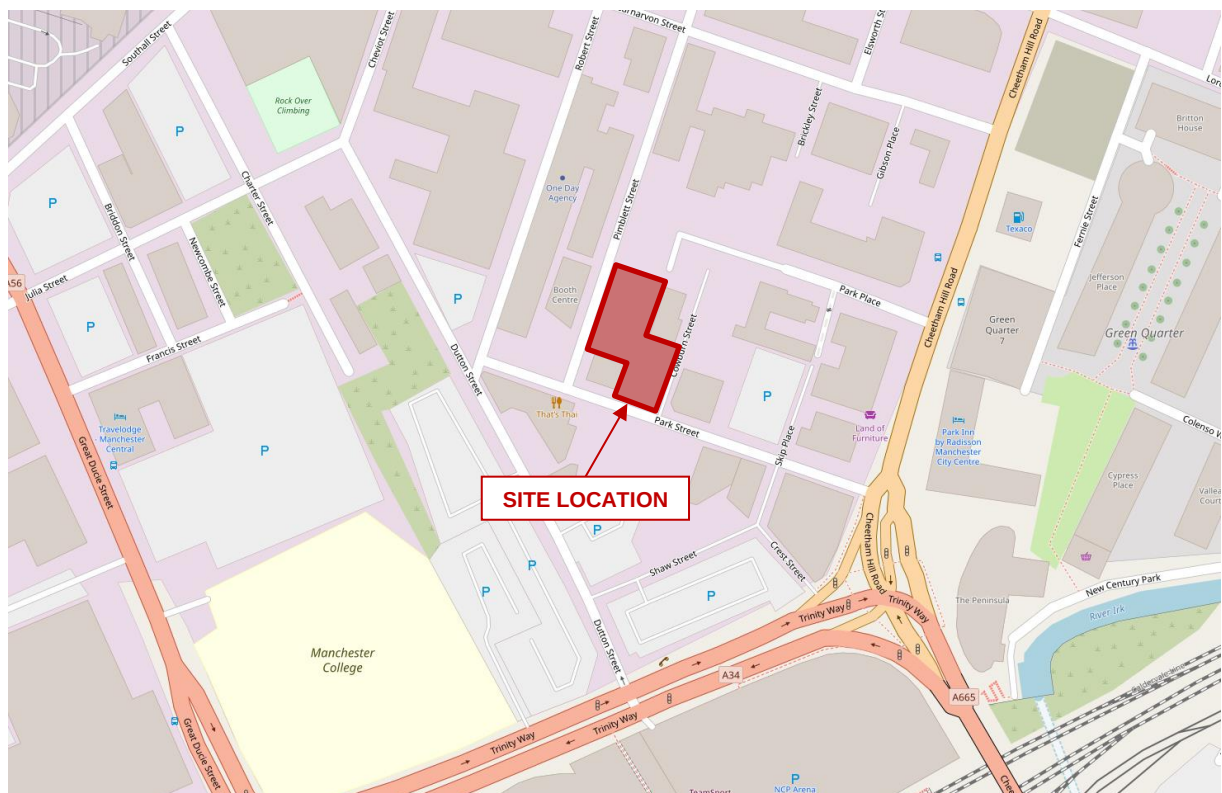


Figure 2.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)

2.1.4 **Figure 2.2** below shows the site in a more regional context relating to the surrounding areas:



Figure 2.2 – Site Location in relation to the Regional Highway Network (Source: OpenStreetMap)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises a surface car park with a capacity for circa 48 vehicles. The existing site is accessed via a single point of entry off Park Street. The access is currently an informal arrangement with dropped kerbs and a footway crossover.

2.3 Surrounding Highway Network

Park Street

- 2.3.1 Park Street extends for circa 180m in an approximately east-west alignment, connecting the A665 Cheetham Hill Road to Dutton Street. The road commences at a priority junction with Cheetham Hill Road, terminating at an unmarked junction with Robert Street and Dutton Street.
- 2.3.2 The road is c. 6.5m-wide with c. 2m-wide footways on each side. There are dropped kerbs on both sides of the road at the junction with Cheetham Hill Road to enable easier crossing, along with dropped kerbs at some other minor junctions along the road. There are no formal pedestrian crossings. The footways are generally of an adequate quality and level of upkeep generally being in better condition on the northern side of the road than the south where Google Street View imagery shows more litter and weeds.
- 2.3.3 There are single yellow lines along the northern side of the road which ban on-street parking between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on Saturdays. There are several short stretches of single yellow lines along the southern side of the road adjacent to junctions with other roads, though the

southern side is generally dominated by on-street parking bays. These allow vehicles to be parked for 2 hours, with no return within 1 hour, between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on Saturdays.

Cowburn Street

- 2.3.4 Cowburn Street extends for c. 60m to the north of an unmarked junction with Park Street, terminating at a dead end. It provides access to car parks to the north and east of the Site.
- 2.3.5 The road is c. 4.5m-wide with c. 1-1.5m-wide footways. There is a single yellow line along the entire eastern side and part of the western side with the same restrictions as on Park Street. There is c. 15m available on the western side of the road with no parking restrictions. At the end of the road there is a sign reading 'LOADING BAY NO PARKING – 24HR ACCESS REQUIRED AT ALL TIMES THANK YOU', although Goggle Street View imagery shows several cars parked in the vicinity of the sign.

Pimblett Street

- 2.3.6 Pimblett Streets extends for c. 160m in a north-south alignment between an unmarked junction with Park Street to a priority junction with Carnarvon Street.
- 2.3.7 The road is c. 5m-wide with c. 2m-wide footways on each side.
- 2.3.8 There are single yellow lines along the entirety of both sides with the same parking restrictions as on Park Street and Cowburn Street.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained directly from TfGM for the most recent five years (01/06/2016 – 31/05/2021 inclusive).
- 2.4.2 TfGM notes that the 2021 data so far should be marked as provisional as the data is still subject to change until the end of year process is complete. Furthermore, since lockdown measures began on Monday 23rd March 2020, traffic flows on the Highways in Greater Manchester have been affected which in turn would have an impact on the number of reported injury collisions.
- 2.4.3 The details of the search and study area are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1** and **Table 2.2**.

Junction/Link	Slight	Serious	Fatal	Totals
Dutton Street	1	0	0	1
New Bridge Street/ Dutton Street	1	0	0	1
New Bridge Street	1	0	0	1
New Bridge Street/ A665 Cheetham Hill Road	7	1	0	8

80919 Park Street Storage Units Transport Statement

Junction/Link	Slight	Serious	Fatal	Totals
Total	10	1	0	11

Table 2.1 – Personal Injury Accident Data Summary by Junction

Injury Accidents	Jun – Dec 2016	2017	2018	2019	2020	Jan – May 2021	Totals
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	0	0	1
Slight	0	4	3	2	1	0	10
Total	0	4	3	3	1	0	11

Table 2.2 – Personal Injury Accident Data Summary by Year

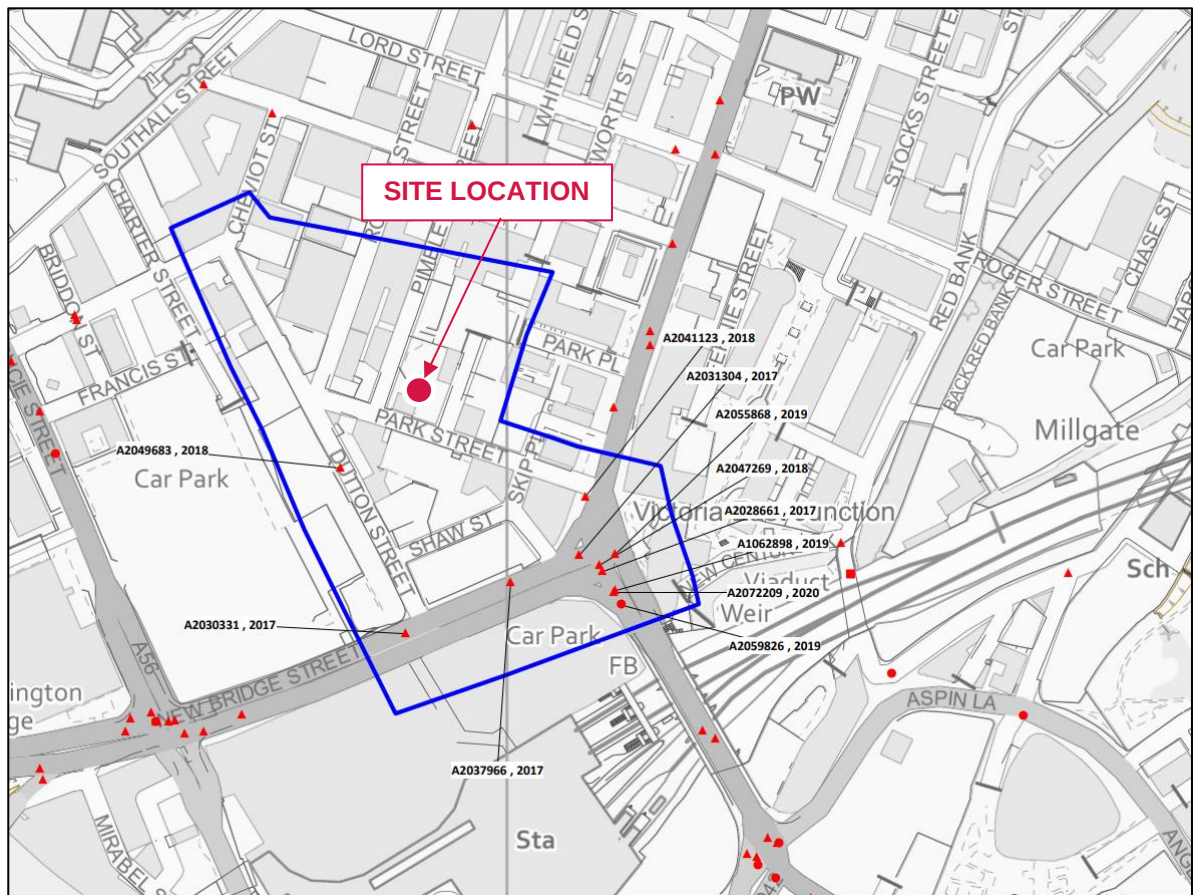


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

- 2.4.4 There has been a total of 11 collisions in the latest five-year period available, 10 of which were ‘slight’ severity incidents and 1 of which was a ‘serious’ severity incident. No fatal accidents have been recorded in the study area and period.
- 2.4.5 The ‘serious’ severity incident took place at 22:38 in wet conditions with the description that “V1 (Taxi) Trav Nw Cheetham Hill Rd, As V1 Is About To Turn Left Onto New Bridge St & Hits C1 (Pedestrian)

Crossing From Drivers O/s Masked By Staty Veh Dir Unknown". TfGM lists the contributory factors as: the driver failed to judge other person's path or speed; pedestrian impaired by alcohol; pedestrian wearing dark clothing at night; and slippery road.

