

Addendum Report

Date: 9 June 2022

Project: Talbot Mill, Manchester

Title: Transport Statement Addendum Report

1. Introduction

- 1.1 In 2017 SK prepared a Transport Statement (TS) that was submitted with a planning application (117595 / FO / 2017) for the redevelopment of the Talbot Mill complex on Ellesmere Street in the Castlefield area of Manchester city centre to provide a 202-dwelling car-free, residential development. The planning application was granted consent in March 2018 and subsequently further applications were submitted to discharge several planning conditions.
- 1.2 The location of the site is shown on Figure 1.1.

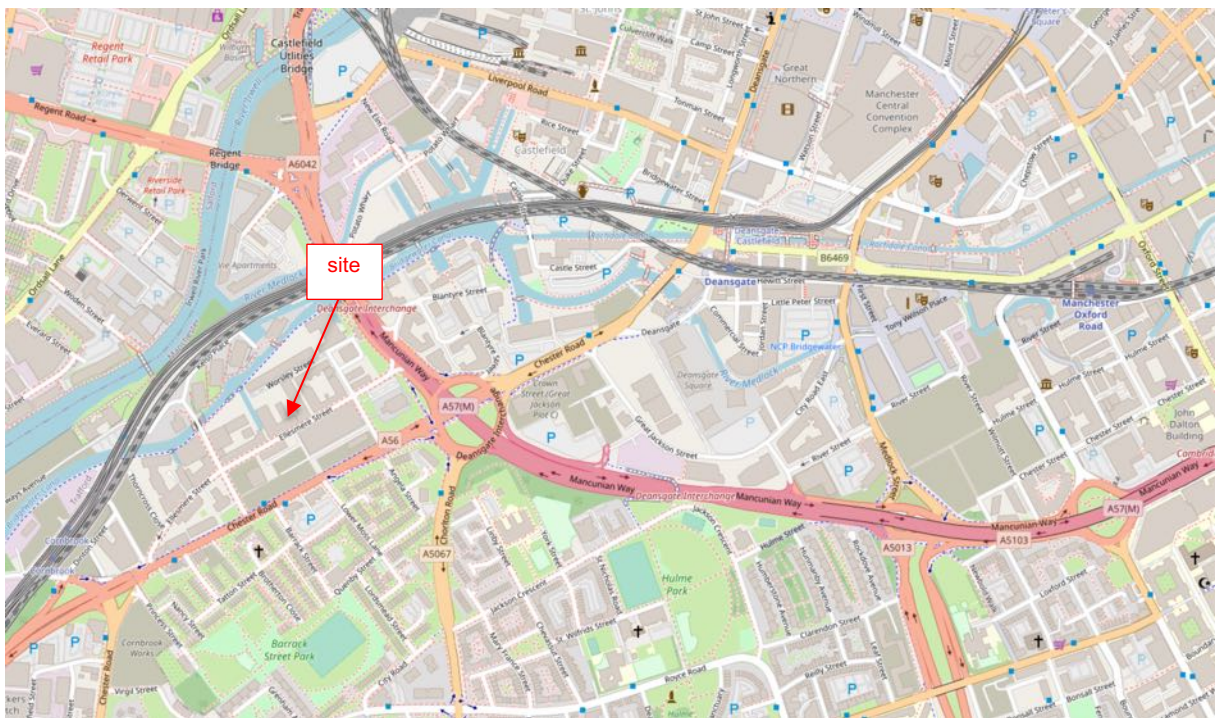


Figure 1.1: Site Location
[source: ISO4 2022]

- 1.3 The proposal for the site has now been updated and a new planning application is being assembled. The proposal now seeks permission for a 189-dwelling car-free, residential development. SK has been appointed to prepare a TS Addendum Report that considers the implications of the changes to the proposal. The consented scheme is the baseline against which the new proposal has been assessed.
- 1.4 The Addendum Report has been prepared using standard appraisal methods, in accordance with that previously agreed with MCC as appropriate at the site, and in line with the following policy guidance:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

1.5 The following appendices are included in the Addendum Report.

- Appendix A: Consented scheme layout and TRO modifications
- Appendix B: Consented scheme Transport Statement & Travel Plan
- Appendix C: Proposed site layout, TRO modifications and swept paths
- Appendix D: Construction traffic management

2. Consented Scheme

Overview

- 2.1 The consented site layout is shown in the plan in Appendix A.
- 2.2 The consented scheme proposed the conversion of the Talbot Mill complex to create a total of 202 apartments. The internal courtyard was to be retained as a green, amenity space for use by residents.

Pedestrian & Cycle Access

- 2.3 The primary entrance to the site was to be provided from Ellesmere Street. A secondary entrance was to be provided using the existing courtyard vehicle access (to the east of the Ellesmere Street site frontage) to allow direct access to the courtyard.
- 2.4 202 cycle parking spaces were proposed, at a ratio of 1 space per apartment. 80 of the spaces were provided in an internal store and the remainder were provided in individual apartments.
- 2.5 The proposal included the reinstatement of the footway at the redundant access point.
- 2.6 The consented access arrangements are as set out in the layout in Appendix A. This layout is the one referenced in the Decision Notice (SK21683-103 Revision B).

Maintenance Vehicle & Servicing Arrangements

- 2.7 The courtyard access was also designed to provide access for occasional sub-station maintenance vehicles entering the site, with the existing archway raised as part of the proposal.
- 2.8 Servicing and refuse collection activity was to occur from kerbside on Ellesmere Street. On bin collection days, the bins would be moved by the site management to the area on-site under the access arch.

Parking Proposal & Ellesmere Street TRO Modifications

- 2.9 Appendix A shows the modifications to the parking bays and TRO on the Ellesmere Street frontage proposed to serve the development, agreed with MCC as part of the consented scheme and referenced in the Decision Notice.
- 2.10 The consented layout was designed to reconfigure the existing parking bays to allow the inclusion of a loading bay and to provide two disabled spaces and a car club space. The original agreement with MCC provided one disabled parking space, this was increased to two at the request of MCC members. The layout in Appendix A (SK21683-103 Revision B) relates to the scheme as updated following this request and as referenced in the Decision Notice.

Transport Statement & Interim Travel Plan

- 2.11 The TS and Interim Travel Plan submitted with the consented scheme planning application is attached as Appendix B.

- 2.12 The TS submitted with the planning application considered the accessibility of the site, trip generation, traffic impact, parking assessment, and accordance with policy. The TS demonstrated that the development of the site would not have a severe impact on highway operation or unacceptable effects on road safety. Research and surveys included in the TS, also confirmed that the site was a suitable location for car-free development (other than the provision of disabled parking on street). The TS concluded that the transport strategy developed for the site included appropriate access solutions and facilities for pedestrians, cyclists and service vehicles, and Travel Plan measures to support non-car living.
- 2.13 The findings of the TS was supported by MCC in the highways section of the Committee Report, which states that:

“The proposal does not include any car parking and would be marketed as a car-free development. The site is in a highly sustainable location, being within walking distance of Deansgate Station and Metrolink services at Cornbrook and Deansgate- Castlefield, as well as local bus routes. The opportunity for sustainable travel is enhanced further by the site’s location with good pedestrian and cycle links to the wider city centre. Whilst Highways have recommended the provision of electric vehicle charging points (EVCs) and contracts with local public car parks, it is accepted that this would be at odds with marketing the development as a car-free development. Given the car-free strategy of the development, the site’s optimum location for sustainable transport links, and that the development would be supported by a Travel Plan, it is considered acceptable in highway terms and would accord with policies SP1, T1, T2 and DM1 of the Core Strategy.”

Planning Conditions

- 2.14 The following transport and highways conditions are attached to the consented scheme.

Condition 22

“Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented, and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site’s Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.”

Condition 24

“No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.”

Condition 25

“The highway works set out in the approved drawings and documents shall be implemented in full prior to any property within the development being first occupied.”

Condition 26

“Details of the materials, including natural stone or other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.”

3. Proposed Scheme

Overview

- 3.1 The proposed site layout is shown in the plan in Appendix C.
- 3.2 The proposals seeks to convert the Talbot Mill complex to create a total of 189 apartments. The internal courtyard is to be retained as a green, amenity space for use by residents.

Pedestrian & Cycle Access

- 3.3 The principles of the pedestrian and cycle access arrangements are retained from the consented scheme. The primary entrance to the site will continue to be provided from the Ellesmere Street frontage. As before, the secondary entrance point to the courtyard will be retained. The footway at the redundant vehicle access point will be reinstated.
- 3.4 As The primary entrance to the site was to be provided via a new bridge link in the cut through between the two mill buildings.
- 3.5 The consented layout (SK21683-103 Revision B) that is referenced in the Decision Notice has been updated to include the new site layout. The access arrangements are the same as consented. The updated layout is attached as Appendix C.
- 3.6 The consented arrangement included cycle storage in a communal store area and within some apartments to provide 100% provision (1 space per dwelling).
- 3.7 The new proposal provides a total of 313 cycle parking spaces.
- 3.8 124 cycle parking spaces are provided in internal stores with 64 in a communal store in mill 02 and 60 in a communal store in the courtyard. Therefore, the proposal includes 67% provision in communal store areas. This is an increase from the consented situation whereby only 40% of the provision was accommodated in communal stores.
- 3.9 In addition, and in line with the consented scheme, space is also provided in the apartments to store cycles. For the new proposal all of the apartments (100%) have space for cycles. This is an improvement on the consented arrangement whereby only 60% of the apartments could accommodate cycles.

Maintenance Vehicle & Service Arrangements

- 3.10 The consented maintenance vehicle arrangements are retained from the consented scheme.
- 3.11 As consented, the courtyard access has been designed to provide access for occasional sub-station maintenance vehicles entering the site, with the existing archway raised as part of the proposal. A swept path has been undertaken of the layout to show that the maintenance vehicle can access and egress in a forward gear. The swept path is attached as Appendix C.
- 3.12 As consented, servicing and refuse collection activity will occur from kerbside on Ellesmere Street. On bin collection days, the bins will be moved by the site management to the area on-site under the access arch.

Parking Proposal & Ellesmere Street TRO Modifications

- 3.13 The consented parking arrangements for the site are retained. The proposal will continue to be a car-free development, other than two disabled parking bays and a car club bay on Ellesmere Street. As before, a loading bay is also provided.
- 3.14 The consented layout has only been updated to include the new site layout and modifications on Ellesmere Street are identical to those previously found acceptable by MCC and referenced in the Decision Notice (SK21683-103 Revision B).
- 3.15 The updated layout is attached as Appendix C (SK21683-103 Revision C).

Travel Plan

- 3.16 The applicant continues to be committed to providing appropriate and commensurate support to residents via a site Travel Plan. The consented Interim Travel Plan (attached as Appendix B) is retained, and this will be updated to a full Travel Plan in line with an appropriately worded planning condition.

4. Impact Assessment

Traffic Impact

- 4.1 When considering the consented scheme MCC concluded in the Committee Report that:

“The traffic impacts of the development are expected to be able to be accommodated within the existing highway network without further intervention.”

- 4.2 In the assessment for the new proposal, for consistency, the same trip rates have been used as agreed with MCC for the consented scheme. The trip rates are replicated in Table 4.1.

	Trip Rate (per unit)			Consented Traffic Flows			Proposed Traffic Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.011	0.029	0.040	2	6	8	2	5	7
PM Peak Hour	0.023	0.006	0.029	5	1	6	4	1	5

Table 4.1: Traffic Impact

- 4.3 Table 4.1 shows the consented scheme traffic flows and proposed scheme traffic flows.
- 4.4 The assessment shows that the new proposal will generate an insignificant level of traffic in the peak hours. When compared to the consented situation, the new proposal will result in a slight reduction in traffic flows.
- 4.5 The proposal also continues to provide a car-free development (other than two disabled bays to be provided on Ellesmere Street). The assessment set out in this Addendum Report shows that the characteristics of the development have not significantly changed and the site still offers a good opportunity for car-free living.
- 4.6 Based on the above, it is concluded that the development at the site will continue to have an insignificant impact on highway operation or unacceptable effects on road safety. This is in line with both the findings of the consented scheme TS and MCC’s findings in the Committee Report.

Accessibility Assessment

- 4.7 When considering the consented proposal, MCC concluded that:

“The site is in a highly sustainable location, being within walking distance of Deansgate Station and Metrolink services at Cornbrook and Deansgate-Castlefield, as well as local bus routes. The opportunity for sustainable travel is enhanced further by the site’s location with good pedestrian and cycle links to the wider city centre.”

- 4.8 To aid with a review of the new proposal and a brief update has been made to the accessibility assessment. This is set out below.
- 4.9 Pedestrian access to the site is provided from Ellesmere Street, a residential street that is subject to a 20mph speed limit and benefits from street lighting. 2m+ width footways are provided on both sides of the carriageway. Tactile paving and dropped kerbs are provided at side road junctions on Ellesmere Street.
- 4.10 The pedestrian routes around the site are generally formed via the segregated route along the Bridgewater Canal or via the crossings on the A56, including at the Deansgate Interchange. These routes are largely unchanged from the consented situation, other than the major improvement delivered as part of the Bee Network at Deansgate Interchange. The Interchange now benefits from enhanced pedestrian and cycle facilities, including CYCLOPS.

- 4.11 Figure 4.1 shows that the site continues to relate well to existing cycle infrastructure that provides good coverage of key employment destinations and local amenities, including the city centre and Salford Quays.



Figure 4.1: Cycle Network
[source: TfGM 2022]

- 4.12 Figure 4.2 shows that the site is served by bus stops on Chester Road (A56), these are only a three-minute walk away. The bus stops are served by routes throughout the week, including on Sundays and in the evening. Access can also be gained to the Metrolink and the mainline train network with Cornbrook a five-minute walk away and Deansgate-Castlefield a 10-minute walk away.
- 4.13 When the TS was produced a GMAL assessment was undertaken. This showed that at the time the site had a GMAL of 7, indicating a very high level of public transport accessibility. The GMAL has been updated and is shown in Figure 4.2. This again shows that the site continues to have a very high level of accessibility with a GMAL of 7.

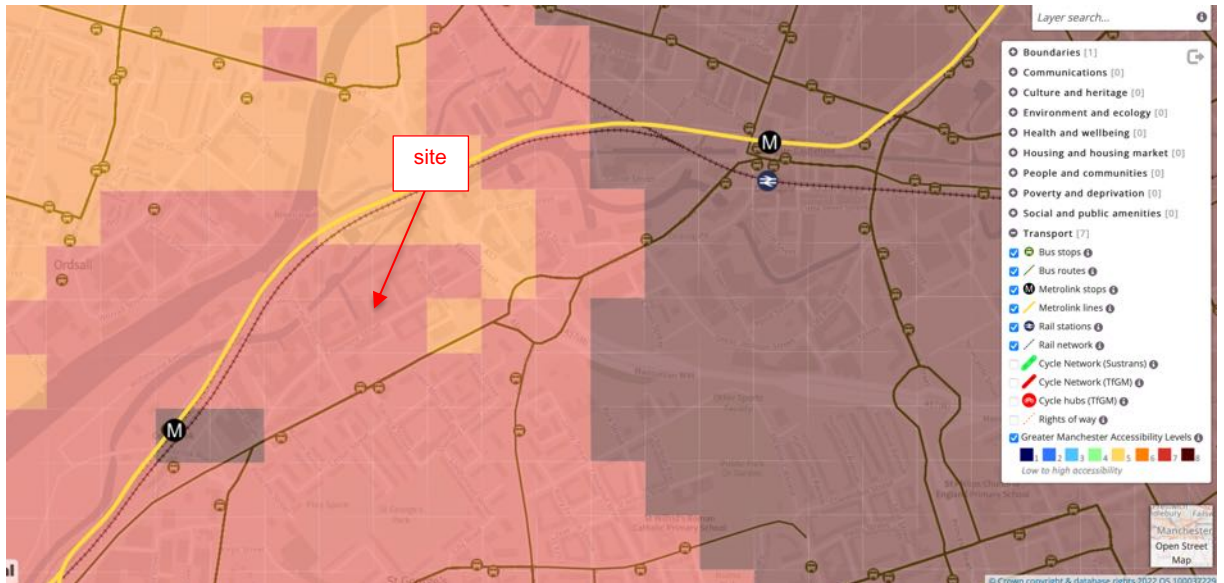


Figure 4.2: Public Transport Network & GMAL
[source: MappingGM 2022]

- 4.14 Car clubs are an important component of the sustainable transport network in Greater Manchester by providing an opportunity for casual car use for residents who do not own a car. There are three existing car club vehicles located close to the site, one at St George's Island and two at No. 10 Ellesmere Street. The existing car club vehicles are less than three minutes' walk from the site.
- 4.15 The assessment shows that the site continues to occupy a sustainable location that is served by good pedestrian and cycle links to the wider area. The assessment also shows that the site is still very well served by the public transport network being within easy access of bus, trams, and trains. The GMAL of the site confirms that the accessibility is the same as when the TS was prepared for the consented scheme. Therefore, the findings of the TS prepared for the consented scheme and MCC's own conclusions, replicated in paragraph 4.6, are still pertinent.
- 4.16 The proposal provides the same pedestrian access strategy (shown on the layout in Appendix C), cycle parking strategy and Travel Plan measures as found acceptable for the consented scheme. As with the consented scheme, the proposal includes modifications to the TRO outside the site that include the provision of a white lined bay for another car club vehicle to serve the area (shown on the layout in Appendix C).