2.4.6 In addition, the incidents noted above have been examined for any common casualty. This is presented in **Figure 2.4** below:

Accidents

Serious	1
Slight	10
Total Accidents	11

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Male	0	5	1	1	7
Female	0	4	2	0	6
Total	0	9	3	1	13
Total Casualties	0	10	3	1	14

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Slight	0	7	7
Total	0	7	7
Car (Passenger)	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Pedestrian	0-15	16+	Total
Serious	0	1	1
Slight	0	3	3
Total	0	4	4
Cyclist (Rider)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Total	0	14	14

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Pedestrian	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Driver or rider	0	6	2	0	8
Veh or pillion pas	0	1	1	0	2
Pedestrian	0	2	0	1	3
Total	0	9	3	1	13
Total Casualties	0	10	3	1	14

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	0	1	0	0	1
Slight	0	3	0	1	4
Total Casualties	0	4	0	1	5

Figure 2.4 – Common Casualties

2.4.7 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The application proposes 76 containers of 20 ft length arranged in three two-story rows with space in between to allow cars and vans to unload and turn.
- 3.1.2 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 The site would be accessed from Park Street.
- 3.2.2 The existing c. 4.85m-wide dropped kerb arrangement will be widened to a 9.25m-wide dropped kerb along Park Street. There is also a vehicle entry point with an electronic pad to provide access to premises. This is set into the site to allow vehicles to wait off street prior to accessing the road or the storage facility. This access arrangement is shown in **Drawing 80919-CUR-XX-GF-D-TP-75001** at the rear of this report.
- 3.2.3 The drawing also shows that visibility splays of 43m x 43m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards.
- 3.2.4 The space in between container rows is for cars and vans to unload as close as possible to the designated container.
- 3.2.5 **Drawing 80919-CUR-XX-00-D-TP-05001** at the rear of this report shows that a 3.5t transit van can ingress and egress from the site.

Pedestrian and Cycle Access

- 3.2.6 Cyclists and pedestrians would enter the site in a similar manner to vehicles.
- 3.2.7 The site will be very lightly trafficked, and items can also be walked to and from the storage containers from more accessible points within the site.

3.3 Proposed Parking

- 3.3.1 There will be no staff on-site and there is adequate space for users to park their vehicles in front of the storage units to load and unload items. Therefore, no parking spaces are proposed.

- 3.3.2 There will be no need for long-stay car parking due to the nature of the site, however, as shown in the following sections, there is plentiful on- and off-street car parking available which could fully accommodate the proposed level of site users within short walking distances.

Nearby Parking Facilities

- 3.3.3 A review of nearby public car parks and associated provision has been undertaken to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 400m walking catchment, equating to a walking time of under 6 minutes when walking at an average speed of 1.2m/s. Nearby long stay car parking is summarised in **Table 3.2**:

Car Park	Car Park Location	Approximate Walking Distance	Approximate Number of Spaces	Disabled Bays
1	Park Place, Total Car Parks	80m	75	0
2	Park Place, SIP Car Parks	80m	17	0
3	Dutton Street, Total Car Parks	120m	161	0
4	Shaw Street, NCP	130m	80	0
5	Shaw Street, SIP Car Parks	160m	95	0
6	Dutton Street, SIP Car Parks	170m	45	0
7	Manchester AO Arena, CitiPark	270m	978	✓*
8	Frances Street, Total Car Parks	300m	80	0
9	Charter Street, Total Car Parks	300m	125	0
Total:			1656	✓*

Table 3.1 – Existing Off-Site Car Parking Provision

*There is disabled parking, but the quantity of spaces is unknown.

- 3.3.4 The above table demonstrates 9 car parks were found within a 6-minute walk of the Site, providing car parking provision for approximately 1656 vehicles, some of which are for disabled badge holders. None of the car parks contain electric vehicle charging points. It is therefore considered there is adequate opportunity for off-site parking should future customers choose to travel by car.
- 3.3.5 Even if all customers were to arrive concurrently, they could be accommodated by the 2 car parks within a 80m walking distance (approximately 1-minute) of the Site.

Existing On-Street Parking

- 3.3.6 The site is located outside of Manchester City Centre in a primarily industrial area where there are many opportunities for on-street parking within an acceptable walking distance. All road in the vicinity of the site which allow for on-street parking. The roads with on-street parking allow vehicles to be parked for 2 hours, with no return within 1 hour, between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on

Saturdays. There are no restriction on parking within these signposted areas on Sundays or outside the aforementioned hours. Marked on-street parking bays within a 300m walk (approximately 4 minutes) from the site includes:

- Park Street (adjacent to the Site) – 14 bays;
- Dutton Street – 39 bays
- Robert Street – 26 bays
- Carnavaron – 48 bays
- Pimblett Street (up to Chatley Street) – 18 bays
- Julia Street (up to Bridon Street) – 11 bays
- Newcombe Street – 7 bays
- Charter Street – 16 bays

3.3.7 Given the maximum-stay limit of 2 hours and that customers are likely to be briefly visiting the site to collect or deposit items, it is predicted that these facilities could be used by future customers.

3.3.8 There are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national 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;
- Cycle Accessibility; and
- Public Transport Accessibility.

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 of 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 (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 The Department for Transport's 2018 National Travel Survey states that: *"Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks."* This indicates that walking is the natural first choice for most local trips.

4.2.3 To assist in summarising the accessibility of the site by foot, distances of 400m, 800m and 1,200m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for elsewhere trips have been considered; these are a good approximation for the majority of trips associated with the development. However, most customers are likely to be travelling with several items which could be of considerable weight. Therefore, it is likely that they will not be willing to walk the same distance as normal pedestrians, so the CIHT *'Preferred Maximum'* has been disregarded.

- 4.2.4 Adjacent to the Site are several car parks. Various city centre amenities such as the AO Arena, The Manchester College's City Campus Manchester – opening in Summer 2022 – hotels, clothes shops, hot food takeaways and places of worship are also within 400m of the Site.
- 4.2.1 Additional facilities and amenities can be accessed within 800m of the Site including Manchester Victoria, the Corn Exchange, Manchester Cathedral, the National Football Museum, Manchester Printworks, NOMA, restaurants, a library, pharmacies, banks, cash machines, post offices, and office blocks.
- 4.2.2 It is considered that the site is situated within a highly accessible area.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the Site by cycle, an 8km cycle catchment has been considered. The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles.*" However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so, cycling is a potential mode for most of these shorter trips.
- 4.3.3 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as southern parts of Middleton and Blackley to the north, Fairfield and Gorton to the east, Withington and Burnage to south, and Eccles to the west.
- 4.3.4 Within this catchment cyclists can access National Cycle Network Routes 6, 60, 66, and 55. Route 6 runs from Watford in London to Windermere in the Lake District; Route 60 connects North and East Manchester, partly following the Fallowfield Loophole; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.
- 4.3.5 Cheetham Hill Road provides access to existing cycle infrastructure, allowing cycle access towards northern Manchester and Manchester City Centre. All major train and bus stations within Manchester City Centre are within 8km of the Site. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety.
- 4.3.6 The local cycle network in the vicinity of the Site is shown in **Figure 4.1** below:

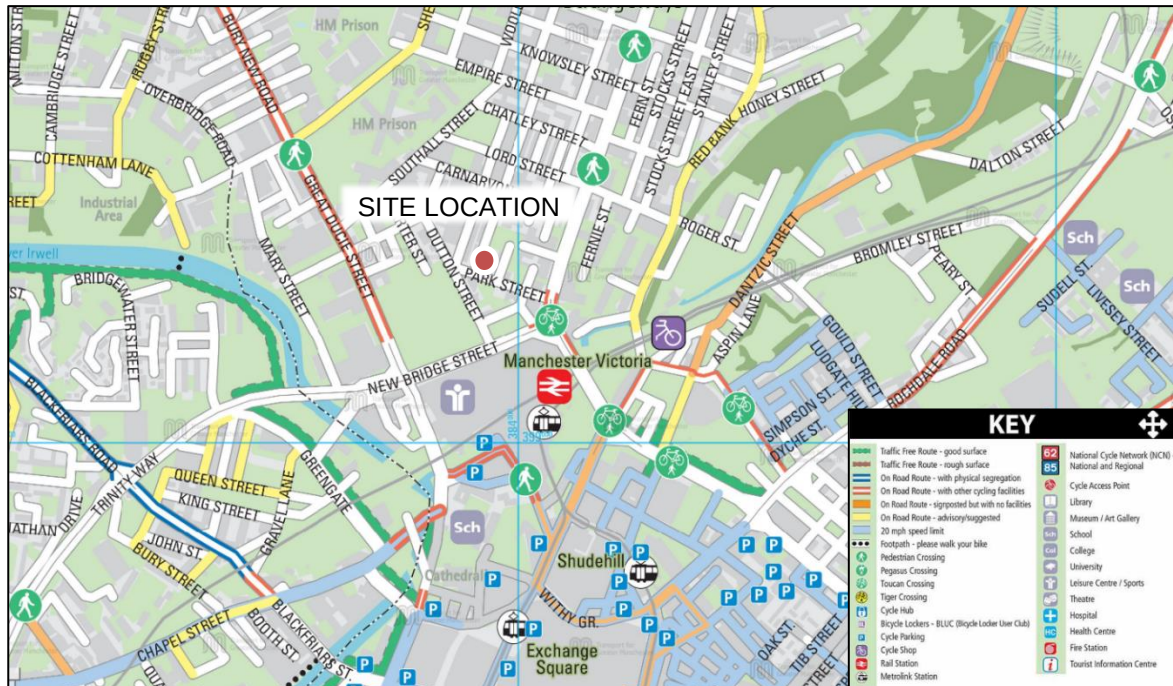


Figure 4.1 – Local Cycle Network (Source: TfGM)

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”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

4.3.8 The Site is located near several confirmed Bee Network improvements, as illustrated in **Figure 4.2**, allowing future customers that cycle to benefit from better safety and quality of commute.