Construction Impact

- 4.17 Between 2019 and 2020, discussions were held with MCC regarding the construction access and traffic management arrangements for the consented scheme. These discussions included site visit meetings with the MCC highways team and a meeting with local residents. Following this the temporary arrangements for the Ellesmere Street frontage including the Temporary Road Closure and Temporary Waiting Restrictions package were agreed with MCC.
- 4.18 The Temporary Traffic Regulation Order (TTRO) application was submitted to MCC, and the consultation process started in February 2020 with a view to the TTRO being implemented from May 2020, including adverts being placed on site. A copy of the TTRO notice is attached as Appendix D. Unfortunately, due to Covid, the TTRO application was forced to be suspended and subsequently the proposal for the site has changed, hence the new planning application.
- 4.19 Notwithstanding the above and as the proposal is not dissimilar to that previously consented, the current intention is to pursue a similar construction access and management as agreed with MCC previously.

5. Conclusions

- 5.1 SK has been appointed to prepare a TS Addendum Report that considers the transport implications of new proposals for the redevelopment of the Talbot Mill complex off Ellesmere Street in Manchester city centre.
- 5.2 In 2018 the site was granted planning permission for the redevelopment of the site to provide 202 apartments and subsequently several reserved matters applications were submitted and granted approval. The consented scheme included 100% cycle parking provision (accommodated in a communal store and within individual apartments), the reinstatement of the redundant access point on Ellesmere Street, modifications to the TRO on Ellesmere Street to provide two disabled parking spaces, a car club bay and a loading bay, and a Travel Plan. The transport strategy and car-free nature of the development was supported by MCC.
- 5.3 The new proposal seeks to redevelop the site to provide 189 apartments. The transport strategy for the site has been retained in line with the consented scheme and includes the same pedestrian access proposals, the same modifications to the TRO on Ellesmere Street, and same Travel Plan. The cycle parking in the new proposal has been increased to accommodate 313 cycles in communal stores and individual apartments.
- 5.4 The consented scheme forms the baseline against which the new proposal has been assessed. The updated assessment shows that the proposal continue to generate an insignificant level of traffic, that the site is still appropriate for car-free living, and that the accessibility qualities of the site are unchanged. Based on this, the conclusions of the original TS and MCC's own findings with regards the site are still pertinent and the site offers the opportunity to deliver a sustainable development that will not have a severe impact on highway operation.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details Additional disabled bay included	By JAT LGS Check	Date 18.12.17	Suffix B
Revision Details Car club bay added	By JAT LGS Check	Date 29.11.17	Suffix A

Drawing Number
SK21683-103

Talbot Mill, Castlefield
Drawing Title
Proposed Amendment to Waiting Restrictions

Scale at A3
1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	08.09.17



SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Appendix B

170913/SK21683/TS01(-02)
TALBOT MILL, MANCHESTER
TRANSPORT STATEMENT

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21683	TS01	-00	-	L Speers	LGS	02/03/2017
SK21683	TS01	-01	-	L Speers	LGS	12/09/2017
SK21683	TS01	-02	Submission	L Speers	LGS	13/09/2017

EXECUTIVE SUMMARY

Introduction

This Transport Statement assesses the traffic, transport, highways and parking impact of a proposal to redevelop the Talbot Mill complex on Ellesmere Street in the Castlefield area of the city centre.

The assessment has been undertaken in line with best practice methods and has been agreed with Manchester City Council.

Existing Situation

The site is a large mill complex comprised of two mill buildings, a time keeper's lodge and various smaller ancillary buildings. The existing uses on the site are associated with traffic flows, although the complex isn't generating traffic to its full potential as some areas of the site are unused.

Access to the site is currently provided from two locations on Ellesmere Street. The eastern access serves the courtyard in the centre of the site and the western access serves a small service stub. Both accesses have double yellow line parking restrictions to prevent parking.

Ellesmere Street is an unclassified street that routes east-west from Chester Road to the on-slip on Mancunian Way. Ellesmere Street provides access to a number of side roads along its length and is subject to a 20mph speed limit.

On-street parking is provided in marked bays. Double yellow lines are in place to prevent parking on the southern side of the carriageway and at side road junctions. Unusually for a city centre area, the parking bays have no time limited controls on them and consequently the area is popular with commuters from the city centre. To compound this, a number of the parking bays are temporarily suspended to allow for construction works in the area. This means that it can be difficult to find a parking space in the area.

Manchester City Council has advised that it intends to expand the city centre parking controls to the area to improve the existing situation, reduce commuter parking, and bring the controls in line with the Council's parking policy in city centre locations.

Road safety levels have been reviewed using Transport for Greater Manchester's accident database. This review shows that there have been no accidents on Ellesmere Street during the latest three years for which data is available.

Proposal

The proposal will redevelop the Talbot Mill complex to create 202 apartments. The proposal will demolish a number of ancillary buildings, redevelop mills 1 and 2, and construct a new residential block to the rear of the site.

The complex sits around three sides of a courtyard, with the fourth side created by the boundary of an adjacent residential building (Burton Place). The internal courtyard is retained as a green space that will create important amenity and community space for use by residents to allow the community to be built.

The primary entrance to the site is via a new bridge link in the cut through between the two mill buildings. The entrance directly serves the first-floor level of the existing mills with stair and lift access to the lower courtyard level. Once in the courtyard residents can directly access lower level apartments in the mills via individual front doors and using the foyer access to the new build block. Pedestrian access can also be gained to the new build block from the Worsley Street frontage.

202 cycle parking spaces, at a ratio of 1 space per apartment, are proposed for use by residents. Visitor cycle parking for 15 cycle is also proposed in the courtyard.

No car parking is proposed as part of the proposal as the development is car-free and has been designed to appeal to residents who do not own or want to own a car.

The existing courtyard vehicle access (to the east of the Ellesmere Street site frontage) is retained in the development to allow direct access to the courtyard. The courtyard access will also provide access for occasional sub-station maintenance vehicles entering the site. This access has been tested to make sure vehicles can make these manoeuvres.

A scheme has been developed to provide a loading bay and disabled parking bay outside the site. The removal of the existing western vehicular access bell mouth (currently governed by double yellow lines) means that space is released to allow the reconfiguration of the existing parking bays to include the loading bay and to convert a space to a disabled space. The scheme does not affect the existing number of parking space available.

The proposal includes a number of measures to assist residents to live sustainably without needing to own or use a car to meet their daily travel needs. These measures include:

- No car parking
- Honest & upfront Car-free Marketing Strategy to target right demographic & discourage pro-car residents from outset
- 100% resident cycle parking provision
- Visitor cycle parking on-site
- Promotion of Car Club vehicles on Ellesmere Street
- Site website with links to TfGM journey planning software & phone apps
- Resident travel packs (summary of journey planning tools & free TfGM maps)
- Links to other technology to promote sustainable (& fun) routes & activity (including Manchester Walking Tours app & City Mapper app)
- Site socials (Bike User Groups, Know Your Area Walking Group & site travel competitions) & community travel forum
- Use of practical hooks like regular cycle maintenance & repair facilities
- Tie ins with other interest groups (Manchester Green Badge Tours, Manchester Walking Tours, Mad Walkers, Manchester Wheelers & Tweed Ride)
- Promotion of GM Cycling Partnership Events (Skyride, Breeze Rides & Ride Social)
- Promotion of TfGM public transport ticket arrangements
- Negotiate discounts with local cycle retailers
- Negotiate discounts with local taxi firm (Street Cars)

Accessibility Impact

The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. Signalised crossing facilities are provided at a number of locations on busier roads (such as Chester Road). A continuous traffic-free connection is also provided along the Bridgewater Canal to the city centre and Trafford Park. The assessment shows that residents of the site can easily access the city centre and surrounding destinations on foot.

The site is also well located for access to the Greater Manchester Cycle Network. The routes near the site comprise a combination of traffic-free and on-road routes, meaning that cycling is a good mode of travel for future residents.

The closest bus stops to the site are a short walk away (3 minutes) on the A56 Chester Road. The stops are served by buses to the city centre, Flixton, Urmston, the Trafford Centre, Stretford, Chorlton and Didsbury. During the day, the bus stops are served by up to 14 buses per hour (in each direction) and coverage is provided throughout the week and during the evening.

The site also benefits from access to the Metrolink network with Cornbrook station being less than five minutes from the site. Access can also be gained to Deansgate mainline station within a 10-minute walk of the site.

A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility. The site has a score of 7, indicating a very high level of accessibility.

Parking Impact

The accessibility analysis shows that the site benefits from a very high level of accessibility by non-car modes. Opportunities also exist for future residents to access a car by using one of the three Enterprise

Car Club vehicles that are in the area. The accessibility of the site supports the practicability of living in the area without needing to own a car.

There are currently no parking controls governing the use of on-street parking bays. This coupled with temporary suspensions of many of the bays means that existing parking activity is temporarily constrained to a much smaller area and it is currently difficult to find a space. MCC is proposing to expand the city centre parking zone to cover the area and bring it in to line with the rest of the city centre.

Research and evidence shows that Manchester city centre is the best place to live without a car outside London and that a high proportion of residents already live in the city without a car. Evidence also shows that a number of residents who have a parking space are not using them. It is also shown that residents select accommodation that meets their specific requirements. Local policy supports providing a mix of accommodation to meet the needs of a diverse range of residents. This includes developments that cater directly for car-free choosers, by not providing parking.

The appetite for car-free living is already strong in the city centre and new developments that are coming forward to market without parking (such as Capital & Centric's Crusader Works) are very popular. This emphasises the fact that parking is not a necessity or priority for some city centre residents.

Based on the above, it is shown that the proposal offers the opportunity to cater for car-free residential market in the city centre.

Traffic Impact

The proposal will extinguish the existing uses on site and deliver 202 apartments. As agreed with MCC, the site provides a good location for car-free development and will appeal to residents who do not own a car. On this basis, the traffic associated with the proposal will be limited to occasional activity associated with taxis, service vehicles and visitors.

Conclusions

SK Transport Planning has been appointed by Capital and Centric to prepare a Transport Statement in support of a planning application for the development of 202 apartments at the Talbot Mill complex in Manchester city centre. The site presents a strong opportunity to deliver a liveable and car-free community, where the daily travel needs of residents can be met sustainably without needing to own or use a car.

Research and evidence shows that Manchester city centre is the best place to live without a car outside London and that a high proportion of residents already live in the city without a car. The site has an exceptional level of accessibility and is well located to encourage trips by non-car modes to both city centre and regional destinations. The site benefits from the high level of accessibility by public transport (GMAL level 7). Evidence and local policy support the introduction of a car-free development in this location.

A transport strategy has been developed for the site that includes appropriate access solutions and facilities for pedestrians, cyclists and service vehicles, and measures to promote non-car living. The proposal includes measures to allow access by refuse, delivery and disabled vehicles.

It is concluded that the proposal meets the requirements of local and national policy, and that the residual traffic, road safety and parking impact of the proposal will not be significant when tested against NPPF.

1 INTRODUCTION

Background

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Capital and Centric to assess the traffic, transport and parking implications of redeveloping the Talbot Mill complex to create 202 apartments. The proposed landscape layout is attached as appendix a.
- 1.2 The Talbot Mill complex is in the Castlefield area of the city centre. The site is occupied by a large mill complex, comprising two mill buildings, a time keeper's lodge and various smaller ancillary buildings in varying states of disrepair. The existing buildings on site have a combined floor area of 7,117sqm.

Scope

- 1.3 The TS assesses the traffic, transport, parking and accessibility impact of the proposal. The document has been prepared in line with guidance as set out in Manchester City Council (MCC) SPD 'Guide to Development in Manchester', 'Local Development Framework Core Strategy', and the endorsed 'Residential Quality Guidance'. The assessment is also mindful of Transport for Greater Manchester's (TfGM) guidance and policy as outlined in 'Transport for Sustainable Communities' and 'GM Transport Strategy 2040', and national guidance as detailed in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
- 1.4 The scope of the assessment was discussed and agreed with MCC in February 2017. A copy of the scoping study is attached as appendix b.

2 EXISTING SITUATION

Site Location

- 2.1 Figure 2.1 shows that the Talbot Mill complex is in the Castlefield area of the city centre. The location of the site has been found to be highly sustainable by MCC when considering other applications in the area.
- 2.2 The site is occupied by a large mill complex. The existing buildings on site have a combined floor area of 7,117sqm.
- 2.3 Vehicular access to the site is provided from two locations on to Ellesmere Street. The eastern access point provides a vehicular connection to the central courtyard on site and the western junction provides access to a short service stub. Both accesses form a simple priority arrangements with Ellesmere Street. Double yellow lines are provided around the access radii to prevent parking.
- 2.4 The access to the courtyard is under the existing building and currently has a maximum height of 3.3m.
- 2.5 Servicing and delivery movements associated with the current use of the site, and other uses in the area, currently occur from kerbside on Ellesmere Street.



Figure 2.1: Site Location

Local Highway Network

- 2.6 The site is currently accessed by all modes from Ellesmere Street, an unclassified street that routes east-west from the A56 Chester Road to the on-slip with the A57 Mancunian Way. At its eastern end (between the A56 and Hulme Hall Road) Ellesmere Street is one-way eastbound.
- 2.7 Ellesmere Street provides access to a number of side roads along its length, providing access to surrounding residential and commercial properties.
- 2.8 Ellesmere Street is typically 7.5m wide along its length with footways and street lighting present. The road is subject to a 20mph speed limit.

Parking Facilities

- 2.9 The local on-street parking provision is governed by marked parking bays and double yellow lines. Parking restrictions are in place along the south side of Ellesmere Street in the form of double yellow lines. Double yellow lines are also present at side road junctions on the northern carriageway edge.
- 2.10 The parking bays on the northern carriageway edge are currently uncontrolled, meaning that residents and commuters can park for any length of time even though the area is within the city centre.
- 2.11 Parking control plates are present on the street which limit parking to two hours' duration between 8am and 6pm, but these have been blacked out by MCC and it has been confirmed that these are currently not enforced. MCC has confirmed that although it was always the intention to control parking in the bays, that the plated times have never been brought into force. The consequence of the lack of parking controls in this area of the city centre is that parking on-street in the area is popular with commuters from the city centre.
- 2.12 In addition to this city centre anomaly, a number of the bays are currently suspended due to construction works. This has had the unfortunate consequence of squeezing parking activity into a constrained area and makes it, temporarily, difficult to find a suitable place to park at various parts of the day.
- 2.13 Surveys of existing parking activity have been undertaken on several occasions (including both daytime and late evening demand). The surveys show that should the suspended bays be brought back into use that there would be more than sufficient space to meet current demand levels.

- 2.14 MCC has confirmed that it proposes to extend the city centre parking zone to cover this area of the city centre to allow better management of the on-street activity and deter commuter parking. This would bring the area into line with MCC's parking strategy for the rest of the city centre.

Existing Site Use Traffic Flows

- 2.15 The existing buildings have a total floor area of 7,117sqm and are occupied by commercial uses. The TRICS database has been used to establish the traffic flows associated with the extant use of the site. For robustness TRICS use class 02/Employment/C – Industrial Unit has been used. This use is one of the lowest employment use trip generators in the TRICS database.
- 2.16 The TRICS output is attached as appendix c, with a summary of the TRICS output is provided in table 2.1.

	Trip Rate (per 100sqm)			Traffic Flows (in vehs)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.402	0.078	0.48	29	6	34
PM	0.056	0.363	0.419	4	26	30
Daily	2.315	1.989	4.304	165	142	306

Table 2.1: Existing Site Traffic Flows (in vehs)

Road Safety Record

- 2.17 The GMTU accident database has been reviewed to establish accident patterns and road safety issues on Ellesmere Street. Figure 2.1 shows that there have been no accidents on Ellesmere Street in the previous three years.

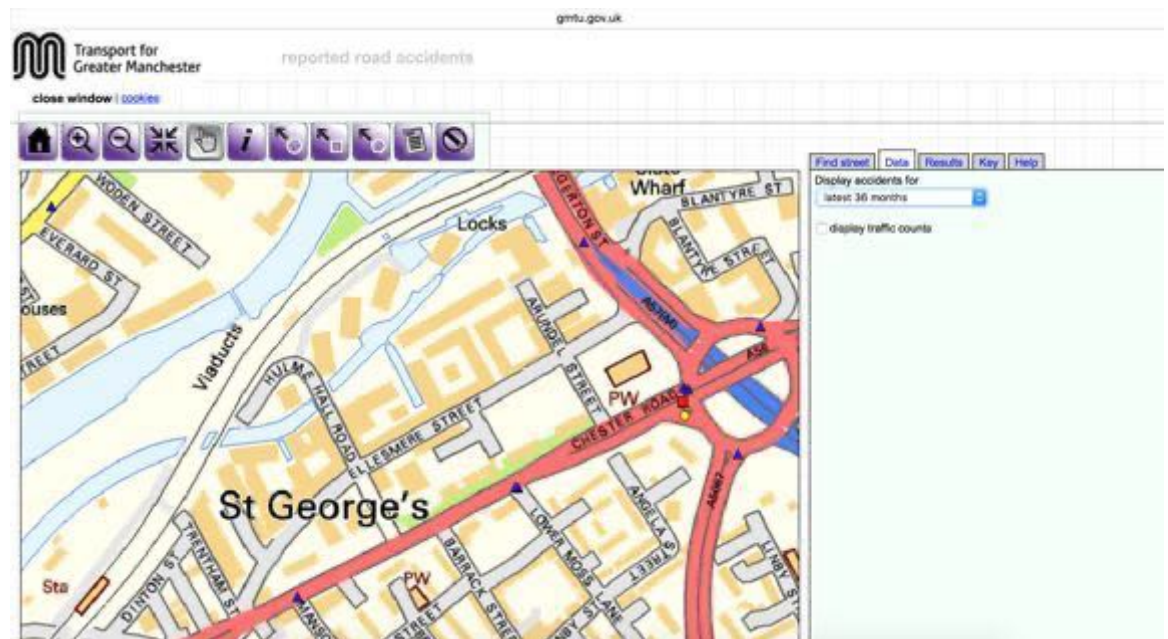


Figure 2.2: Accident Record

3 PROPOSAL

General Principles

- 3.1 The proposal will convert the Talbot Mill complex to create 202 apartments. The proposal will demolish buildings A, B, C and E, redevelop mills 1 and 2, and construct a new residential block up to 10 storeys (9+ basement level). Rooftop extensions are proposed for mills 1 and 2. Mill 1 will also be extended to the rear. For reference the existing and proposed site plan is shown on figures 3.1 and 3.2.



Figure 3.1: Existing Site Plan

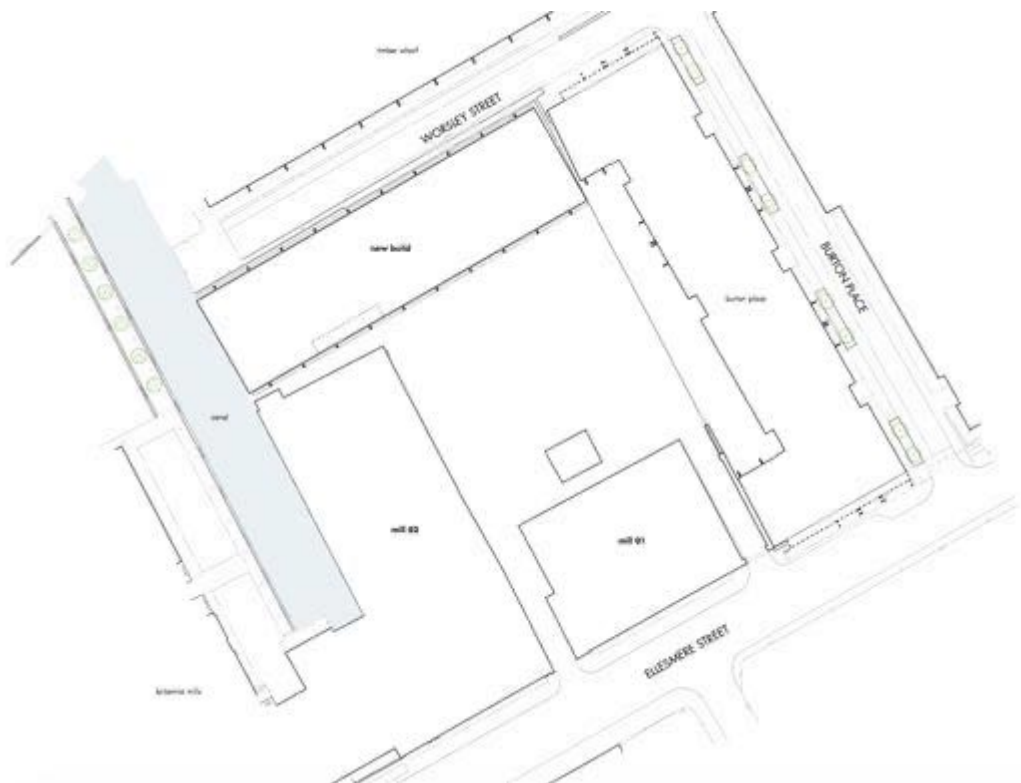


Figure 3.2: Proposed Site Plan

- 3.2 The complex sits around three sides of a courtyard, with the fourth side created by the boundary of an adjacent residential building (Burton Place). The internal courtyard is retained as a green space that will create important amenity space for use by residents to allow the community to be built. The landscape layout is attached as appendix a.
- 3.3 The courtyard incorporates a small building (known as the Time Keeper's Cottage) that is also retained for use as community space for residents. This space is an important component of the

proposal and will allow for enhanced social exchange by residents and is also an important component of the site's transport strategy.

Access

- 3.4 Existing levels through the site are challenging and there is a small level change between Ellesmere Street and level 00 of around 1 metre. Existing levels in the courtyard dip down to a basement level and at the far end of the site, along the Worsley Street frontage, a one storey change occurs between street level and the site. The access strategy for the site has been developed to sympathetically work with the level changes, while achieving inclusive and dignified access for all.
- 3.5 The primary entrance to the site is via a new bridge link in the cut through between the two mill buildings. The entrance directly serves the first-floor level of the existing mills with stair and lift access to the lower courtyard level. Once in the courtyard residents can directly access lower level apartments in the mills via individual front doors and using the foyer access to the new build block. Pedestrian access can also be gained to the new build block from the Worsley Street frontage.
- 3.6 202 cycle parking spaces, at a ratio of 1 space per apartment, are proposed for use by residents. 80 of the cycle parking spaces are in a store area on two floors of mill 2 and the remainder are provided for within individual apartments. The Design & Access Statement should be referred to for details of the space set aside in the apartments for storing cycles. Visitor cycle parking for 15 cycle is also proposed in the courtyard.
- 3.7 The existing courtyard vehicle access (to the east of the Ellesmere Street site frontage) is retained in the development to allow direct access to the courtyard. The changes in level across the courtyard have been addressed by gently sloping ramps. The courtyard is at the heart of the development and provides a large amenity area that can be used by residents for socials and resident-led activity groups. This facility will not only provide important social exchange and amenity space, but will also reduce the need to travel off-site for certain journey purposes.
- 3.8 The courtyard access will also provide access for occasional sub-station maintenance vehicles entering the site. The existing archway is to be raised as part of the proposal and no longer restricts vehicle heights. A swept path has been undertaken of a panel van to show that this can access the sub-station and leave the site in a forward gear. This is attached as appendix d.
- 3.9 As with surrounding developments, servicing and refuse collection activity will occur from kerbside on Ellesmere Street. On bin collection days, the bins will be moved by the site management to the area on-site under the access arch. MCC proposes the extension of the city centre parking zone to cover this area of the city centre. This parking scheme will include loading and disabled parking provision.
- 3.10 A scheme is attached as appendix d has been developed to show how the proposal site can be serviced. A loading bay is shown that can be used by refuse, delivery and removal vehicles to temporarily stop outside the site. A disabled parking bay is also shown in the scheme to meet the needs of visitors/residents with mobility issues.
- 3.11 The scheme attached as appendix d has been designed to minimise loss of existing parking space on Ellesmere Street. The removal of the existing western vehicular access bell mouth (currently governed by double yellow lines) means that space is released to allow the reconfiguration of the existing parking bays to include the loading bay and to convert a space to a disabled space. The proposal will therefore result in no net change in standard parking bay provision, when compared to the existing situation.

Parking

- 3.12 The site meets the criteria required by policy for the introduction of a car-free development. The suitability of the site for car-free development has been agreed with MCC.
- 3.13 Research shows that there is a strong relationship between accessibility, city centre developments and car ownership levels, with city centre residents being much more likely to live

without owning a car than residents of traditional suburban areas. TfGM also states that Manchester city centre is the easiest place to live without a car, outside London.

- 3.14 Local data, including evidence from Urban Splash developments, shows that there is already a strong appetite for car-free living in Manchester city centre. The applicant has good experience of delivering accommodation to meet this market demand and is already delivering a car-free development in Manchester. Using this experience, the proposal has been designed to appeal to residents who do not own or want to own a car.
- 3.15 Further information on the suitability of the site as a car-free development is provided in section 5.

Marketing & Promotion

- 3.16 The applicant is supportive of innovative measures to allow future occupiers to meet their daily travel requirements without needing to own or use a car. As part of this, the development will also be underpinned by a robust travel plan that will include promotional and infrastructure measures to assist residents to adequately meet their travel needs, including occasional and casual car use. A framework travel plan has been prepared for the site and is attached as appendix e.
- 3.17 As part of the travel plan a co-ordinator will be appointed that acts as a point of contact for residents, the surrounding community and MCC. The travel plan co-ordinator will be responsible for the day-to-day running of the plan and promoting the sustainable and liveable ethos of the transport strategy.
- 3.18 The site will be honestly marketed as a car-free development and it will be made clear to all applicants that there will be no opportunities to store a car on-street due to existing constraints and Manchester City Council's future control proposals. To meet casual car use needs the Enterprise Car Club will be promoted.
- 3.19 The website for the development will include a page dedicated to sustainable travel. This will include embedded links to TfGM journey planning software, local transport maps and links to city travel campaigns. The website will also include links to TfGM supported software, such as www.bikebudi.com, www.walkit.com and www.walkbudi.com.
- 3.20 Technology will be used to promote sustainable and fun routes and activities. The website will provide links to allow the download of phone apps, such as Manchester Walking Tours and City Mapper.
- 3.21 The travel plan co-ordinator will promote of TfGM supported initiatives & groups, such as Walk to Work Week, Better by Cycle CTC, Walking for Health, Walking Works & others, as advertised on the TfGM website www.travelplan.org.uk.
- 3.22 Each household will be issued with a sustainable travel pack when they move in that provides a succinct resource pack to assist them travel sustainably and hire a car as and when required.

Site Socials

- 3.23 The amenity space at the heart of the development will serve as a meeting place for residents.
- 3.24 Residents will be encouraged to set up site specific groups, such as a bicycle user group and to engage in site travel mileage competitions. Residents will be encouraged to make contact and engage with local interest groups such as Manchester Green Badge Tours, Manchester Walking Tours, MAD Walkers, Manchester Wheelers, the Tweed Ride, the Good Gym, and the GM Cycling Partnership.
- 3.25 Consideration will be given to setting up a sustainable sharing database that matches walkers and cyclists who work in the same locations so that residents can meet their neighbours and travel safely together.

Practical Hooks

- 3.26 The travel plan co-ordinator will investigate the feasibility of using the amenity space to provide regular cycle maintenance and repair sessions using one of the existing suppliers in the city.

- 3.27 The travel plan co-ordinator will promote local and national cycling events, including TfGM's free adult cycle training.
- 3.28 The travel plan co-ordinator will look to arrange taxi and cycle purchase discounts with local firms, and will promote the use of home delivery services for the site.

4 ACCESSIBILITY ASSESSMENT

Walking

- 4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. The streets surrounding the site are overlooked and lit.
- 4.2 Signalised pedestrian crossing facilities are provided at a number of locations along the A56 Chester Road allowing safe connections to routes into the city centre and also local bus stops. A continuous traffic-free connection is also provided along the Bridgewater Canal to the city centre and Trafford Park.
- 4.3 Access can also be gained to existing segregated cycle and pedestrian routes along the Manchester Ship Canal, by using the existing footbridge across the Manchester Ship Canal at St George's Island.
- 4.4 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips at a local level for journeys under 2km.
- 4.5 Figure 4.1 shows a 2km walking catchment from the site representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchments have been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by both Manchester City Council and TfGM.
- 4.6 A 2013 Manchester Household Survey shows that city centre residents will walk up to two miles (3.2km) to reach work, leisure and retail destinations. This is largely due to the favourable topography and compact nature of the city centre. A 3.2km walking catchment is shown in figure 4.2.