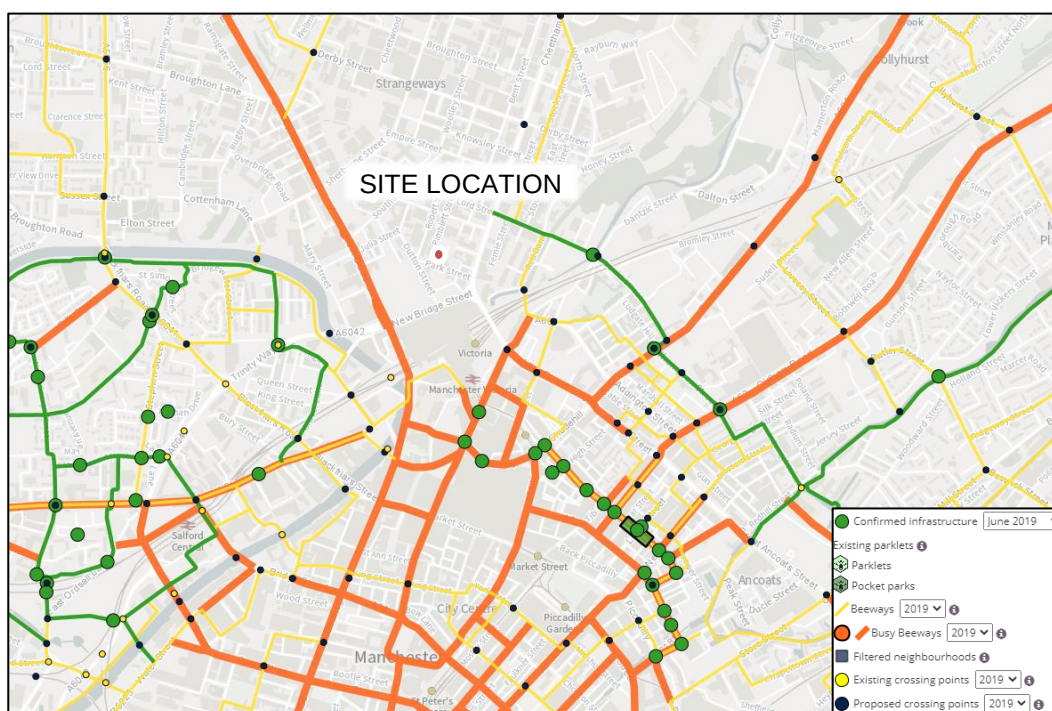


Figure 4.2 – Bee Network Map (Source: MappingGM)

4.3.9 The Site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the Site and across Manchester city centre and beyond.

4.4 Public Transport Accessibility

4.4.1 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.

4.4.2 Developed by Transport for Greater Manchester (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.

4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with an 'excellent' GMAL rating of 8.

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

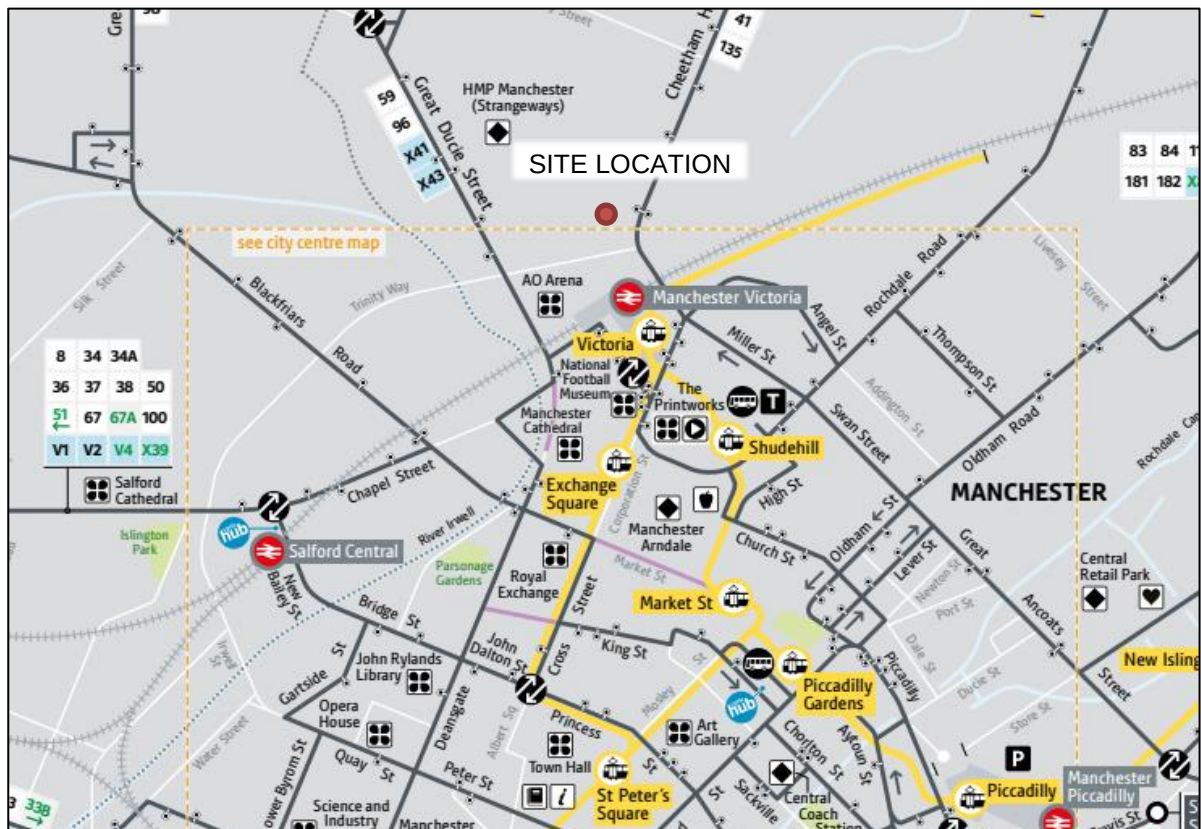


Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM)

Bus Accessibility

- 4.4.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Proposed Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new Proposed 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 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 There are bus stops with 'less frequent routes' along Cheetham Hill Road east of the Site, each within a 200m walk. Along Great Ducie Street, there are more bus stops with 'less frequent routes' which are within a c. 450m walk from the Site – a less than 6-minute walk. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Sale – Sale Moor – Northern Moor – West Didsbury – Fallowfield – Manchester Oxford Road – Cheetham Hill – Crumpsall – Blackley – Middleton	15 mins	30 mins	30 mins
135	Manchester Piccadilly – Cheetham Hill – Broughton – Heaton Park – Kirkham – Whitefield – Blackfold Bridge – Redvales – Bury	15 mins	30 mins	30 mins
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Heaton Park – Middleton – Mills Hill – Oldham	15 mins	-	-
96	Manchester Shudehill – Cheetham Hill – Higher Broughton – Prestwich – Heaton Park – Kirhams – Simister	15 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 4.4.7 Future customers can also board the City Centre Free Bus services calling at Manchester Victoria to access route 2 and 3 and can change at Piccadilly for route 1. These allow access to the following locations and frequencies detailed in **Table 4.4**.

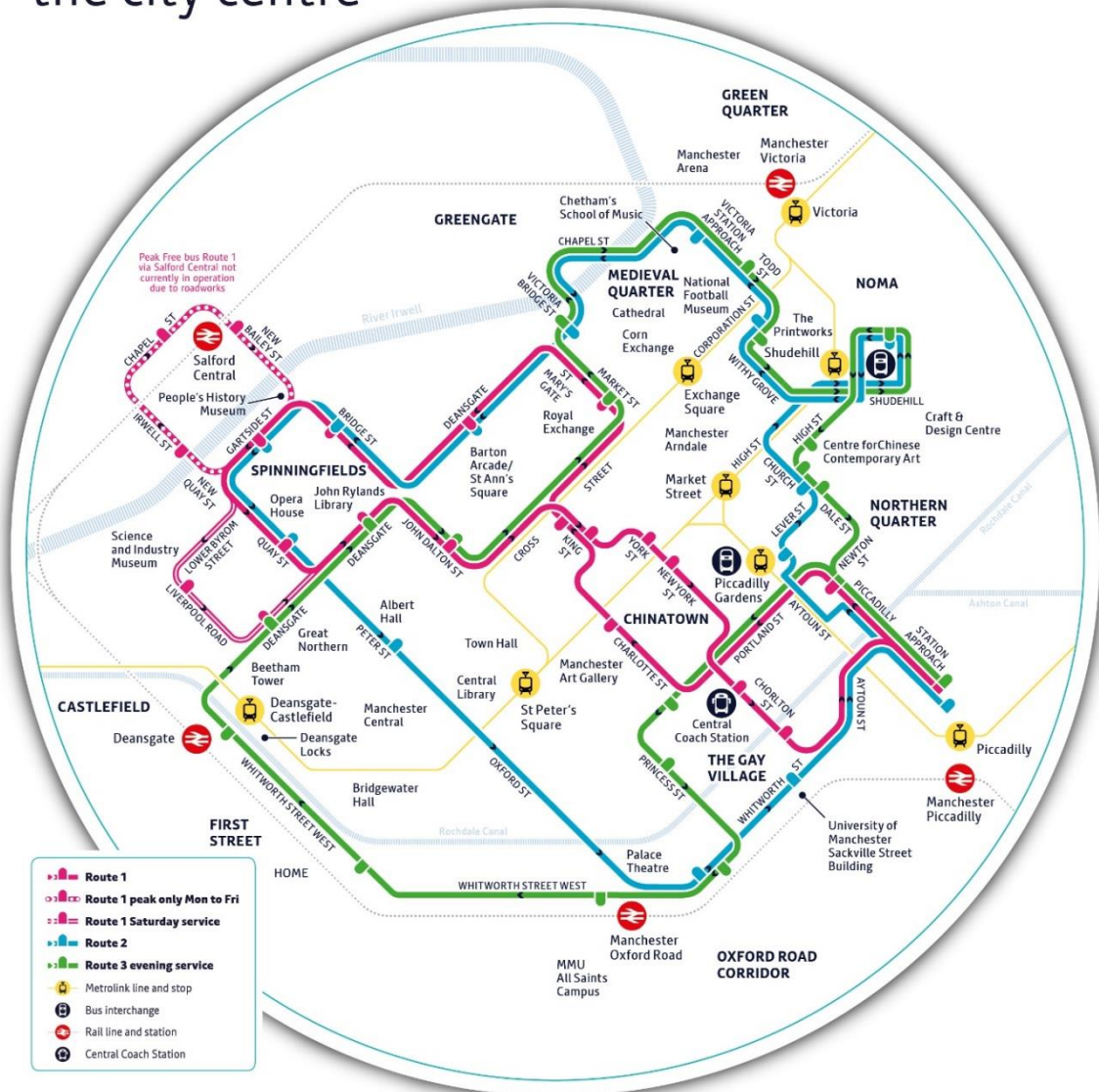
free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER



1	Monday – Friday Every 10 minutes: 7am – 7:15pm Peak route only: 7am – 9am and 4pm – 7:15pm Saturday Every 10 minutes: 8:20am – 7:15pm Sunday and public holidays Every 12 minutes: 11am – 6pm
----------	--

2	Monday – Friday Every 10 minutes: 6:30am – 7:10pm Every 20 minutes: 7:10pm – 7:30pm Saturday Every 10 minutes: 8:30am – 7:30pm Every 15 minutes: 7:30pm – 11:30pm Sunday and public holidays Every 12 minutes: 10am – 7pm
----------	---

3	Monday – Friday Every 20 minutes: 7:30pm – 11:30pm Saturday Every 15 minutes: 7:30pm – 11:30pm
----------	---

Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 4.4.8 These routes provide frequent access to the rest of Manchester City Centre, including major public transport interchanges at Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Central, as well as to parts of Greater Manchester.
- 4.4.9 Overall, the Site is very well served by bus with frequent services linking the Site with the City Centre along with north and south Manchester.

Rail Accessibility

- 4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Proposed Developments'* (1999) 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.
- 4.4.11 The closest rail station to the Proposed Development is Manchester Victoria, located c. 560m to the south of the Site – within the distance recommended by the CIHT. Manchester Victoria station is a major transport interchange, being one of main rail hub of the northwest of England. It is a combined mainline railway station and Metrolink tram stop.
- 4.4.12 The station provides frequent services to many regional and national destination, a summary of which is provided in **Table 4.4:**

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly	Hourly	Hourly
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, Pudsey, Bramley, Leeds.	Hourly	Hourly	-

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill, Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.	Hourly	Hourly	-
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly	Hourly	Hourly
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly	Hourly	Hourly
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly	Hourly	-

Table 4.4 – Summary of Rail Services from Manchester Victoria

- 4.4.13 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.
- 4.4.14 The trains that service Manchester Victoria rail station run regularly 7 days a week to a number of different locations and residential areas within Greater Manchester and further afield destinations in England; this provides frequent access for customers of the Site and is a viable alternative to private car use.
- 4.4.15 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 on Northern Rail and Transpennine Express' websites: [northernrailway.co.uk/travel/timetables](https://www.northernrailway.co.uk/travel/timetables); <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.16 Overall, the Site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.17 Future customers can also board the Metrolink at Manchester Victoria, located c. 860m south of the Site. The following services call at this station:

- **Pink** – East Didsbury to Rochdale Town Centre; Mon – Sat (all-day)
- **Navy** – Victoria to Manchester Airport; Mon – Sun (all-day)
- **Grey** – East Didsbury to Shaw and Crompton; Mon – Sat (daytime)
- **Yellow** – Bury to Piccadilly; Mon – Sun (daytime)
- **Green** – Altrincham to Bury; Mon – Sun (daytime)

4.4.18 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.
- Grey Line (East Didsbury to Shaw and Crompton): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink Line (East Didsbury to Rochdale Town Centre).

4.4.19 The start and end times for specific stations will change 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: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.20 Users can change at St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional routes to Eccles, Ashton-under-Lyne, and the Trafford Centre, as shown in the Metrolink map in **Figure 3.5**.

80919 Park Street Storage Units

Transport Statement

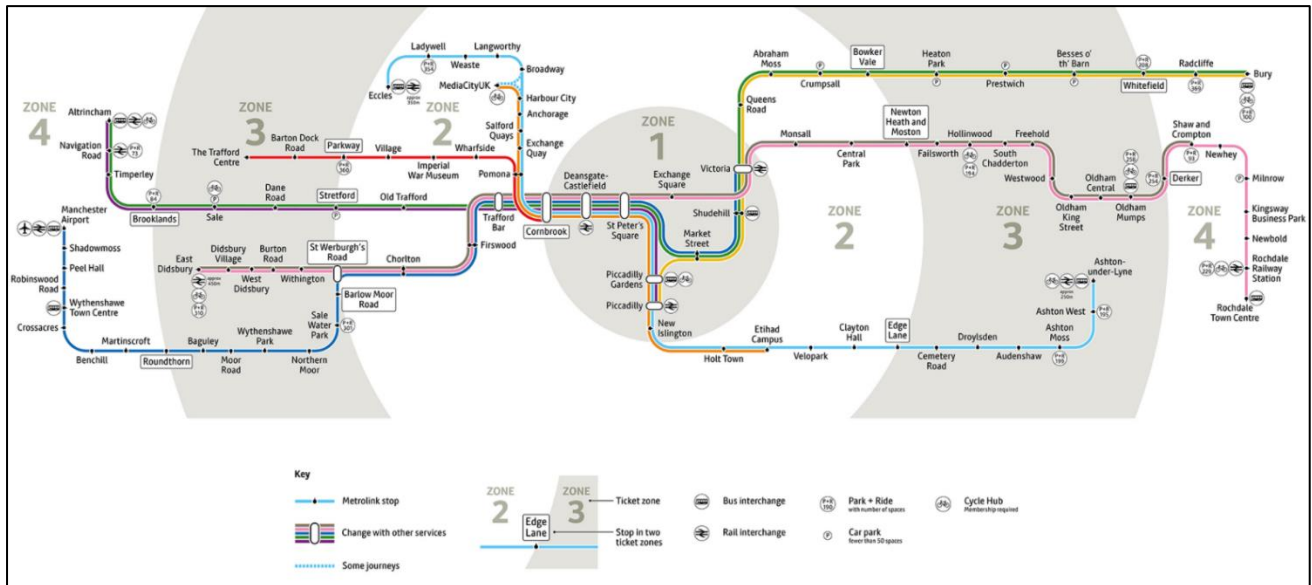


Figure 4.4 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.4.21 Overall, the Site is highly accessible via tram.

4.5 Summary

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

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

5.2 Existing Trip Generation

- 5.2.1 There are c. 48 spaces in the existing surface level car park on-site.
- 5.2.2 The level of trips generated by the existing use has been estimated using a first-principles approach. Given the proximity of the site to the city centre and the propensity for commuter trip to/from the car park, it has been assumed for robustness that 50% of the spaces will be occupied in the AM and 50% would be vacated during the PM peak hours.
- 5.2.3 The expected existing trip generation is presented below:

Time	Arrive	Depart	Total
AM (08:00 – 09:00)	24	0	24
PM (17:00 – 18:00)	0	24	24

Table 5.1 – Existing Vehicle Generation

- 5.2.4 The number of trips generated by the existing use of the site could equate to 24 two-way movements in both the AM and PM peak periods.

5.3 Forecasted Trip Generation

- 5.3.1 The full search criteria used in the TRICS database is presented in **Appendix B**. Given the unique nature of the development proposals, the exact use is not represented within the TRICS database. The Warehousing (Self Storage) category is therefore considered to provide a suitable alternative in order to derive the future trip demand of the application proposals.
- 5.3.2 **Table 5.2** below summarises the total vehicles for the 'Warehousing (Self Storage)' land use. All trip rates are per 100sqm:

Time	Arrive	Depart	Total
AM (08:00 – 09:00)	0.130	0.093	0.223
PM (12:00 – 13:00)	0.223	0.241	0.464
PM (17:00 – 18:00)	0.062	0.142	0.204

Table 5.2 – Forecasted Vehicle Trip Rates

- 5.3.3 The Design & Access Statement confirms that the total footprint of the containers per floor is 590sqm – equating to a 1,180sqm GFA across the two floors. From **Table 5.2** above, the total number of trips that could be generated by the proposed development can be found. This is provided in **Table 5.3** below:

Time	Arrive	Depart	Total
AM (08:00 – 09:00)	2	1	3
PM (12:00 – 13:00)	3	3	5
PM (17:00 – 18:00)	1	2	2

Table 5.3 – Forecasted Trip Generation

- 5.3.4 The number of vehicle trips generated by the proposed development could equate to 3 and 2 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00), respectively, and a peak of 5 two-way trips in the warehousing all-day peak of 12:00 – 13:00.

5.4 Net Site Impact

- 5.4.1 The following **Table 5.4** indicates the net impact of the proposed site.

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing	24	0	<u>24</u>	0	24	<u>24</u>
Proposed	2	1	<u>3</u>	1	2	<u>2</u>
Net Site Impact	-22	+1	<u>-21</u>	+1	-22	<u>-22</u>

Table 5.4 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in a reduction of 21 and 22 two-way vehicular trips in the AM and PM peaks respectively.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2021)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

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

- 6.2.3 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.”

- 6.2.4 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.”

- 6.2.5 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.

- 6.2.6 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 Code⁴⁶; 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.”*

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

6.2.8 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”

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there is a decrease in trip generation for the proposed storage containers compared to the existing car park. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

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

- *“give priority 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; and*
- *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.”*

6.2.11 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 and cycling distance.

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

6.3 National Planning Practice Guidance (NPPG)

6.3.1 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 2018. 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.”*

6.3.2 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.

6.3.3 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 and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 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.