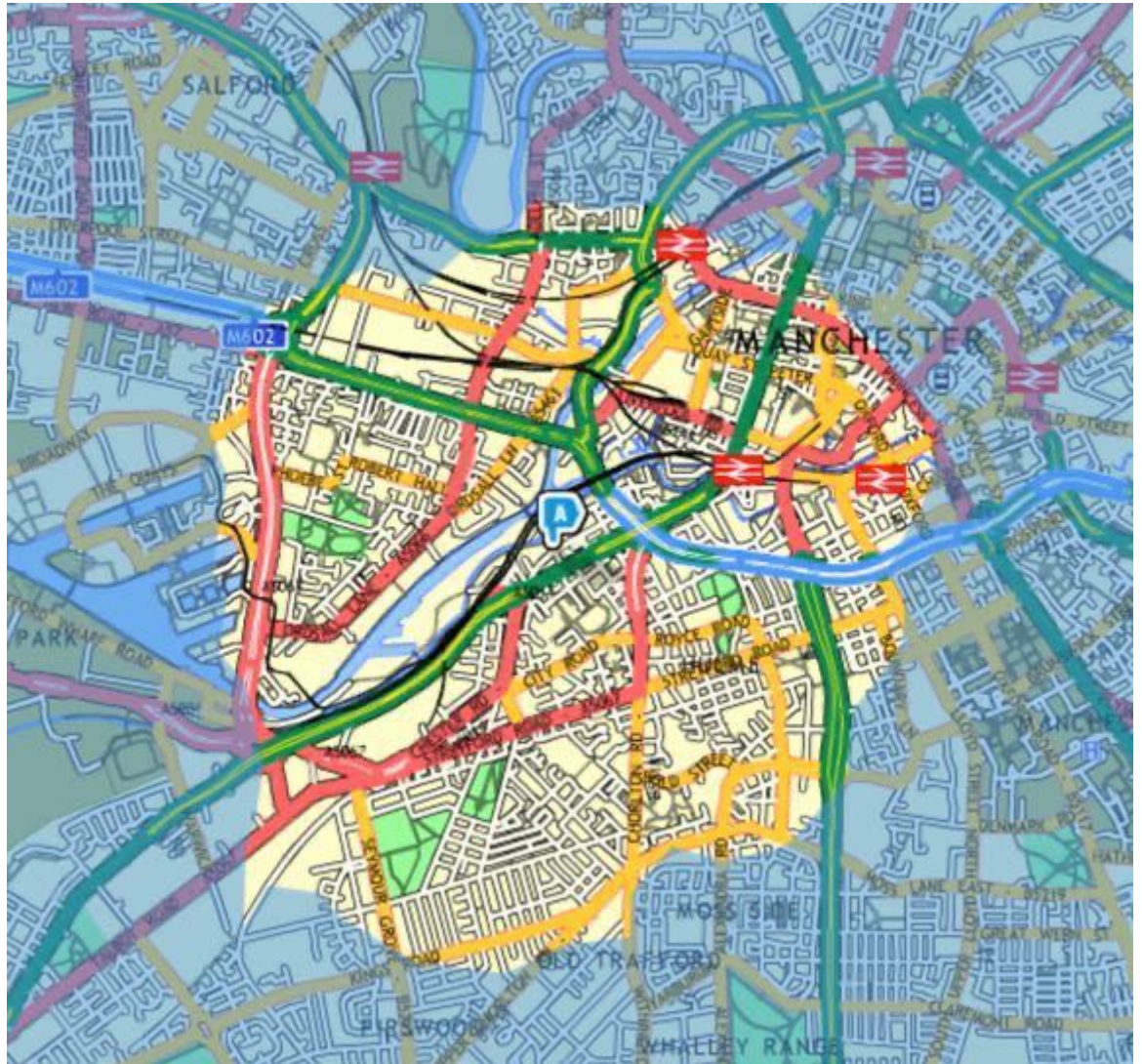


Figure 4.1: 2km Walking Catchment



Figure 4.2: 3.2km Walking Catchment

- 4.7 Figures 4.1 and 4.2 show that a significant proportion of the city centre is within 2km of the site and all the city centre and Salford Quays is within 3.2km of the site.
- 4.8 The existing pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The proximity of the site to a key city centre destinations, means that journeys on foot are likely to be a significant mode choice for future residents for both utility and leisure trips. Measures are included in the proposal to support access to the site on foot.

Cycling

- 4.9 Figure 4.3 shows that access can easily be gained to the Greater Manchester Cycle Network. The routes near the site comprise a combination of traffic-free and on-road routes, meaning that cycling is a feasible mode of travel for cyclists of different experience and confidence levels.

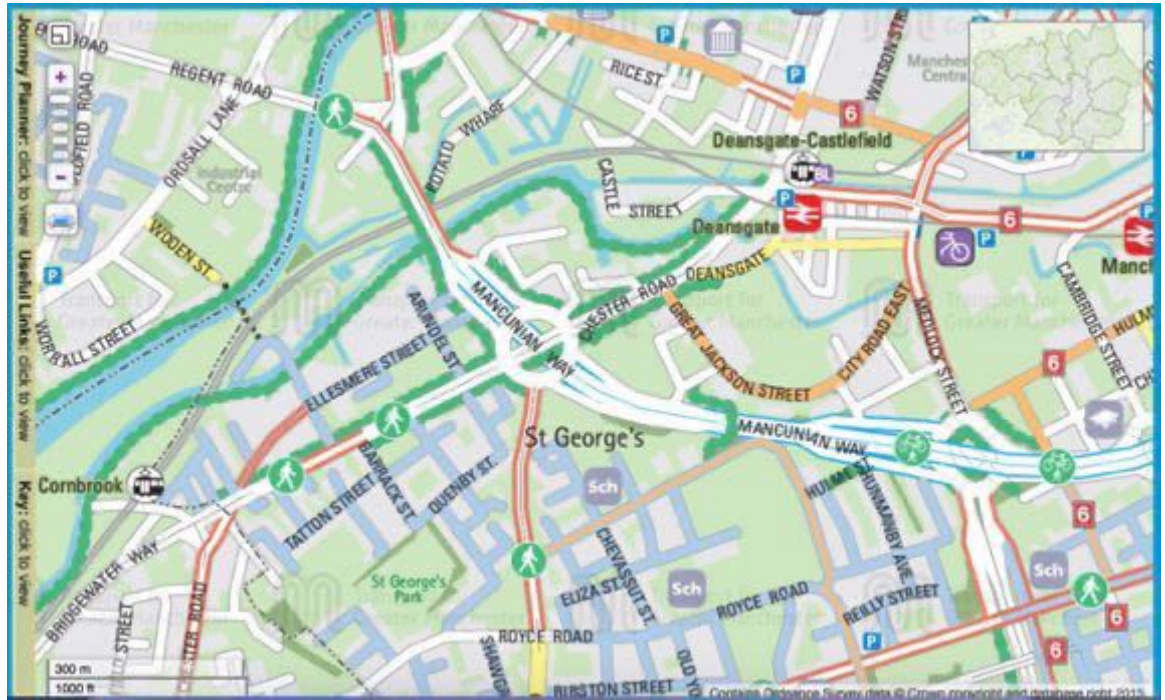


Figure 4.3: Local Cycle Network

- 4.10 The site sits within a 20mph zone that provides a suitable environment for cycle trips. Local streets link to the segregated cycle route that runs along the northern and southern alignment of the A56 Chester Road. A traffic-free route is also available along the Bridgewater Canal.
- 4.11 Cycling offers opportunities to substitute for short car trips under 5km, where 5km is taken to be a 25-minute journey time at a leisurely pace. The existing cycle routes provide connections to key destinations in the city centre, Trafford Park, Salford Quays and Stretford, all of which are within 5km of the site.
- 4.12 The site benefits from an exceptional level of cycle access and opportunities for cyclists of all abilities to safely access the site by this mode. Measures are included within the proposal to assist residents use this mode.

Access by Public Transport

- 4.13 Figure 4.4 shows the public transport network serving the site.



Figure 4.4: Local Public Transport Network

- 4.14 The closest bus stops to the site are a short walk away (3 minutes) on the A56 Chester Road. The stops are served by buses to the city centre, Flixton, Urmston, the Trafford Centre, Stretford, Chorlton and Didsbury. During the day, the bus stops are served by up to 14 buses per hour (in each direction) and coverage is provided throughout the week and during the evening.
- 4.15 The site also benefits from access to the Metrolink network with Cornbrook station being 350m from the site. Access to all areas can be gained using the Metrolink and the city centre is less than five minutes away using this mode.
- 4.16 Access can also be gained to Deansgate mainline station within a 10-minute walk of the site.
- 4.17 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.18 Figure 4.5 shows the GMAL analysis for the site.

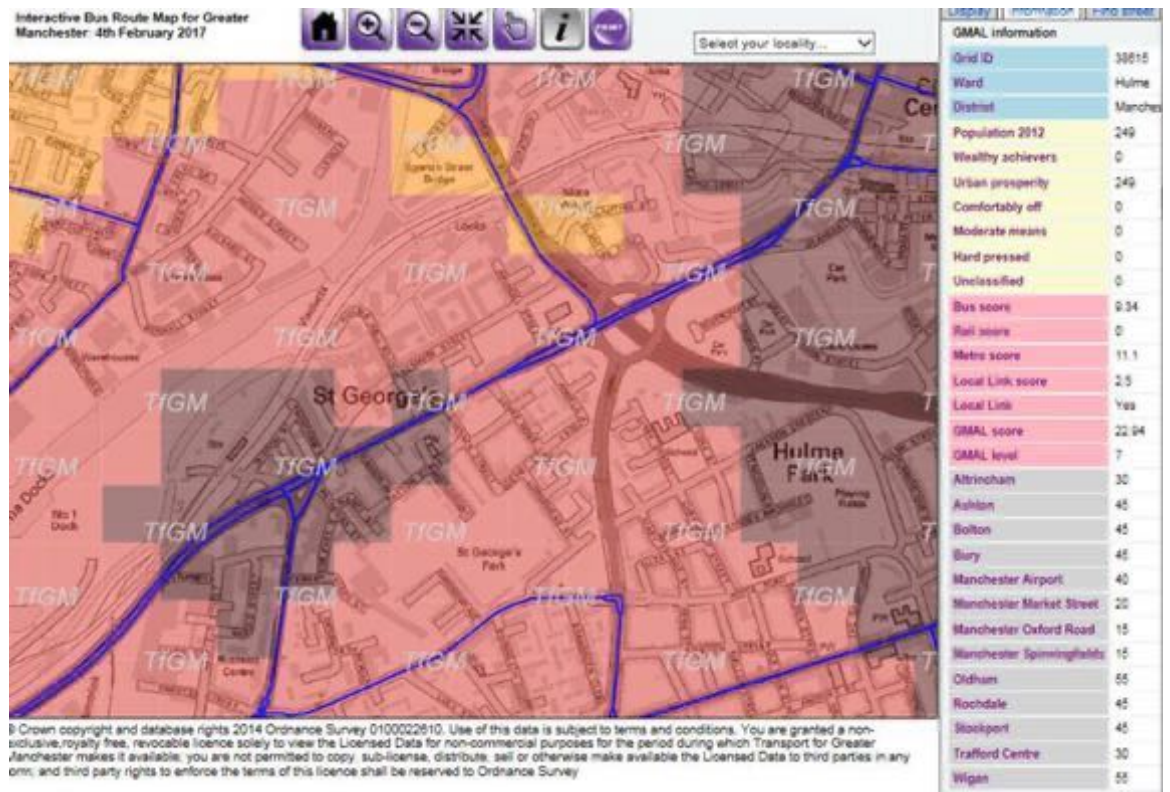


Figure 4.5: GMAL Analysis

- 4.19 The site has a GMAL at the upper end of level 7, indicating that the site benefits from a very high level of accessibility befitting of its city centre location and public transport connections offer a genuine alternative to private car trips.
- 4.20 GMAL has been developed by TfGM to allow the analysis of the accessibility of development sites and is based on the WebCAT/PTAL method used and supported by the London Authorities. The London Authorities, supported by the Mayor in the London Plan, use PTAL calculations to inform decisions on development parking levels. London has generally been more proactive with regard encouraging car-free development and setting the criteria for which this can work in policy.
- 4.21 The site's GMAL score is equivalent to a PTAL score of 5 (defined by Transport for London as 'very good'). The London Plan states that as accessibility levels increase parking provision should decrease and development sites with scores above PTAL 4 are suitable for car-free development.
- 4.22 The site benefits from excellent access by public transport and measures are included within the proposal to support residents using these modes.

Casual Car Use

- 4.23 Car clubs are an important component of the sharing economy and of a balanced city centre transport system as they offer a cost-effective and hassle-free alternative to private car ownership. By complementing public transport, walking and cycling systems, car clubs allow people to build mobility lifestyles that mean that they do not need to own private cars to the same extent as previously.
- 4.24 Enterprise Car Club provides a MCC supported solution that complements Manchester's sustainable transport system and to meet casual vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 4.25 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.

- 4.26 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. From the Enterprise base at Piccadilly vehicles can be provided to meet longer car hire demand. The vehicles can be booked in advance and dropped off at the residence as required.
- 4.27 Three Enterprise Car Club vehicles are located close to the site, two on Ellesmere Street (two minutes from the site) and one on St George's Island (four minutes from the site).
- 4.28 The site benefits from easy access to car club vehicles and measures are included within the proposal to promote this facility for occasional car use requirements.

5 PARKING ASSESSMENT

- 5.1 This section of the TS examines the suitability of the site in to provide a car-free residential development. The assessment considers the existing characteristics of the city centre in terms of mobility and car ownership patterns, and accessibility levels, to allow an understanding of the existing appetite for non-car living and the ability of residents to meet their daily travel requirements without needing to use a car.

National Trends in Car Ownership

- 5.2 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities associated with decreasing car use. Increased urbanisation and population growth is leading to higher density cities where the car as a means of travel is less useful.
- 5.3 Intensification of population and activity in cities is having the effect of lowering per capita car ownership to a manner already seen in London. As car use becomes less practical and necessary for day-to-day journeys (because of parking charges at city centre destinations, traffic congestion conditions and improvements to alternative mode infrastructure) the convenience of owning and using a car has reduced for many city centre dwellers.
- 5.4 The Independent Transport Commission ('Traffic & Towns' 2015) has found that the rising costs of house purchase and rents means that discretionary income available for buying, storing and maintaining a car in the city centre has been squeezed, particularly when this is considered relative the amount of time the vehicle is used. Transport for London ('A Car Club Strategy for London' 2015) show that vehicles owned by city centre residents are only used on average for 4.6 hours per week. Meaning that the vehicle is parked for 97% of the time. This fact is making residents re-assess car ownership as although affordable for these resident types, the perceived cost of owning and maintaining a car simply to use for occasional journeys is higher (e.g. a higher cost per use).
- 5.5 'The Traffic & Towns' study undertaken by the Independent Transport Commission in 2015 concludes that there is also declining value and social status attached to car ownership among younger people. This is supported in Transport for Greater Manchester's LTP4 'Greater Manchester Transport Strategy 2040' (2017), which also concludes that attitudes to owning and using a car are evolving, and growing, ageing and affluent populations are changing how they travel. This is supported by a rise in the sharing economy where people are becoming more used to hiring things to meet their mobility needs rather than owning outright. This concept has seen the growth of online taxi dispatch companies (like Uber), the advent of using social media to arrange shared transport (like Bla-Bla Car), and the growing strength of car clubs across the UK (like Enterprise) and bike sharing (like Brompton hire).
- 5.6 The emergence of the sharing economy provides transport demand without the costs and inconvenience of owning and storing a car in city centre environments. It complements general improvements in other modes of travel, such as walking, cycling and public transport routes, to provide a more holistic transport system that flexibly meets the needs of urban dwellers and is known as a Mobility as a Service (MaaS).
- 5.7 MCC recognise these trends in city centre mobility and accept that many city centre residents already choose to live without a car.

- 5.8 TfGM is becoming a leading authority in providing the infrastructure and technology needed to further advance MaaS, including the TravelSpirit pilot scheme that is funded by the Government's Smart City initiative. TravelSpirit is an open collaboration to create a platform to deliver MaaS solutions including multimodal journey planning software and a full range of 'use cases'. 'Use cases' that are currently being promoted through TravelSpirit include bike sharing, car pooling/clubs, small vehicle transport systems (like taxi sharing) and taxi booking systems. The concept of TravelSpirit is to provide a single piece of software that allows people to obtain access to different modes of travel as they need to use them.
- 5.9 Although assisted by technological advances, choosing to live without a car in the city centre is not a new, Utopian concept. Many residents are self-selectors who choose homes in the city centre to ensure ease of access to central destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia ('Car-free and Low Car Development' 2014). Melia's study shows that many residents of car-free/low parking developments are higher income people who either make an environmental decision not to own a car, or pick an accessible housing location where their daily travel needs can be met by other modes, and so don't prioritise car ownership and/or use. These residents tend to display pro-urban characteristics, favouring higher density living in flats and a better take up of walking and public transport.
- 5.10 Melia, Chatterjee and Clark ('Life Events and Travel Behaviour' 2014) also report that car ownership is strongly associated with life stages, such as moving to a new house, changing jobs, having children or retiring. At this time people will decide on whether a car is needed based on life characteristics, employment destination and type of urban area resided in. The 2014 Melia *et al* study found that car ownership and the desire to use a car was typically lower for residents living in inner urban areas where public transport is better and parking more difficult. Residents in these areas have been typically found to live without a car through choice, not income constraint.
- 5.11 This is supported by the findings of a TfL study ('Residential Parking Provision in New Developments' 2012) that was underpinned by a large postal survey of over 800 developments and 3,000 residents. The study concludes that parking is an important factor in some people's decision on where to live. In general, residents select a home location that meets their specific mobility, travel and car ownership needs. The study also established that the more parking provided the more a particular development will appeal to car owning people and/or people who prioritise car use when deciding where to live. Converse to this, the less parking provided the more the development appeals to people who do not prioritise car ownership or use when making the decision on where to live.
- 5.12 Importantly, this evidence shows that developments with more parking have higher levels of car ownership and produce more car travel than developments with less parking. This is even the case where the development is similar in all other aspects, such as resident characteristics accessibility and location. This shows that just because an area already has residential development with parking, that doesn't mean that limited parking at another, new development in that location can't also be successful. The TfL study shows that successful cities need to provide a mix of housing types and parking provision to meet the needs of different types of residents (car-free choosers and pro-drivers). This study, and others, support the idea that honest marketing of new residential developments will ensure that the right demographic is targeted from day one.
- 5.13 Guidance produced by Car Plus ('Car Clubs in New Developments – A Review of Experience and Good Practice in Low Car and Car-free Developments' 2016) states that car-free housing works best in locations with good access to local services and where existing local parking pressures make private car ownership unattractive.
- 5.14 Residents who are car-free choosers have always been present in the city centre housing market, but their numbers are rising as a result of technological advances, changes in attitudes to car ownership, and improvements to sustainable infrastructure.

Manchester City Centre Car Ownership

- 5.15 As with other large cities across the UK, the Centre for Cities shows that Manchester has seen an urban renaissance in the past 10 years, with city centre growth of 198% ('Where People Live and Work' 2015). 2011 Census data supports this finding, showing that car ownership levels in the

city centre are substantially lower than found in out-lying areas with 59% of city centre residents living without a car compared to 45% in the Manchester authority and 31% in Greater Manchester.

- 5.16 A study by the Campaign for Better Transport ('Car Dependency Scorecard' 2014) shows that, after London, Manchester is the least car dependent city in the country and the most accessible city in the country. This is attributed to the compact nature of the city, favourable topography, recent city centre residential intensification, and good quality infrastructure. The study supports local evidence that shows that a number of residents already live in the city centre without a car and that there is an appetite in the city centre for residential development that meets the specific mobility needs of residents (e.g. apartments both with and without parking provision).
- 5.17 As would be expected, the 2011 Census shows that the majority of city centre residents work in the city or in areas immediately adjacent to the city centre. 90% of these residents travel to work by sustainable modes including walking, cycling and public transport.
- 5.18 Evidence is presented below that shows that there are already a high proportion of residents in the city centre living without needing to own a car. This is supported by local and regional policy, that supports future accessible housing provision that enables existing and future residents to live without a car.
- 5.19 A survey and modelling exercise of Manchester city centre resident travel trends undertaken as part of a doctoral thesis at the University of Salford ('Understanding Travel Behaviour of Residents' 2013) found that of the households sampled that a notable proportion do not own a car (48%). Of the car owners, 37% stated that they rarely or never use their vehicle. This corresponds to the finding that 70% of all daily trips are within 2 miles of the place of residence, with the majority of these trips undertaken on foot.
- 5.20 A significant finding of the study was that residents with a parking space are significantly more likely to own a car, than those who owned an apartment without a parking space.
- 5.21 Respondents were asked if the building they lived in became car-free would they move out. Only 24% stated that they would, showing considerable support for the ability to live without a car and a desire to do so.
- 5.22 An overwhelming finding of the study was that respondents could be split into pro-driver or pro-active/sustainability. The pro-driver respondents were shown to have selected accommodation that provides a parking space. These respondents also indicated that parking availability was a significant consideration when deciding where to live. Pro-active/sustainability respondents where show to see Manchester as an accessible city centre where daily travel needs can be met without needing to use a car. These respondents also typically did not to own a car.
- 5.23 The study supports the findings of national studies, showing that there is a unique pattern of car ownership in city centres that is contrary to suburban trends in car ownership.
- 5.24 The study shows that residents select housing based on personal preferences and many of the residents choose to live in the city centre without a car. These residents are also more likely to live in apartments that do not have an associated parking space. It was also shown that these residents display a strong propensity for sustainable travel and perceive the city centre as a location where their needs can be met by non-car modes.

City Centre Resident Parking Demand

- 5.25 To establish mobility levels in the local area a review has been made of parking demand patterns at four nearby Urban Splash developments (Boxworks, Burton Place, MoHo and Timber Wharf). This review included a parking demand survey and information (provided by Urban Splash) on the take up of parking spaces in the developments.
- 5.26 The four developments provide 469 apartments and all include one, two and three-bedroom accommodation. Parking is provided in all four of the buildings.
- 5.27 Parking includes space for residents, commercial operators and Urban Splash staff. 464 spaces are available for use by residents, with additional spaces also provided for local commercial operators and Urban Splash staff. A number of the Urban Splash staff spaces are currently not used.

5.28 The resident parking is split into the following categories:

- Owned by residents
- Rented by residents
- On long term rent by letting agents for specific apartment lettings
- Currently available for rent

5.29 62% of the households own a parking space and 15% of households rent a space.

5.30 Table 5.1 shows the parking provision and current spare provision at the car parks.

	Unit Numbers	Parking Provision	Total Allocated	Total Spare
Urban Splash Sites	469	464	360	104

Table 5.1: Urban Splash Parking Provision

5.31 To understand the usage of the allocated parking spaces an occupancy survey was undertaken in the middle of the night on Monday 6th February 2017. The survey was timed to ensure maximum resident demand and occupancy, and minimum commercial demand. Table 5.2 shows the recorded occupancy.

5.32 The parking demand survey shows that of the total resident parking available only 58% is currently being used. The demand survey shows that 42% of households do not own a car. This is despite 77% of apartments having a space allocated to them and all residents having the opportunity to rent other spaces if they want them. The car ownership level is in line with 2011 Census data and the Manchester Household Survey.

5.33 The parking information provided by Urban Splash coupled with the demand survey data shows that a significant number of households do not own a car, even when parking is available to them, and these householders are meeting their daily travel requirements without needing to own a car.

5.34 The findings of the Urban Splash survey are in line with a similar survey undertaken at apartment buildings in Ancoats in 2016. The Ancoats area of the city centre is a similar distance from the central core of Manchester and has similar accessibility and local parking characteristics to St Georges-Castlefield. The Ancoats surveys, undertaken over several different days, showed that 41% of households don't own a car and that a maximum of 60% of the parking spaces available were in use. The take-up of parking at the Ancoats sites has been that low that the operator rents spaces in the car park to commuters and other surrounding residents on a daily, monthly or annual ticket basis.

5.35 A local estate agent has confirmed that of the city centre apartments that are currently under offer, 48% are being sold without a parking space. Jones Lang LaSalle has also confirmed that last year that 55% of apartments sold last year had a parking space and 45% didn't. This, and the preceding evidence, indicates that there is a strong market for car-free living in the city centre.

5.36 Discussions with other city centre developers has revealed a low take-up of parking spaces at new developments, with a demand of only 10% currently being found for on-site parking facilities both in the immediate area and in Greengates. This change in travel behaviour and parking demand is in keeping with the paradigm shift in mobility patterns found in city centres.

5.37 Capital & Centric (the applicant) is already bringing forward a car-free development in the city centre at Crusader Works. Interest in the apartments at this development is very high, despite there being no parking and the central courtyard being given over to amenity space, showing that there exists a strong market in the city of residents who do not want or need to own a car. On the 15th July Capital & Centric pre-released 20 loft apartments and these sold out, with potential residents queuing around the block. A further 10 apartments have been released and these have all sold out too.

City Centre Parking Rental Market

- 5.38 There is a flourishing market throughout the UK of residents leasing driveways, garages and allocated surface/basement parking to commuters and visitors to leisure events. After London, Manchester is the most popular area for the lease of private residential parking space. Manchester is the fourth most expensive area in the country for leasing private parking spaces, showing the popularity of this parking resource to commuters.
- 5.39 There are several resources available to residents who wish to advertise a parking space for rent, including:
- Justpark
 - Primal Park
 - Parklet
 - Your Parking Space
 - Secure Car Parking Manchester
 - Parkopedia
 - Preloved
 - Gumtree
- 5.40 In 2016 SK undertook a review of the spaces currently advertised for rent in residential buildings in Manchester city centre. The review showed that nearly 200 spaces were advertised for rent in the city centre. The analysis was limited by the fact that it was only possible to analyse spaces currently available for lease and not those for which rental agreements were already in place. On this basis, and given the fact that Manchester is the second most popular area in the UK for private parking rental after London, the analysis significantly underestimates the actual amount private resident parking rental activity in Manchester, but it does show that a number of residents are not using the parking spaces allocated to them. This is the same finding as shown from the surveys of the Urban Splash apartments close to the proposal site.
- 5.41 A new review of the most common parking rental websites show that there are a number of parking spaces at residential buildings in Castlefield currently advertised for rental. These spaces are offered for rent by residents and not the building operators. This shows that residents who purchased or rented apartments that have allocated parking spaces are not using them and are successfully living within the area without needing to own a car. Further examination of the parking needs at nearby apartment buildings is expanded on later in this section.
- 5.42 Agent sites offer a number of parking spaces within some residential developments. On discussion with the agents advertising the spaces it is clear that a number of the spaces were being offered for rental on the open market by the operators of the sites or by investors who had bought the parking spaces 'off plan'. Of particular note is parking offered to commuters in Skyline Chambers (Angel Meadows), The Bridge (Dandara), Ice Plant (Ancoats), and Flint Glass Works (Ancoats).
- 5.43 The data shows that there are even residents who own parking spaces and do not use them. The analysis also shows that it is possible to live in central areas of Manchester without needing to own a car.

The TRICS Database

- 5.44 The TRICS database is industry standard software that contains traffic and parking survey data relating to different land uses across the UK.
- 5.45 The TRICS database contains two surveys in Manchester, on Whitworth Street West (the Lock building) and Fairfield Street (the Warehouse). The Lock building provides 154 apartments and 100 parking spaces, and The Warehouse provides 20 apartments and 14 parking spaces. The Warehouse is currently operating as student accommodation, but was residential at the time of the TRICS survey.
- 5.46 The survey at the Warehouse recorded the number of vehicles parked in the car park at the start of the surveys, allowing an estimate of the site's car ownership level. The car ownership level at this site is 25%. Showing that residents in central Manchester areas can live without needing to own or use a car.

- 5.47 Unfortunately, the Lock building survey did not record the starting occupancy of the car park to allow an estimate of the site's car ownership level. However, only 19 vehicles accessed/egressed the building during the day. This indicates that only 12% of households typically use or require a car. This coupled with the evidence that there are currently nine parking spaces for rent in the building indicates that residential parking demand is significantly beneath that available.

Parking Evidence Summary

- 5.48 The existing car parking patterns and car ownership levels for residential developments in Manchester show that there a high proportion of residents in the city centre do not own a car and do not prioritise parking when looking for somewhere to live. The surveys also show that even when parking is provided with an apartment this does not encourage residents to purchase a car.
- 5.49 The information presented above demonstrates that there is a strong market for car-free accommodation in the city centre. The surveys show that housing development in the city centre should seek to accommodate the differing needs and requirements of city centre residents, including pro-drivers and car-free choosers. The need for a mix of housing and parking types is supported by recent consents for other car-free developments at Port Street and the Crusader Works.

Suitability for Car-free Development

- 5.50 The suitability of the site for a car-free development has been assessed in line with NPPF, with consideration given to accessibility and resident characteristics and requirements. These are set out below.

Accessibility Characteristics

- 5.51 The accessibility analysis shows that the site benefits from a very high level of accessibility by non-car modes. Opportunities also exist for future residents to access a car by using one of the three Enterprise Car Club vehicles that are in the area. The high level of accessibility of this city centre area is established in the recent committee reports for surrounding consented residential developments.

Parking Characteristics

- 5.52 There are currently no parking controls governing the use of on-street parking bays. This coupled with temporary suspensions of many of the bays means that existing parking activity is constrained to a much smaller area and it is difficult to find a space. The existing parking levels in the area are very likely to restrict the practicability of storing a car on-street for new residents in the area and will reduce the attractiveness of this area to residents who do not have a parking space off-street.
- 5.53 MCC has confirmed that although it was always the intention to control parking in the bays as it does elsewhere in the city centre, but that the plated times have never been brought into force. The consequence of the lack of parking controls in this area of the city centre is that parking on-street in the area is popular with commuters who park and then walk into the centre of the city. MCC has confirmed that it proposes to extend the city centre parking zone to cover the area to allow better management of the on-street activity and deter commuter parking.
- 5.54 The proposal includes a scheme for the reconfiguration of parking bays outside the site to allow the inclusion of a new loading bay and disabled bay. This scheme does not result in an overall reduction in parking bays due to the inclusion of the length of carriageway currently governed by double yellow lines in front of the existing western site access.

Resident Characteristics

- 5.55 Unlike other land uses (such as retail, education and employment developments), the future residents of the site have a choice of renting/buying an apartment within the development in the

knowledge that there is no parking. Research shows that people select a home location that meets their specific mobility, travel and car ownership needs. A resident that owns a car is very unlikely to choose to live at development that does not provide parking or in an area where it is impossible to guarantee a parking space on-street.

- 5.56 A high proportion of Manchester residents, and residents in the local area, already successfully live in the city centre without having or aspiring to own a car. These residents don't need to be nudged away from car use or encouraged to change behaviour, as they are already car-free choosers. The strong market for car-free living has been demonstrated by the popularity of the applicant's other car-free development at the Crusader Works.
- 5.57 Evidence shows that honest marketing of car-free developments assists in removing from the outset residents that own a car or prioritise car use. These residents will choose one of the number of apartment buildings nearby that provide parking on-site.
- 5.58 Both national and local transport strategies envisage that over time the propensity for city centre dwellers to live without a car will exponentially increase. This is due in part to the cost of owning a car in the city centre relative to the amount of times it is used, and also due to the emergence of the sharing economy where younger generations place less weight on ownership and more value on the flexible borrowing of utilities/services. These effects are embedded in Manchester policy and strategies (including the 'Greater Manchester Transport Strategy 2040', the 'Manchester Strategy: Our Manchester' and the 'Manchester Residential Quality Guidance'). Manchester City Council in conjunction with TfGM is currently piloting a smart cities programme that will actively facilitate the sharing economy by TravelSpirit.

Parking Assessment Conclusions

- 5.59 The accessibility analysis shows that the site benefits from a very high level of accessibility by non-car modes. Opportunities also exist for future residents to access a car by using one of the three Enterprise Car Club vehicles that are in the area. The accessibility of the site supports the practicability of living in the area without needing to own a car.
- 5.60 There are currently no parking controls governing the use of on-street parking bays. This coupled with temporary suspensions of many of the bays means that existing parking activity is temporarily constrained to a much smaller area and it is currently difficult to find a space. MCC is proposing to expand the city centre parking zone to cover the area and bring it in to line with the rest of the city centre.
- 5.61 The existing parking levels in the area are very likely to restrict the practicability of storing a car on-street for new residents in the area and will reduce the attractiveness of this area to residents who do not have a parking space off-street. The introduction of the intended parking controls for on-street areas in the vicinity of the site can be expected to alleviate the existing pressure on the available parking areas through the removal of inappropriate parking, as occurs at other areas within the city centre parking zone.
- 5.62 Research and evidence shows that Manchester city centre is the best place to live without a car outside London and that a high proportion of residents already live in the city without a car. Evidence also shows that a number of residents who have a parking space are not using them. It is also shown that residents select accommodation that meets their specific requirements. Local policy supports providing a mix of accommodation to meet the needs of a diverse range of residents. This includes developments that cater directly for car-free choosers, by not providing parking.
- 5.63 The appetite for car-free living is already strong in the city centre and new developments that are coming forward to market without parking (such as Capital & Centric's Crusader Works) are very popular. This emphasises the fact that parking is not a necessity or priority for some city centre residents.
- 5.64 Based on the above, it is shown that the proposal offers the opportunity to cater for a specific part of the residential market in the city centre. As these people do not own cars the proposal will not result in an undue impact on road safety or amenity.
- 5.65 The existing operation of the site is associated with parking activity. Existing uses will be extinguished removing this demand and resulting in a material betterment for the area.