6.4.2 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.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that [outside the City Centre] ... all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.”

6.4.4 It is considered the proposed parking provision is reflective of the high availability of public car parks within an acceptable walking distance. The development would benefit from sustainable transport links across the city centre. The Council notes that it “will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

6.4.5 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.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and 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;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.5.3 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.”*

6.5.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Conclusions

- 6.6.1 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.

7.0 Summary and Conclusions

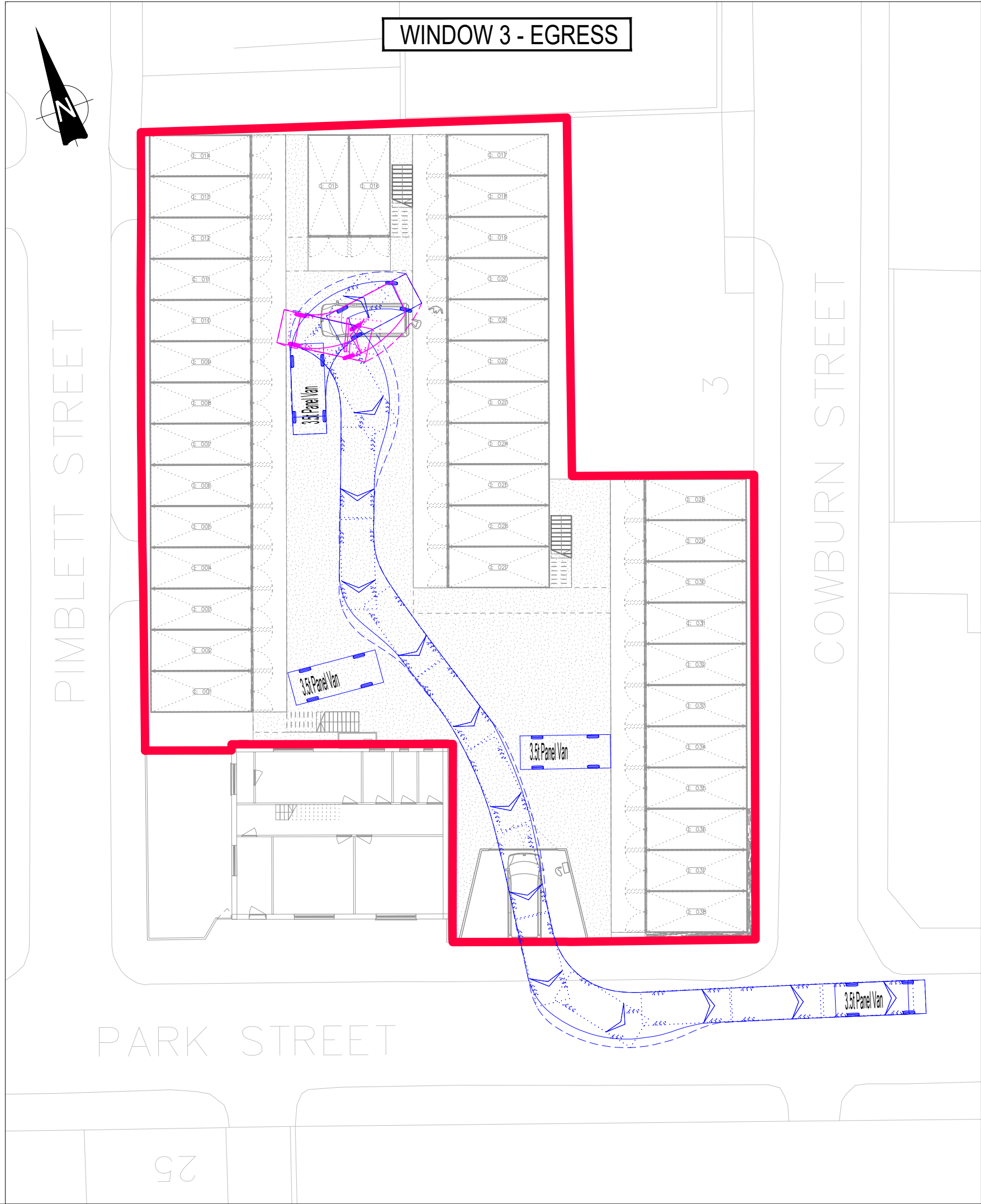
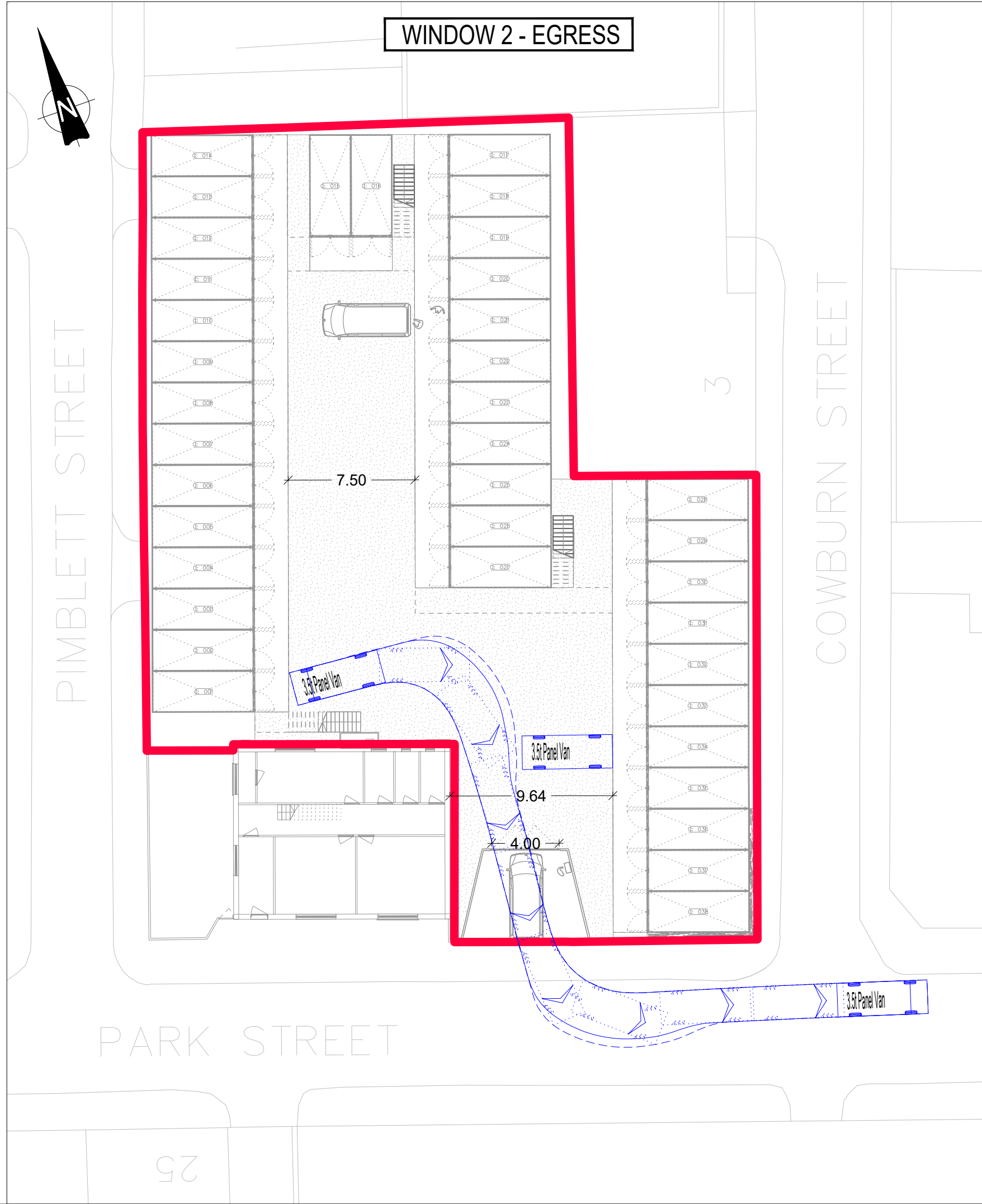
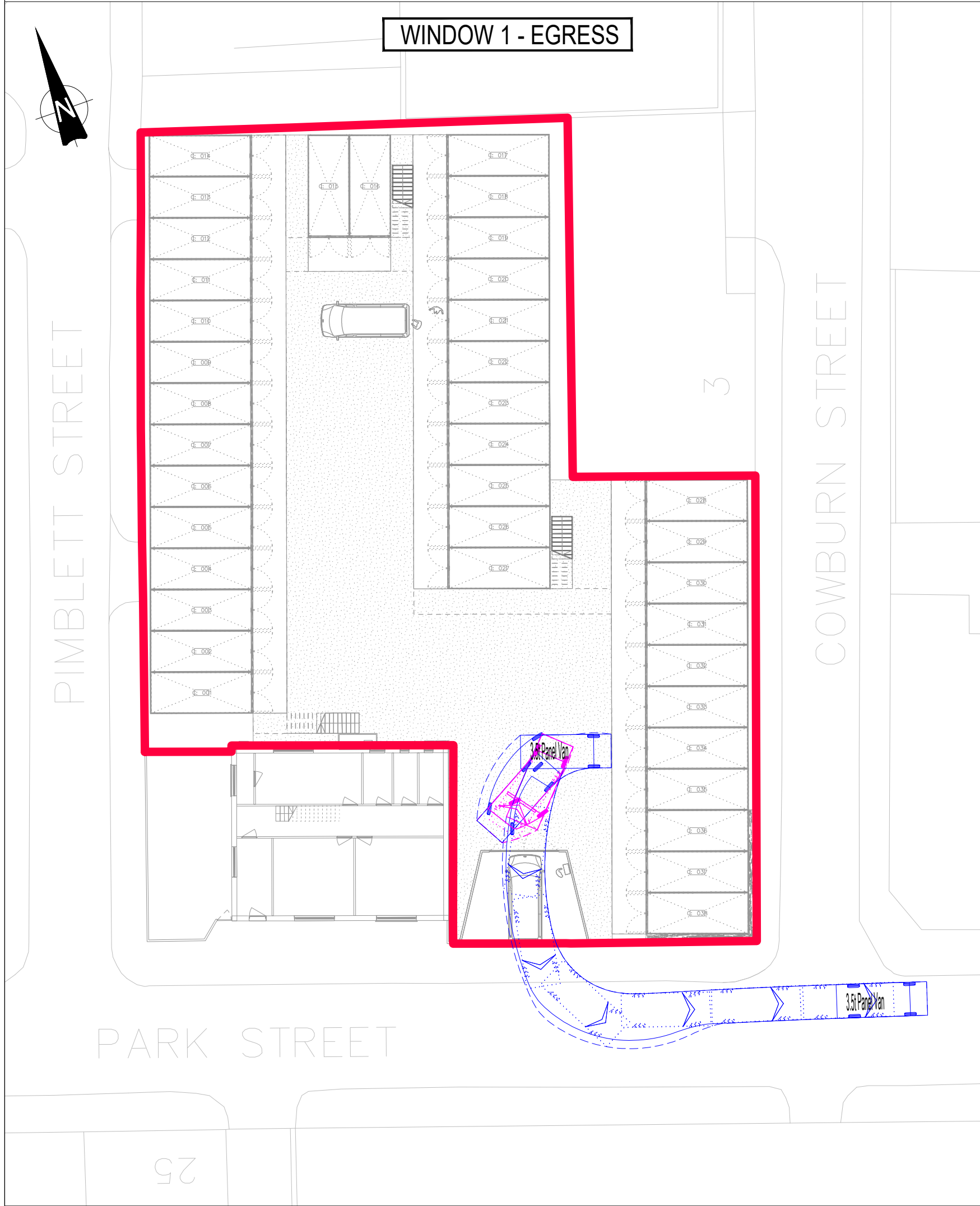
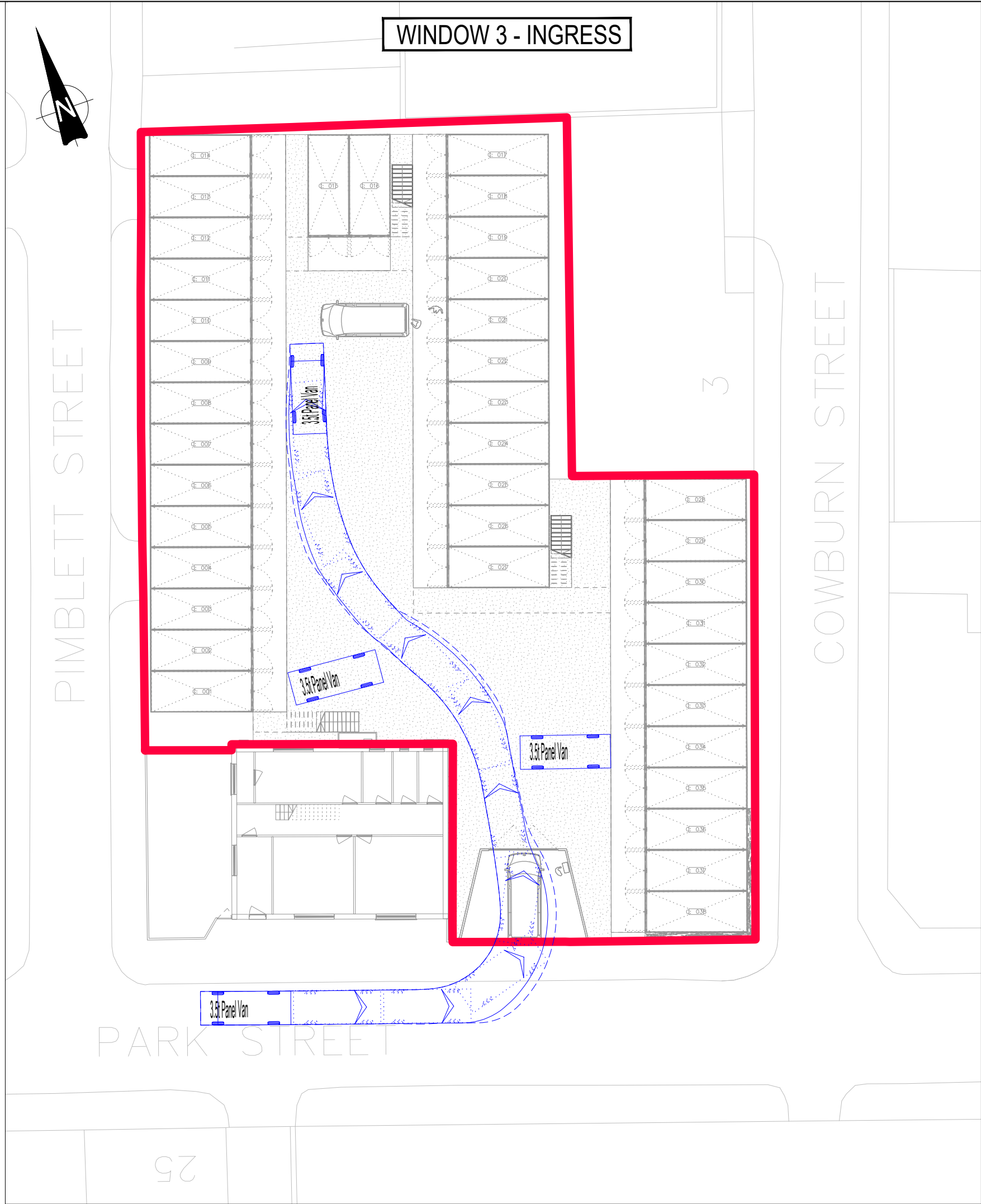
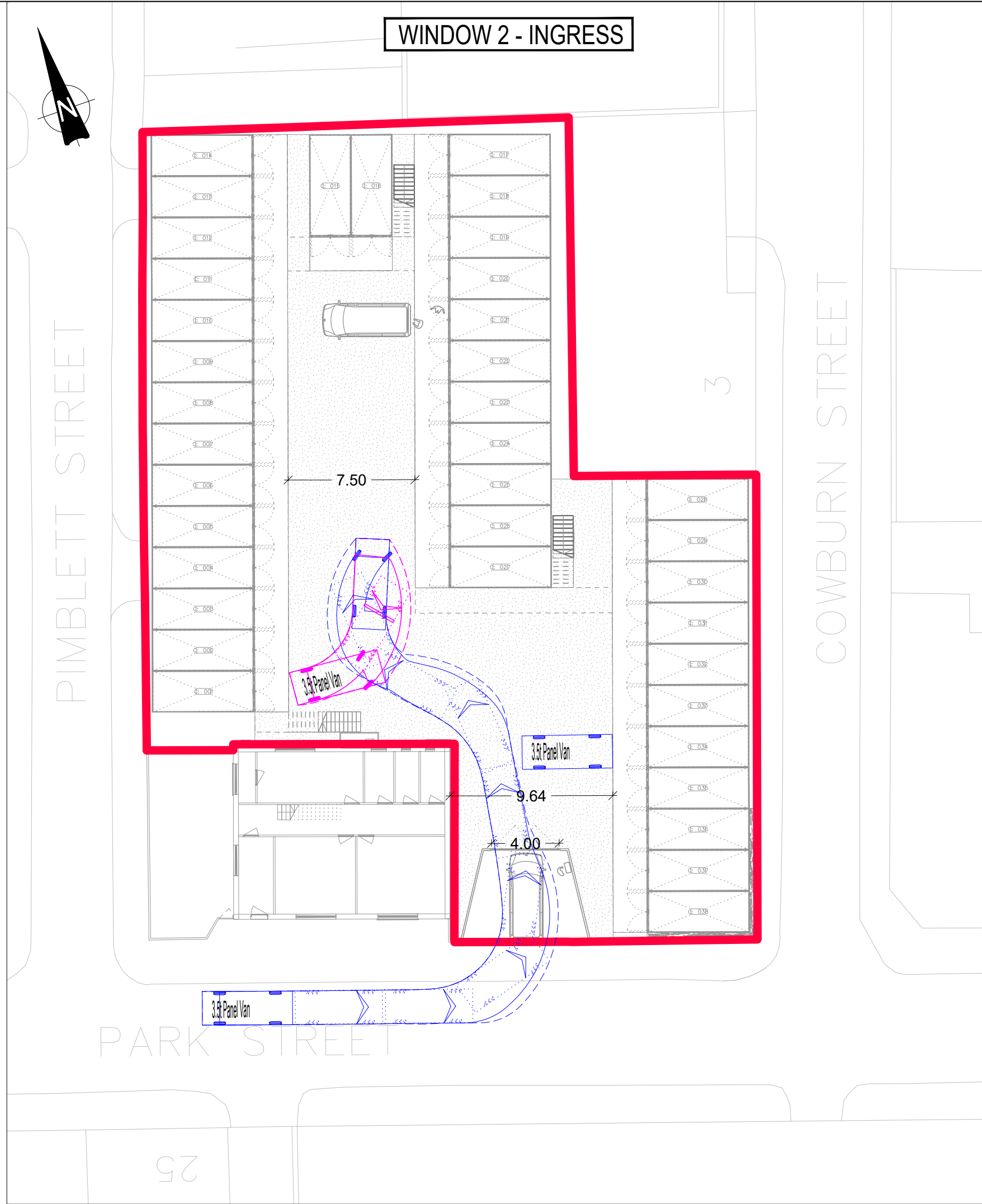
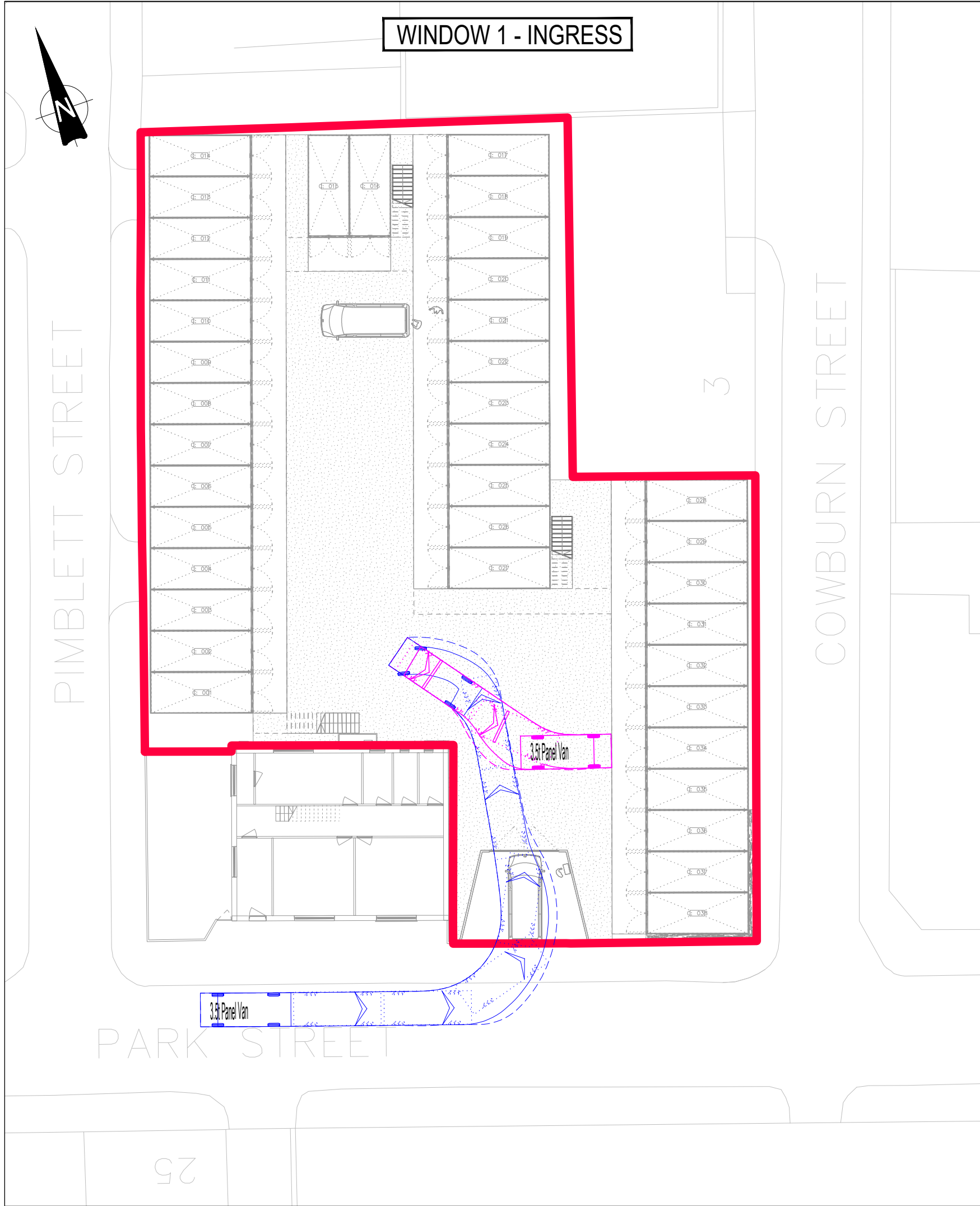
7.1 Summary