6 TRAFFIC IMPACT

Extant Traffic Generation

- 6.1 The existing buildings on site have a combined floor area of 7,117sqm and is occupied by commercial operators. The TRICS database has been used to establish the traffic flows that would be associated with the full use of the existing buildings on site. The forecast has been undertaken in line with latest good practice guidance and for robustness the TRICS land use class 02/C (industrial unit) has been used.
- 6.2 The TRICS output is attached as appendix b, with a summary provided in table 6.1 of the traffic generating potential of existing site activity.

	Trip Rate (per 100sqm)			Traffic Flows (in vehs)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.402	0.078	0.48	29	6	34
PM	0.056	0.363	0.419	4	26	30
Daily	2.315	1.989	4.304	165	142	306

Table 6.1: Existing Site Traffic Flows (in vehs)

Development Traffic Generation

- 6.3 The proposal will extinguish the existing uses on site and deliver 202 apartments. As agreed with MCC, the site provides a good location for car-free development and will appeal to residents who do not own a car. On this basis, the traffic associated with the proposal will be limited to occasional activity associated with taxis, service vehicles and visitors.
- 6.4 Notwithstanding the above, a forecast has been undertaken of typical traffic flows associated with city/town centre residential developments to provide an absolute worst-case traffic impact assessment.
- 6.5 The TRICS database has been used in the forecast, with the land use set as flats privately owned. In line with best practice the location parameters have been set to town centre survey sites only. Table 6.2 shows the surveys resulting from the initial analysis.

Reference	Description	Town/City	Location	Units	Parking	Level
CB-03-C-01	Flats	Carlisle	Town Centre	40	43	108%
GM-03-C-02	Flats	Manchester	Town Centre	154	100	65%
GM-03-C-03	Flats	Manchester	Town Centre	20	14	70%
HI-03-C-01	Flats	Inverness	Town Centre	38	42	111%

Table 6.2: TRICS Survey Sites

- 6.6 It can be seen from table 6.2 that none of the TRICS survey sites have a low level of parking and, in fact, two of them have parking levels that exceed 100% provision. None of the TRICS survey sites are car-free.
- 6.7 To make a reasonable assessment within the limits of the TRICS data available, surveys with over 100% parking provision have been removed from the analysis. The two retained survey sites, both in Manchester, provide between 60% and 75% parking on site, a level that is still considerably higher than the development site.
- 6.8 Table 6.3 shows the TRICS development trip rates and resulting traffic flows. These flows are presented on a worst-case basis, as the forecast method used clearly overestimates forecast traffic associated with the proposal site when considered against the characteristics of the proposal and type of occupier it will appeal to.

	Trip Rate (per unit)			Vehicle movements (per unit)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.011	0.029	0.04	2	6	8
PM	0.023	0.006	0.017	5	1	3
Daily	0.146	0.154	0.3	29	31	61

Table 6.3: Forecast Traffic Flows

Net Traffic Impact

- 6.9 Even with no consideration of the changes to site traffic and the worst-case development forecast used, table 6.3 shows that the proposal will generate traffic well below DfT accepted significance thresholds of 30+ vehicles per hour or 100+ vehicles per day.
- 6.10 Notwithstanding this, table 6.4 shows the net change in site traffic when compared to the extant use of the site. In reality, the proposal will generate significantly less traffic than this and movements will be limited to taxi, servicing and visitor activity.

	IN	OUT	TOTAL
AM	-26	0	-26
PM	1	-25	-26
Daily	-135	-110	-246

Table 6.4: Net Traffic Impact

7 POLICY ASSESSMENT

National Policy

- 7.1 The National Planning Policy Framework (NPPF), published in 2012, consolidates previous national planning policy guidance into one document. At the heart of the policy is the presumption in favour of sustainable development that supports economic growth and vibrant communities. NPPF supports development that balances economic, social and environmental gains, while considering local circumstances and opportunities. NPPF states that local authorities should:

‘...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.’

- 7.2 NPPF requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment, and states at paragraph 32 that decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site
- safe and suitable access to the site can be achieved for all people
- improvements are proposed to limit significant impacts of development

- 7.3 Paragraph 32 of NPPF also states that:

‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.’

- 7.4 NPPF does not provide development scale thresholds for the assessment of transport impact or significance. Best practice has typically supported the use of DfT ‘Guidance on Transport Assessment’. The DfT document was withdrawn in 2014 and replaced with the advice in National Planning Practice Guidance (NPPG). However, TfGM TA guidance still references the DfT guidance and it is still pertinent to the assessment of development impacts in Manchester.

- 7.5 DfT guidance sets a threshold of development significance of 30 vehicles per hour and/or 100 vehicles per day. The net impact of the proposal is significantly less than this on a typical daily basis and so it is concluded that the proposal will not have an impact on the surrounding network or road safety conditions.
- 7.6 The proposal accords with NPPF and provides safe and suitable access for all people and the city centre location of the site offers excellent opportunities for sustainable trip making. The development includes measures that are commensurate with the scale, impact and nature of the proposal to facilitate and maximise access by sustainable modes and minimise the traffic impact of the proposal.
- 7.7 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Local car ownership levels
 - An overall need to reduce the use of high-emission vehicles
- 7.8 In line with NPPF, the site is located in a highly sustainable and accessible city centre location with excellent opportunities to access by non-car modes. The TS shows that future residents will undertake the majority of their daily trips to facilities within the city centre. These facilities are connected to the site by an excellent network of pedestrian, cycling and public transport routes. The car-free nature of the proposal is commensurate with the accessible location of the site and the characteristics of the future site residents.

Local Policy

- 7.9 'The Manchester Strategy: Our Manchester' states that the city is the best place to live, outside London, without a car due to its broad base of jobs, good-quality housing, and good public transport systems. The strategy outlines a commitment to creating a low carbon and liveable city that will become denser to allow more people to live and work in the city centre, and to allow more people to live without owning a car.
- 7.10 MCC's Core Strategy sets out transport policy against which developments are considered. Policy SP1 (Spatial Principles) sets out a requirement for future development where the potential for access by walking, cycling and public transport can be maximised, emissions can be minimised, and the need to travel to can be reduced. This is supported by Policy T1 and T2.
- 7.11 Policy T1 (Sustainable Transport) seeks to encourage modal shift from car travel by supporting developments that are in accessible locations, enable active and equitable travel, reduce congestion, and can assist in meeting air quality policy objectives.
- 7.12 Policy T2 (Accessible Areas and Opportunities) supports development that is located to ensure good accessibility to the regional centre, the airport and national/international connections. The policy also requires developments to be accessible by walking, cycling and public transport. The TS shows that the site benefits from a very high level of accessibility by all modes and a very high GMAL score of 7. Measures are included as part of the proposal to support non-car access to the site.
- 7.13 Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. MCC's parking standards are outlined in appendix b of the Core Strategy. Paragraph 11.17 of this document states that:
- 'The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion.'
- 7.14 There are no defined residential parking standards included in the Core Strategy. Notwithstanding this, the Core Strategy supports a reduction in parking levels when consideration is given to

accessibility and characteristics of a particular site. This is further supported by the endorsed (December 2016) 'Manchester Residential Quality Guidance'.

- 7.15 The 'Manchester Residential Quality Guidance' states that Manchester is highly accessible and, after London, is the easiest city to get around by non-car modes of transport. The guidance recognises that approaches to parking will be different for each site and will be dependent on a number of factors. It acknowledges that just as there is a need to create a mix of apartment types to meet the diverse demographics of city centre residents, there is also need to provide a mix of parking levels to meet what can be very different car ownership requirements of city centre residents.
- 7.16 As this TS shows, there is no one-size fits all when it comes to city centre resident parking demands. Some residents want to own a car and research shows that these people will look for an apartment that provides a parking space. Similarly, residents who do not own or want to own a car will not prioritise this feature when looking for a suitable place to live. National and Manchester research show that householders are self-selectors who choose accommodation to meet their individual needs. The new guidance supports this and the robust evidence presented in this note shows that lower levels of parking are appropriate in some instances.
- 7.17 Further guidance is provided in Transport for Greater Manchester's 'Transport for Sustainable Communities: A Guide for Developers' (2014). The TfGM policy document supports developments that:
- Maximise accessibility
 - Reduce the need to travel by car
 - Make the best use of existing infrastructure
 - Encourage active travel
- 7.18 TfGM's guidance also states that developments should be in:
- '...areas with good public transport links and most accessible locations... good pedestrian and cycle links to key local facilities... to provide low carbon access for short local journeys'
- 7.19 TfGM guidance also supports the introduction of restricted parking at new developments and identifies this as the most important method of influencing future travel behaviour. The TfGM document was produced post-NPPF and supports the underlying principles therein.
- 7.20 The development site meets the requirements of local policy guidance. The site is well located to encourage trips by non-car modes to both city centre and regional destinations. The site is also well connected to existing infrastructure for all travel modes and the development proposes measures to further enhance accessibility and reduce the dependence on the car.
- 7.21 The scheme proposes a car-free development, which is commensurate with the realistic requirements of users of the development, sustainable location of the site and a high GMAL score of 7.
- 7.22 The development proposal accord with relevant adopted local and national policy requirements.

8 CONCLUSIONS

- 8.1 SK Transport Planning has been appointed by Capital and Centric to prepare a Transport Statement in support of a planning application for the development of 202 apartments at the Talbot Mill complex in Manchester city centre. The site presents a strong opportunity to deliver a liveable and car-free community, where the daily travel needs of residents can be met sustainably without needing to own or use a car.
- 8.2 Research and evidence shows that Manchester city centre is the best place to live without a car outside London and that a high proportion of residents already live in the city without a car. The site has an exceptional level of accessibility and is well located to encourage trips by non-car modes to both city centre and regional destinations. The site benefits from the high level of accessibility by public transport (GMAL level 7). Evidence and local policy support the introduction of a car-free development in this location.

- 8.3 A transport strategy has been developed for the site that includes appropriate access solutions and facilities for pedestrians, cyclists and service vehicles, and measures to promote non-car living. The proposal includes measures to allow access by refuse, delivery and disabled vehicles.
- 8.4 It is concluded that the proposal meets the requirements of local and national policy, and that the residual traffic, road safety and parking impact of the proposal will not be significant when tested against NPPF.

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TALBOT MILL, MANCHESTER
FRAMEWORK TRAVEL PLAN

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Project	Document	Rev	Description	Authorised by	Signed	Date
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SK21683	FTP01	-01	-	L Speers	LGS	12/09/2017

1 INTRODUCTION

Background

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Capital and Centric to prepare a framework travel plan in support of redeveloping the Talbot Mill complex to create 202 apartments. The Talbot Mill complex is in the Castlefield area of the city centre. The site is occupied by a large mill complex. The existing buildings on site have a combined floor area of 7,117sqm.
- 1.2 A Transport Statement has been produced to assess the impact of the proposal. This document should be referred to for full details of the impact assessment and layout principles. The layout is attached as appendix a of the Transport Statement.

Travel Plan Structure

- 1.3 The framework travel plan outlines policy interventions and measures that are commensurate with the scale and impact of the proposal. In summary, the following information is included in the plan:
 - Information on existing transport services to the site and travel patterns
 - Measures included within the proposal to enhance accessibility and reduce car use
 - Identification of a travel plan co-ordinator
 - Mechanisms for monitoring and reviewing the travel plan

The Process

- 1.4 A travel plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport and measures that will build on the good location of the site.
- 1.5 A travel plan should include a mixture of infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a travel plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site.
- 1.6 The travel plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. The framework level of travel plan outlines the accessibility of the site, infrastructure measures proposed as part of the development and management and policy measures for adoption upon occupation of the site.
- 1.7 The measures outlined in the framework travel plan are based on those submitted with the planning application and have been drawn from UK and local area best practice. Specifically, the measures and initiatives included in the plan acknowledge TfGM adopted residential travel plan checklist as outlined in the 2013 document 'Transport for Sustainable Communities', emerging guidance taken from TfGM's travelplan.org.uk website, and travel plan measures adopted at other city centre development sites.

Benefits

- 1.8 Travel plans result in a variety of benefits to the occupiers of a development and the wider community, including:
 - Promoting active and healthy lifestyles
 - Reducing the need to own or use a car for daily travel
 - Providing sustainable and vibrant communities
 - Reducing carbon emissions and improving local air quality issues

Aims & Objectives

- 1.9 The main aims of a travel plan are to reduce the environmental effects of transport associated with developments and raise awareness of non-car means of access. In this instance the main aim of this stage of the travel plan is to outline possible sustainable and deliverable strategy measures that can be adopted on occupation of the proposal to assist future residents to live at the site without needing to use a car to meet their daily travel requirements.
- 1.10 A secondary aim of the travel plan is to outline an action plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the plan. To this end, the following objectives have been set for framework submission of the plan:
 - Roles and responsibilities
 - Existing access opportunities & likely travel patterns
 - Awareness raising & promotion
 - Measures to support a car-free proposal
 - Monitoring & implementation methods

2 AUDIT

Site Location

- 2.1 Figure 2.1 shows that the Talbot Mill complex is in the Castlefield area of the city centre. The location of the site has been found to be highly sustainable by MCC when considering other applications in the area.
- 2.2 The site is occupied by a large mill complex. The existing buildings on site have a combined floor area of 7,117sqm.
- 2.3 Vehicular access to the site is provided from two locations on to Ellesmere Street. The eastern access point provides a vehicular connection to the central courtyard on site and the western junction provides access to a short service stub. Both accesses form a simple priority arrangement with Ellesmere Street. The access to the courtyard is under the existing building and has a maximum height of 3.3m.
- 2.4 Servicing and delivery movements associated with the current use of the site, and other uses in the area, currently occur from kerbside on Ellesmere Street.



Figure 2.1: Site Location

Walking

- 2.5 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. The streets surrounding the site are overlooked and lit.
- 2.6 Signalised pedestrian crossing facilities are provided at a number of locations along the A56 Chester Road allowing safe connections to routes into the city centre and also local bus stops. A continuous traffic-free connection is also provided along the Bridgewater Canal to the city centre and Trafford Park.
- 2.7 Access can also be gained to existing segregated cycle and pedestrian routes along the Manchester Ship Canal, by using the existing footbridge across the Manchester Ship Canal at St George's Island.
- 2.8 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips at a local level for journeys under 2km.
- 2.9 Figure 2.2 shows a 2km walking catchment from the site representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchments have been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by both Manchester City Council and TfGM.
- 2.10 A 2013 Manchester Household Survey shows that city centre residents will walk up to two miles (3.2km) to reach work, leisure and retail destinations. This is largely due to the favourable topography and compact nature of the city centre. A 3.2km walking catchment is shown in figure 2.3.

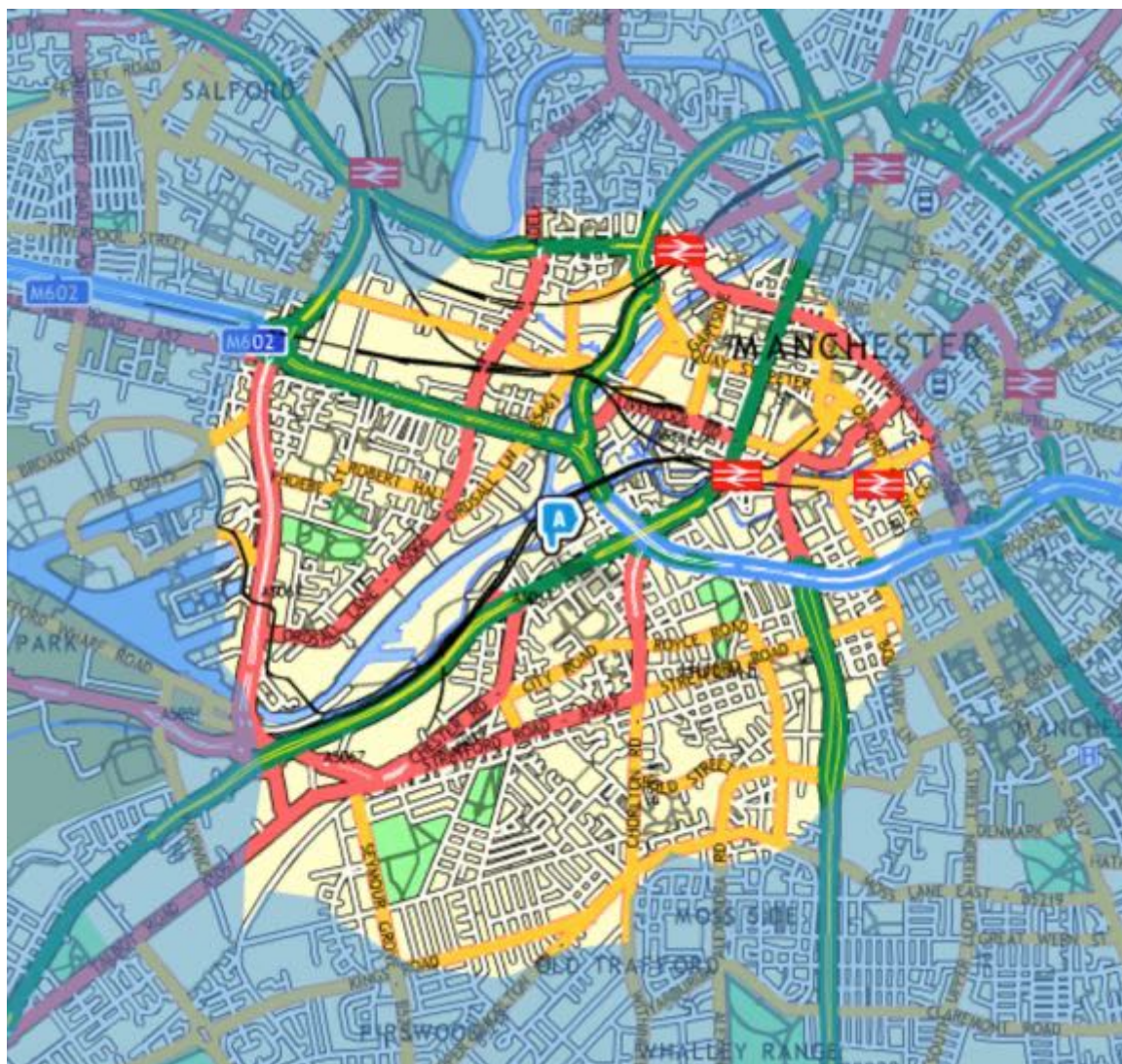


Figure 2.2: 2km Walking Catchment
[source: Walkit 2017]



Figure 2.3: 3.2km Walking Catchment
[source: Walkit 2017]

- 2.11 Figures 2.2 and 2.3 show that a significant proportion of the city centre is within 2km of the site and all the city centre and Salford Quays is within 3.2km of the site.
- 2.12 The existing pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The proximity of the site to a key city centre destinations, means that journeys on foot are likely to be a significant mode choice for future residents for both utility and leisure trips.

Cycle

- 2.13 Figure 2.4 shows that access can easily be gained to the Greater Manchester Cycle Network. The routes near the site comprise a combination of traffic-free and on-road routes, meaning that cycling is a feasible mode of travel for cyclists of different experience and confidence levels.

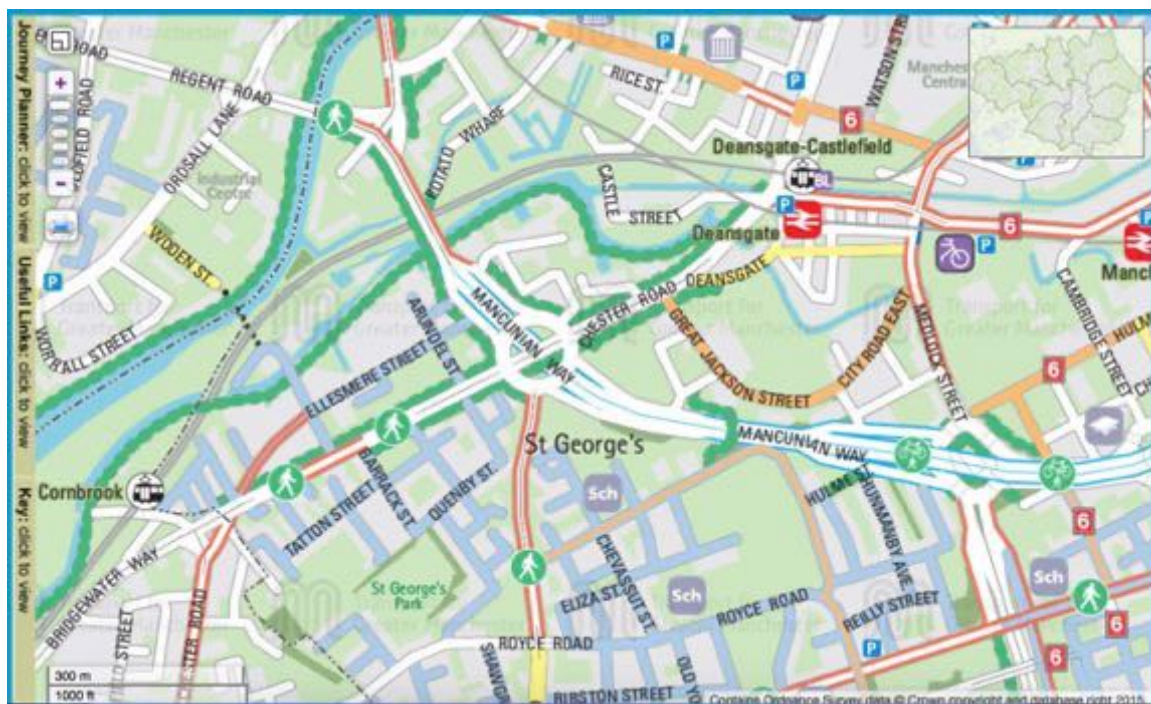


Figure 2.4: Existing Cycle Routes
[source: TfGM 2017]

- 2.14 The site sits within a 20mph zone that provides a suitable environment for cycle trips. Local streets link to the segregated cycle route that runs along the northern and southern alignment of the A56 Chester Road. A traffic-free route is also available along the Bridgewater Canal.
- 2.15 Cycling offers opportunities to substitute for short car trips under 5km, where 5km is taken to be a 25-minute journey time at a leisurely pace. The existing cycle routes provide connections to key destinations in the city centre, Trafford Park, Salford Quays and Stretford, all of which are within 5km of the site.
- 2.16 The site benefits from an exceptional level of cycle access and opportunities for cyclists of all abilities to safely access the site by this mode.

Access by Public Transport

- 2.17 Figure 2.5 shows the public transport network serving the site.



Figure 2.5: Existing Public Transport Network
[source: TfGM 2017]

- 2.18 The closest bus stops to the site are a short walk away (3 minutes) on the A56 Chester Road. The stops are served by buses to the city centre, Flixton, Urmston, the Trafford Centre, Stretford, Chorlton and Didsbury. During the day, the bus stops are served by up to 14 buses per hour (in each direction) and coverage is provided throughout the week and during the evening.
- 2.19 The site also benefits from access to the Metrolink network with Cornbrook station being 350m from the site. Access to all areas can be gained using the Metrolink and the city centre is less than five minutes away using this mode.
- 2.20 Access can also be gained to Deansgate mainline station within a 10-minute walk of the site.
- 2.21 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 2.22 Figure 2.6 shows the GMAL analysis for the site.

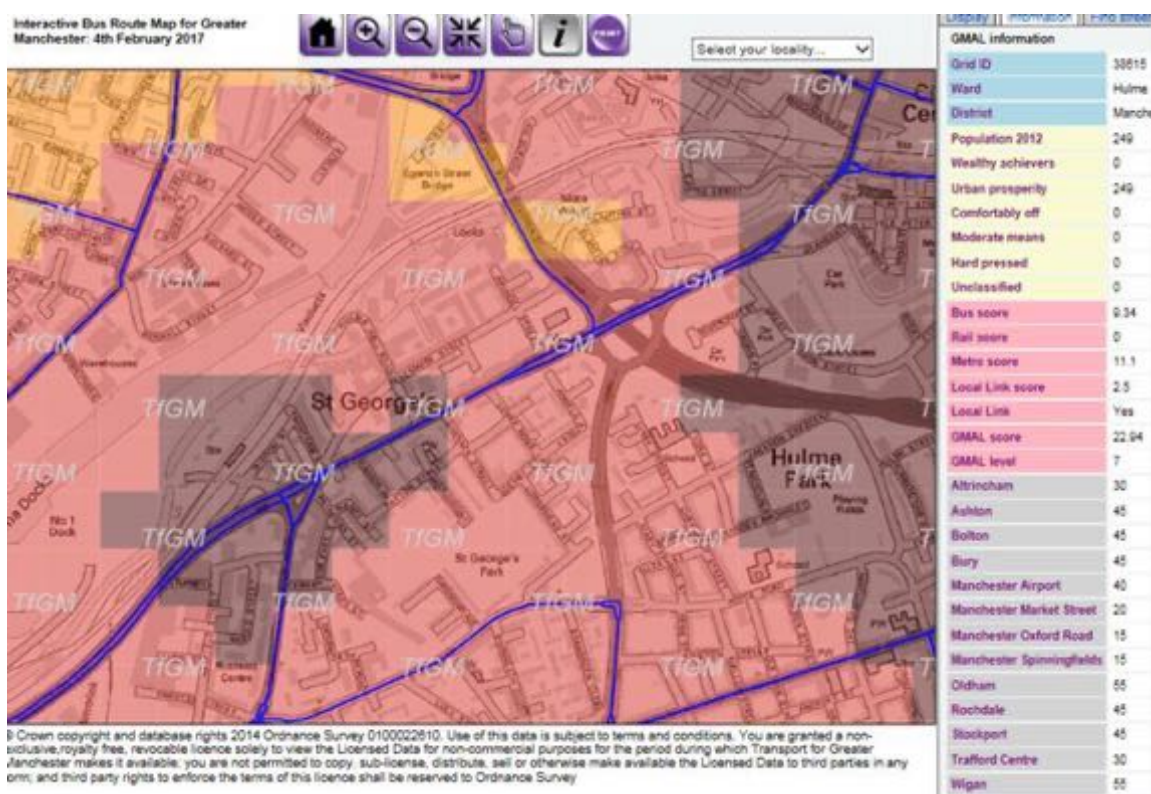


Figure 2.6: Greater Manchester Accessibility Level
[source: TfGM/GMTU 2017]

- 2.23 The site has a GMAL at the upper end of level 7, indicating that the site benefits from a very high level of accessibility befitting of its city centre location and public transport connections offer a genuine alternative to private car trips.
- 2.24 GMAL has been developed by TfGM to allow the analysis of the accessibility of development sites and is based on the WebCAT/PTAL method used and supported by the London Authorities. The London Authorities, supported by the Mayor in the London Plan, use PTAL calculations to inform decisions on development parking levels. London has generally been more proactive with regard encouraging lower parking at new developments and setting the criteria for which this can work in policy.
- 2.25 The site's GMAL score is equivalent to a PTAL score of 5 (defined by Transport for London as 'very good'). The London Plan states that as accessibility levels increase parking provision should decrease and development sites with scores above PTAL 4 are suitable for a lower parking provision.
- 2.26 The proposal is well connected to city centre and regional centre destinations by public transport.

Casual Car Use

- 2.27 Car clubs are an important component of the sharing economy and of a balanced city centre transport system as they offer a cost-effective and hassle-free alternative to private car ownership. By complementing public transport, walking and cycling systems, car clubs allow people to build mobility lifestyles that mean that they do not need to own private cars to the same extent as previously.
- 2.28 Enterprise Car Club provides a MCC supported solution that complements Manchester's sustainable transport system and to meet casual vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 2.29 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up

to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.

- 2.30 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. From the Enterprise base at Piccadilly vehicles can be provided to meet longer car hire demand. The vehicles can be booked in advance and dropped off at the residence as required.
- 2.31 Three Enterprise Car Club vehicles are located close to the site, two on Ellesmere Street (two minutes from the site) and one on St George's Island (four minutes from the site).

Parking

- 2.32 The local on-street parking provision is governed by marked parking bays and double yellow lines. Parking restrictions are in place along the south side of Ellesmere Street in the form of double yellow lines. Double yellow lines are also present at side road junctions on the northern carriageway edge.
- 2.33 The parking bays on the northern carriageway edge are currently uncontrolled, meaning that residents and commuters can park for any length of time even though the area is within the city centre.
- 2.34 Parking control plates are present on the street which limit parking to two hours' duration between 8am and 6pm, but these have been blacked out by MCC and it has been confirmed that these are currently not enforced. MCC has confirmed that although it was always the intention to control parking in the bays, that the plated times have never been brought into force. The consequence of the lack of parking controls in this area of the city centre is that parking on-street in the area is popular with both residents and commuters.
- 2.35 In addition to this city centre anomaly, a number of the bays are currently suspended due to construction works. This has had the unfortunate consequence of squeezing parking activity into a constrained area and makes it difficult to find a suitable place to park at various parts of the day.
- 2.36 Surveys of existing parking activity have been undertaken on several occasions (including both daytime and late evening demand). The surveys show that should the suspended bays be brought back into use that there would be more than sufficient space to meet current demand levels.
- 2.37 MCC has confirmed that, in line with the parking policy throughout other areas of the city centre, it proposes to extend the city centre parking zone to cover the area to allow better management of the on-street activity and deter commuter parking.

3 PROPOSAL

General Principles

- 3.1 The proposal will convert the Talbot Mill complex to create 202 apartments. The proposal will demolish buildings A, B, C and E, redevelop mills 1 and 2, and construct a new residential block up to 10 storeys (9+ basement level). Rooftop extensions are proposed for mills 1 and 2. Mill 1 will also be extended to the rear. For reference the existing and proposed site plan is shown on figures 3.1 and 3.2.



Figure 3.1: Existing Site Plan

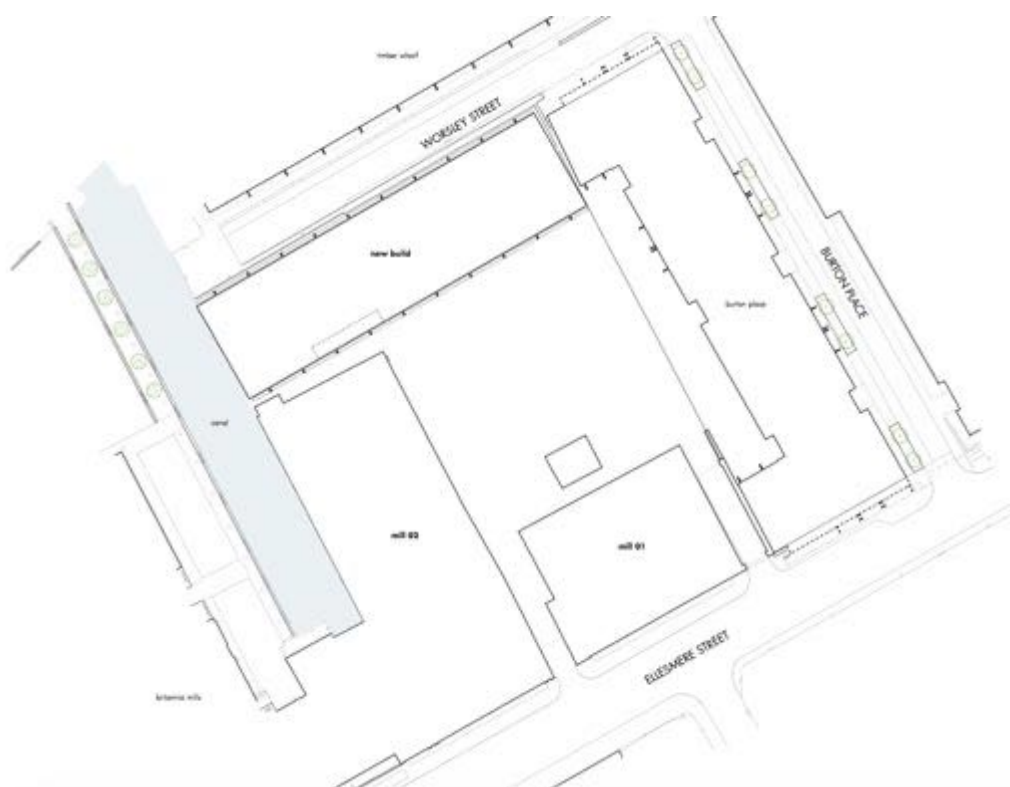


Figure 3.2: Proposed Site Plan

- 3.2 The complex sits around three sides of a courtyard, with the fourth side created by the boundary of an adjacent residential building (Burton Place). The internal courtyard is retained as a green space that will create important amenity space for use by residents to allow the community to be built.
- 3.3 The courtyard incorporates a small building (known as the Time Keeper's Cottage) that is also retained for use as community space for residents. This space is an important component of the proposal and will allow for enhanced social exchange by residents and is also an important component of the site's transport strategy.