- 7.1.1 Curtins has been appointed by Views to provide traffic and transport advice in relation to a planning application for the redevelopment of an existing surface car park off Park Street to the north of Manchester city centre and the delivery of up to 76 storage containers with a single access/egress via Park Street.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. There have been no fatal incidents in the latest five-year period and the causes of the single serious incident were unrelated to highway layout. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 7.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities, including by bus and rail, within acceptable walking distance of the site.
- 7.1.2 Trip generation forecasts using TRICS data have demonstrated that there is a decrease in trip generation for the proposed storage containers compared to the existing car park. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 7.1.3 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

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

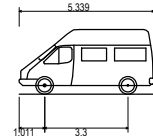
Drawings



- 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

KEY: — INDICATIVE PLANNING BOUNDARY

VEHICLE PROFILE:



3.5t Panel Van
Overall Length
Overall Width
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.950m
2.550m
1.330m
1.580m
4.00s
6.400m

P02	Updated for planning	08/03/22	JM	MT
Rev:	Description:	Date:	By:	Chkd:

curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

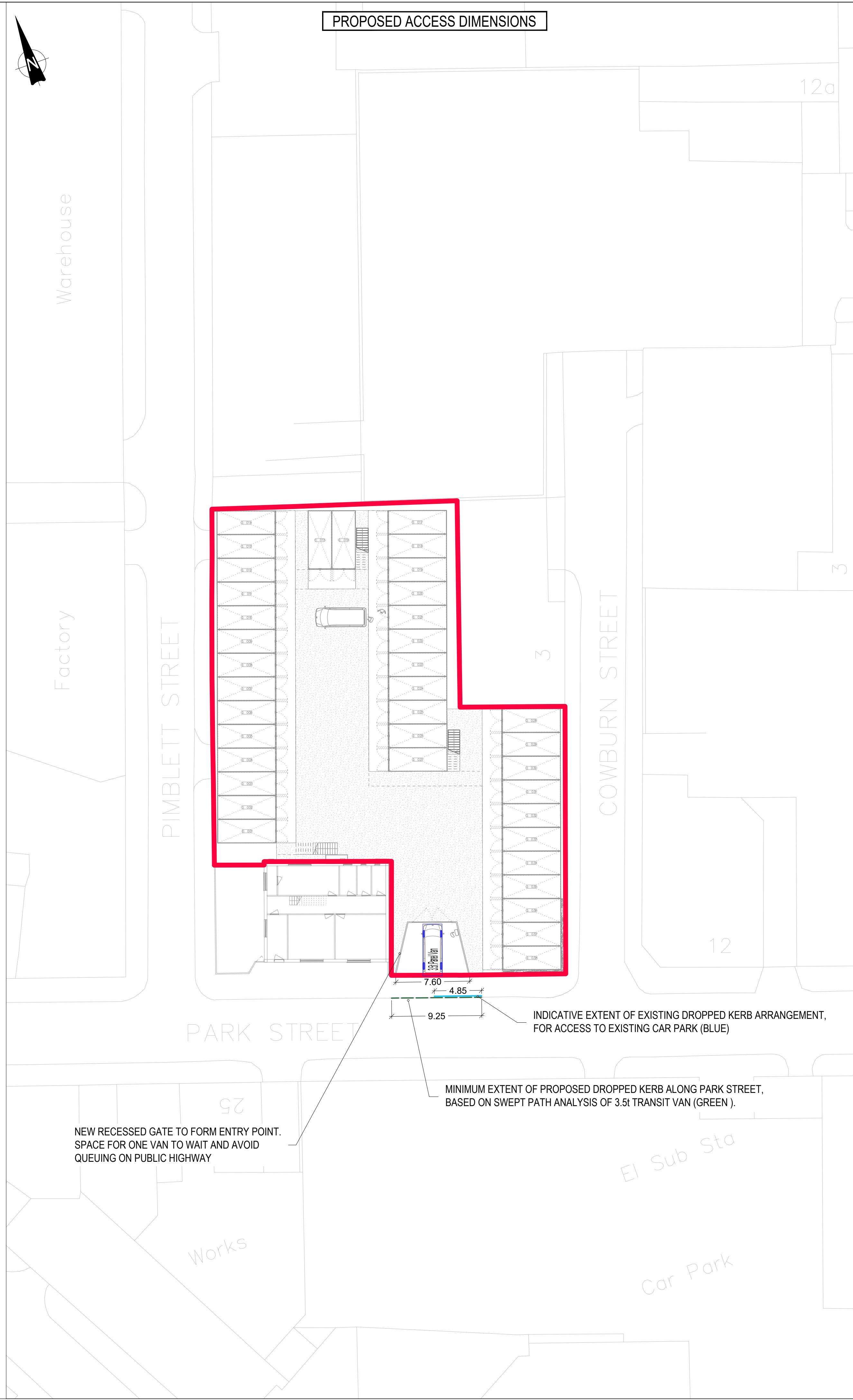
Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status: **PLANNING**

Project: **PARK STREET STORAGE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
3.5t TRANSIT VAN**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	07/03/22	JM	JM	MT			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80919 - CUR - XX - GF - D - TP - 05001 - P02							



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- 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.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:

- INDICATIVE PLANNING BOUNDARY
- PROPOSED EXTENT OF DROPPED KERB
- EXISTING DROPPED KERB EXTENT (INDICATIVE)
- VISIBILITY SPLAYS BASED ON 30mph SPEED LIMIT

VEHICLE PROFILE:

3.5t Panel Van

Overall Length	5.33m
Overall Width	1.95m
Overall Body Height	2.55m
Min. Body Ground Clearance	0.13m
Track Width	1.50m
Lock to lock time	4.0s
Kerb to Kerb Turning Radius	6.40m

P02	Updated for planning	08/03/22	JM	MT
Rev:	Description:	Date:	By:	Chkd:

curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Leeds • Liverpool • London • Manchester • Nottingham

Status:

PLANNING

Project:

PARK STREET STORAGE - MANCHESTER

Orig Title:

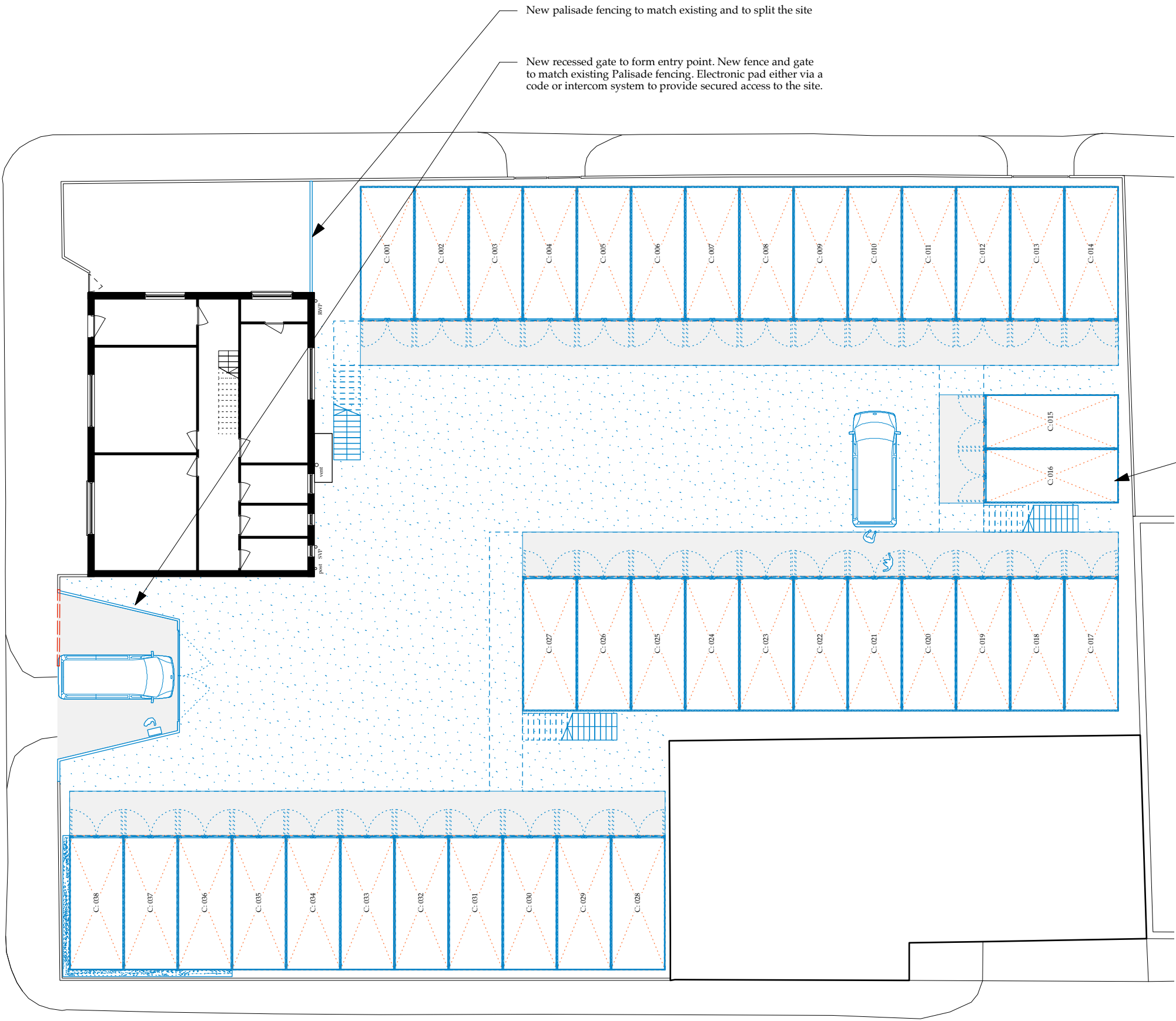
SWEPT PATH ANALYSIS
3.5t TRANSIT VAN

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	07/03/22	JM	JM	MT

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80919	- CUR	- XX	- GF	- D	- TP	- 75001	- P02

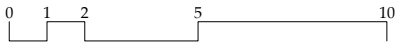
Appendix A – Proposed Site Layout



SITE PLAN



PARK STREET 495 - Containers
ARCHITECTURAL EMPORIUM Ltd
EMAIL: mail@architectural-emporium.co.uk
WEB: www.architectural-emporium.co.uk
ADDRESS: 13 Hope St, Liverpool, L1 9BQ
PHONE: +44 (0)151 363 0000



- North Point

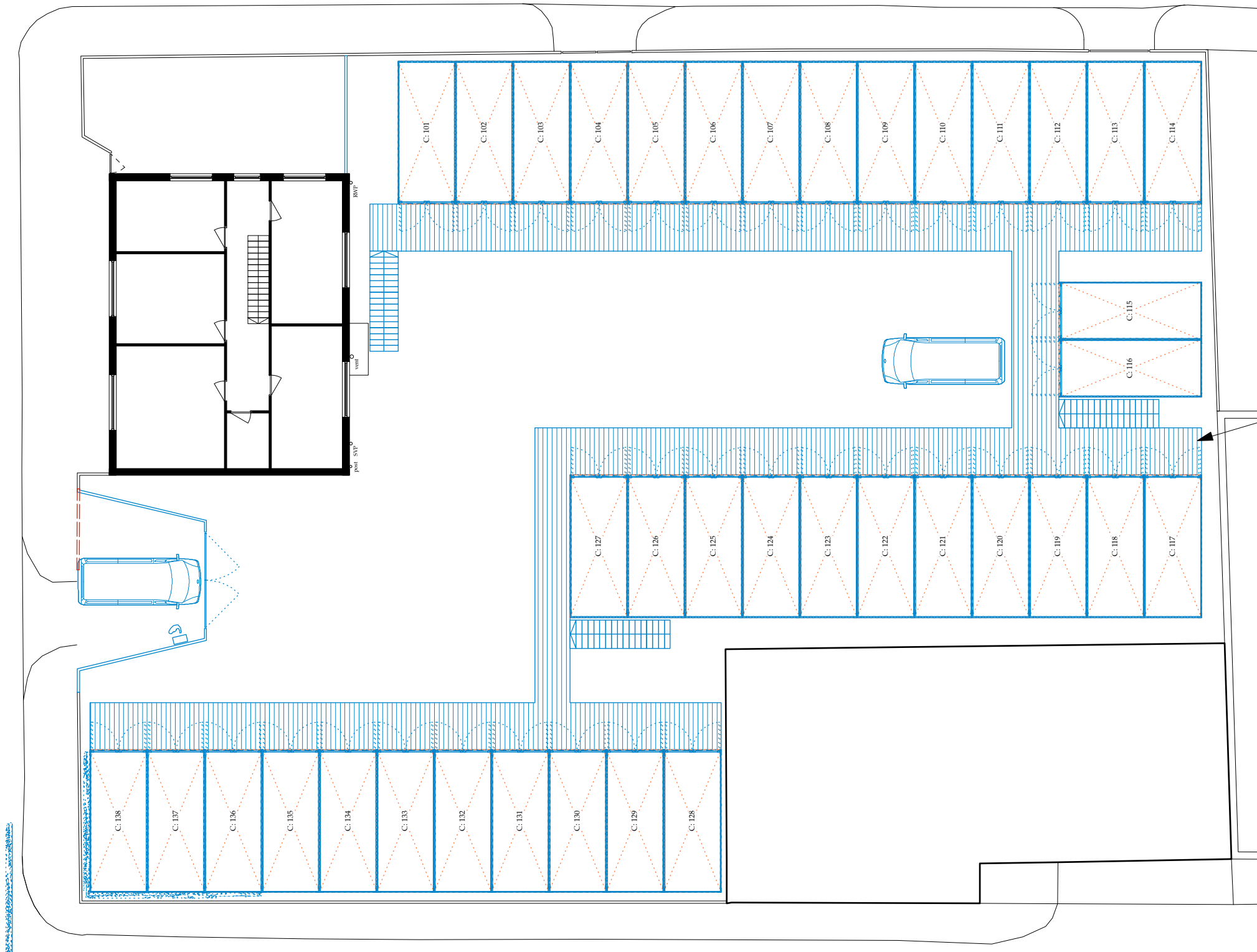
Key:	
Existing walls	
Proposed items	
Removed items	
Gravel for free drainage	
New permeable paved strips	
New first floor decking	

40 x 20 ft storage containers
Containers to be supported on concrete blocks at each corner to allow water to flow into gravel underneath
Containers to be painted the same colour throughout.

Rev*: First Issue

FOR: PLANNING	
CHECKED BY: TW	DRAWN BY: AK
SCALE: 1:200	
PAPER SIZE: A3	
JOB: PARK STREET 495 - Containers	

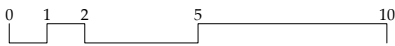
C-2.100_Rev
FIRST ISSUE: 15.02.22
PROPOSED GROUND FLOOR PLAN



SITE PLAN



PARK STREET 495 - Containers
ARCHITECTURAL EMPORIUM Ltd
EMAIL: mail@architectural-emporium.co.uk
WEB: www.architectural-emporium.co.uk
ADDRESS: 13 Hope St, Liverpool, L1 9BQ
PHONE: +44 (0)151 363 0000



- North Point

Key:	
Existing walls	
Proposed items	
Removed items	
Gravel for free drainage	
New permeable paved strips	
New first floor decking	

Compliant proprietary open gauge galvanised metal decks, staircases and balustrade to provide access to upper containers

Rev*: First Issue

FOR: PLANNING	
CHECKED BY: TW	DRAWN BY: AK
SCALE: 1:200	
PAPER SIZE: A3	
JOB: PARK STREET 495 - Containers	

C-2.101_Rev

FIRST ISSUE: 15.02.22

PROPOSED FIRST FLOOR PLAN

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-220201-0242

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1336 to 5500 (units: sqm)
 Range Selected by User: 1336 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

15,001 to 20,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

5,001 to 25,000 1 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 3 days

1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 Survey Type: MANUAL		
2	NY-02-E-01 OAKNEY WOOD ROAD SELBY	SELF STORAGE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1350 sqm Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
3	SF-02-E-01 WHITE HOUSE ROAD IPSWICH	SELF STORAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 1530 sqm Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		
4	TW-02-E-01 STONEYGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16 Survey Type: MANUAL		
5	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	3230	0.068	5	3230	0.037	5	3230	0.105
08:00 - 09:00	5	3230	0.130	5	3230	0.093	5	3230	0.223
09:00 - 10:00	5	3230	0.180	5	3230	0.149	5	3230	0.329
10:00 - 11:00	5	3230	0.198	5	3230	0.198	5	3230	0.396
11:00 - 12:00	5	3230	0.149	5	3230	0.124	5	3230	0.273
12:00 - 13:00	5	3230	0.223	5	3230	0.241	5	3230	0.464
13:00 - 14:00	5	3230	0.155	5	3230	0.136	5	3230	0.291
14:00 - 15:00	5	3230	0.167	5	3230	0.173	5	3230	0.340
15:00 - 16:00	5	3230	0.149	5	3230	0.161	5	3230	0.310
16:00 - 17:00	5	3230	0.124	5	3230	0.136	5	3230	0.260
17:00 - 18:00	5	3230	0.062	5	3230	0.142	5	3230	0.204
18:00 - 19:00	5	3230	0.031	5	3230	0.037	5	3230	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.636			1.627			3.263

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1336 - 5500 (units: sqm)
Survey date range:	01/01/13 - 21/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com