Access

- 3.4 Existing levels through the site are challenging and there is a small level change between Ellesmere Street and level 00 of around 1 metre. Existing levels in the courtyard dip down to a basement level and at the far end of the site, along the Worsley Street frontage, a one storey change occurs between street level and the site. The access strategy for the site has been developed to sympathetically work with the level changes, while achieving inclusive and dignified access for all.
- 3.5 The primary entrance to the site is via a new bridge link in the cut through between the two mill buildings. The entrance directly serves the first-floor level of the existing mills with stair and lift access to the lower courtyard level. Once in the courtyard residents can directly access lower level apartments in the mills via individual front doors and using the foyer access to the new build block. Pedestrian access can also be gained to the new build block from the Worsley Street frontage.
- 3.6 202 cycle parking spaces, at a ratio of 1 space per apartment, are proposed for use by residents. 80 of the cycle parking spaces are in a store area on two floors of mill 2 and the remainder are provided for within individual apartments. The Design & Access Statement should be referred to for details of the space set aside in the apartments for storing cycles. Visitor cycle parking for 15 cycle is also proposed in the courtyard.
- 3.7 The existing courtyard vehicle access (to the east of the Ellesmere Street site frontage) is retained in the development to allow direct access to the courtyard. The changes in level across the courtyard have been addressed by gently sloping ramps. The courtyard is at the heart of the development and provides a large amenity area that can be used by residents for socials and resident-led activity groups. This facility will not only provide important social exchange and amenity space, but will also reduce the need to travel off-site for certain journey purposes.
- 3.8 The courtyard access will also provide access for occasional sub-station maintenance vehicles entering the site. The existing archway is to be raised as part of the proposal and no longer restricts vehicle heights. A swept path has been undertaken of a panel van to show that this can access the sub-station and leave the site in a forward gear.
- 3.9 As with surrounding developments, servicing and refuse collection activity will occur from kerbside on Ellesmere Street. On bin collection days, the bins will be moved by the site management to the area on-site under the access arch. MCC proposes the extension of the city centre parking zone to cover this area of the city centre. This parking scheme will include loading and disabled parking provision.
- 3.10 A scheme is attached as appendix d has been developed to show how the proposal site can be serviced. A loading bay is shown that can be used by refuse, delivery and removal vehicles to temporarily stop outside the site. A disabled parking bay is also shown in the scheme to meet the needs of visitors/residents with mobility issues.
- 3.11 The scheme attached as appendix d of the TS has been designed to minimise loss of existing parking space on Ellesmere Street. The removal of the existing western vehicular access bell mouth (currently governed by double yellow lines) means that space is released to allow the reconfiguration of the existing parking bays to include the loading bay and to convert a space to a disabled space. The proposal will therefore result in no net change in standard parking bay provision, when compared to the existing situation.

Parking

- 3.12 The site meets the criteria required by policy for the introduction of a car-free development. The suitability of the site for car-free development has been agreed with MCC.
- 3.13 Research shows that there is a strong relationship between accessibility, city centre developments and car ownership levels, with city centre residents being much more likely to live without owning a car than residents of traditional suburban areas. TfGM also states that Manchester city centre is the easiest place to live without a car, outside London.

- 3.14 Local data, including evidence from Urban Splash developments, shows that there is already a strong appetite for car-free living in Manchester city centre. The applicant has good experience of delivering accommodation to meet this market demand and is already delivering a car-free development in Manchester. Using this experience, the proposal has been designed to appeal to residents who do not own or want to own a car.
- 3.15 Full assessment of the appropriateness of the site as a car-free development is provided in the TS.

4 MANAGEMENT

Travel Plan Co-ordinator

- 4.1 An effective travel plan needs a clear hierarchy of responsibility. The applicant has been involved in the development of the plan and is committed its successful implementation.
- 4.2 Travel plan co-ordinators play an important role in developing the plan. The travel plan co-ordinator for the site will be identified prior to the occupation of the development.
- 4.3 The travel plan coordinator will be responsible for the day-to-day running of the travel plan and will also develop, implement and monitor the travel plan's effectiveness. The coordinator will form the main point of contact for the local authority and residents. The coordinator will also be responsible for raising awareness and marketing the travel plan and surveying its effectiveness.
- 4.4 In summary, the travel plan coordinator's general role and responsibilities will include:
 - Implementing the plan measures
 - Providing a point of contact for site residents, the local community, MCC and TfGM
 - Publicising and raising awareness of local initiatives
 - Overseeing the production of the travel packs and updates to the website
 - Keeping up to date local public transport, walking and cycling route information on the travel notice board
 - Monitoring and surveying travel patterns
 - Annually reporting to MCC/TfGM

5 TOOLKIT

- 5.1 The toolkit and implementation plan have been developed to acknowledge and complement the site's scale, location, existing available sustainable connections, the needs of city centre dwellers and the site layout. The toolkit draws measures from TfGM's current adopted residential travel plan toolkit (outlined in the document 'Transport for Sustainable Development' and on the travelplan.org.uk website).

Marketing & Promotion

- 5.2 The site will be honestly marketed as a car-free development and it will be made clear to all applicants that there will be no opportunities to store a car on-street due to existing constraints and MCC's future city centre parking control proposals.
- 5.3 The website for the development will include a page dedicated to sustainable travel. This will include embedded links to TfGM journey planning software, local transport maps and links to city travel campaigns. The website will also include links to TfGM supported software, such as www.bikebudi.com, www.walkit.com and www.walkbudi.com.
- 5.4 Technology will be used to promote sustainable and fun routes and activities. The website will provide links to allow the download of existing local area and journey planning phone apps, such as Manchester Walking Tours and City Mapper.
- 5.5 The travel plan co-ordinator will promote of TfGM supported initiatives & groups, such as Walk to Work Week, Better by Cycle CTC, Walking for Health, Walking Works & others, as advertised on the TfGM website www.travelplan.org.uk.

- 5.6 Each household will be issued with a sustainable travel pack when they move in that provides a succinct resource pack to assist them travel sustainably and hire a car as and when required. The travel pack will include:

1. Website links to cycle and walking route maps
2. Website links to journey planning software
3. Website links to Enterprise Car Club information and Enterprise promotional information
4. TfGM public transport and cycle route maps

Resident Engagement & Socials

- 5.7 The amenity space at the heart of the development will serve as a meeting place for residents. It will also be the location where the travel plan is initially launched and any new initiatives are launched.
- 5.8 Residents will be encouraged to set up site specific groups, such as a bicycle user group and to engage in site travel mileage competitions. Residents will be encouraged to make contact and engage with local interest groups such as Manchester Green Badge Tours, Manchester Walking Tours, MAD Walkers, Manchester Wheelers, the Tweed Ride, the Good Gym, and the GM Cycling Partnership.
- 5.9 Consideration will be given to setting up a sustainable sharing database that matches walkers and cyclists who work in the same locations so that residents can meet their neighbours and travel safely together.

Practical Hooks

- 5.10 The travel plan co-ordinator will investigate the feasibility of using the amenity space to provide regular cycle maintenance and repair sessions using one of the existing suppliers in the city.
- 5.11 In addition to the high level of cycle parking on site for use by residents and cycle stands in the courtyard, a number of measures will be adopted to encourage use of this mode. The travel plan co-ordinator will promote local and national cycling events, including TfGM's free adult cycle training.
- 5.12 The travel plan co-ordinator will investigate taxi and cycle purchase discounts with local firms, and will promote the use of home delivery services for the site.

Toolkit

- 5.13 In summary, the travel plan and transport strategy toolkit for the proposal includes:
- No car parking
 - Honest & upfront Car-free Marketing Strategy to target right demographic & discourage pro-car residents from outset
 - 100% resident cycle parking provision
 - Visitor cycle parking on-site
 - Promotion of Car Club vehicles on Ellesmere Street
 - Site website with links to TfGM journey planning software & phone apps
 - Resident travel packs (summary of journey planning tools & free TfGM maps)
 - Links to other technology to promote sustainable (& fun) routes & activity (including Manchester Walking Tours app & City Mapper app)
 - Site socials (Bike User Groups, Know Your Area Walking Group & site travel competitions) & community travel forum
 - Use of practical hooks like regular cycle maintenance & repair facilities
 - Tie ins with other interest groups (Manchester Green Badge Tours, Manchester Walking Tours, Mad Walkers, Manchester Wheelers & Tweed Ride)
 - Promotion of GM Cycling Partnership Events (Skyride, Breeze Rides & Ride Social)
 - Promotion of TfGM public transport ticket arrangements
 - Negotiate discounts with local cycle retailers
 - Negotiate discounts with local taxi firm (Street Cars)

- Negotiate discounts with local taxi firm (Street Cars)

6 MONITORING

Targets

- 6.1 In line with DfT guidance, action based targets have been set for the travel plan. These targets will be based on the travel plan reaching set milestones or indicators. The following action based targets have been set for the first stage of the travel plan process:
- Produce travel packs for each household
 - Include a travel page on the site website
 - Identify travel plan co-ordinator
- 6.2 The mode share targets for the development will be set following the first travel survey for the site.
- 6.3 All targets will be reviewed and reset following each annual monitoring period.

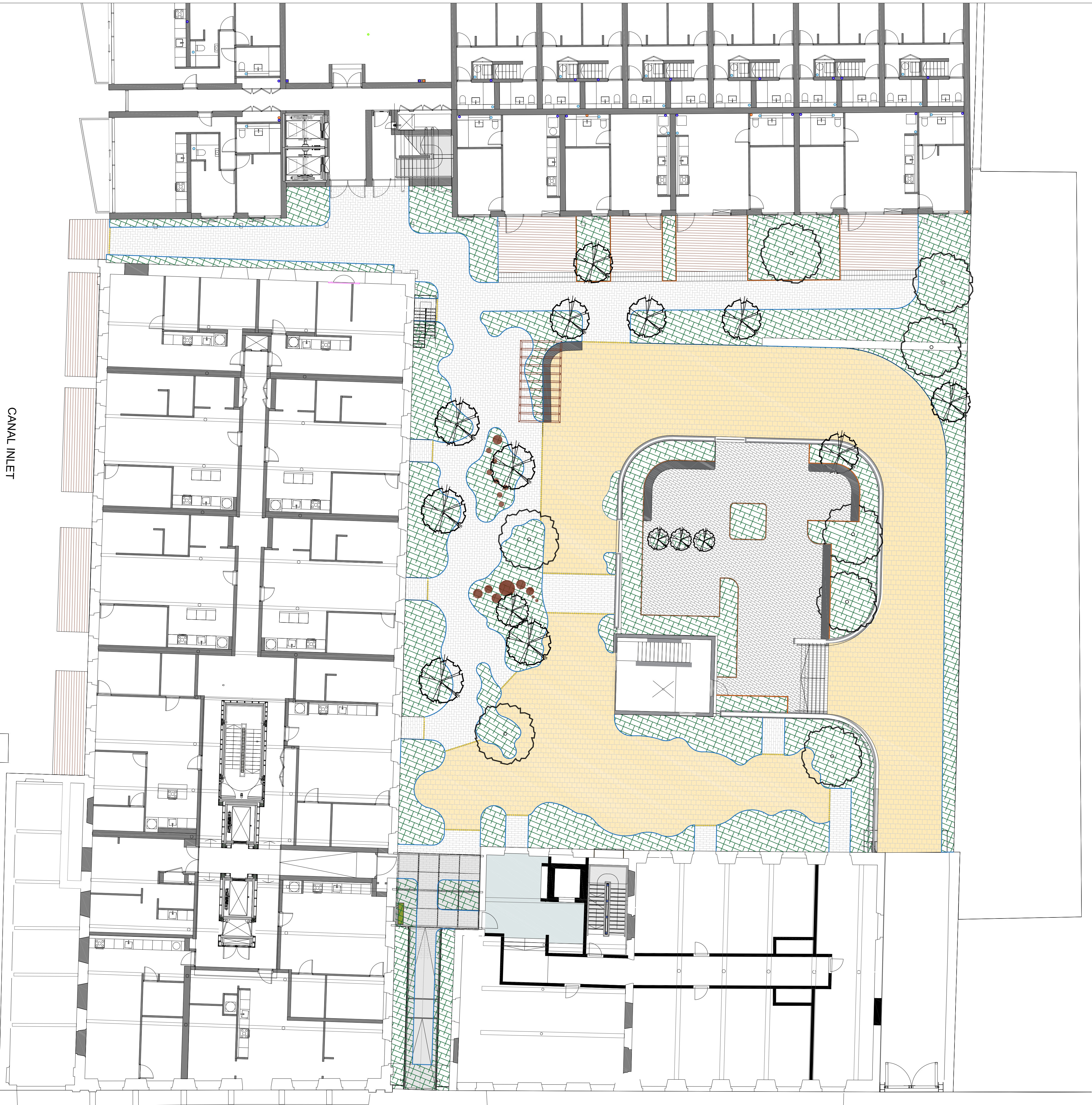
Monitoring

- 6.4 Travel surveys will be undertaken of residents within six months of first occupancy. The survey will be conducted electronically using Survey Monkey. A website link to the travel survey will be provided in the welcome pack issued to each household.
- 6.5 Following the first survey, travel surveys will be undertaken annually for a period of three years. After each survey period a short survey report will be issued for discussion with MCC and new targets set, if required.

Appendix C

P:\2022\2237 TALBOT MILL REDESIGN\05 ARCHIVE\02 ISSUES OUT\220608_UPDATE DESIGN\2237-EXA-ZZ-ZZ-DR-L-00100.DWG

CANAL INLET



- SURFACE TYPE 1**
BLOCK PAVING
BUFF
- SURFACE TYPE 2**
SLIM BRICK PAVING
BUFF
- SURFACE TYPE 3**
COMPOSITE DECK
NON SLIP
- SURFACE TYPE 4**
SLIM BRICK PAVING
DARK GREY
- SURFACE TYPE 5**
STEPS
DARK GREY
- EDGE TYPE 1**
STEEL EDGE
- EDGE TYPE 2**
PIN KERB
- EDGE TYPE 3**
RAISED PLANTER

PROPOSED SOFT LANDSCAPE

- PLANTING TYPE 1**
SINGLE STEM
MATURE TREE
- PLANTING TYPE 2**
MULTI STEM
MATURE TREE
- PLANTING TYPE 3**
ORNAMENTAL SHRUBS/
GROUND COVER

PROPOSED LANDSCAPE FURNITURE

- FURNITURE TYPE 1**
CONCRETE BENCH
LIGHT GREY
- FURNITURE TYPE 2**
CANTILEVERED
TIMBER PERGOLA

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Client
CAPITAL & CENTRIC

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P02	PLANNING	08.06.2022
P01	DRAFT PLANNING ISSUE	27.05.2022
Rev	Description	Date

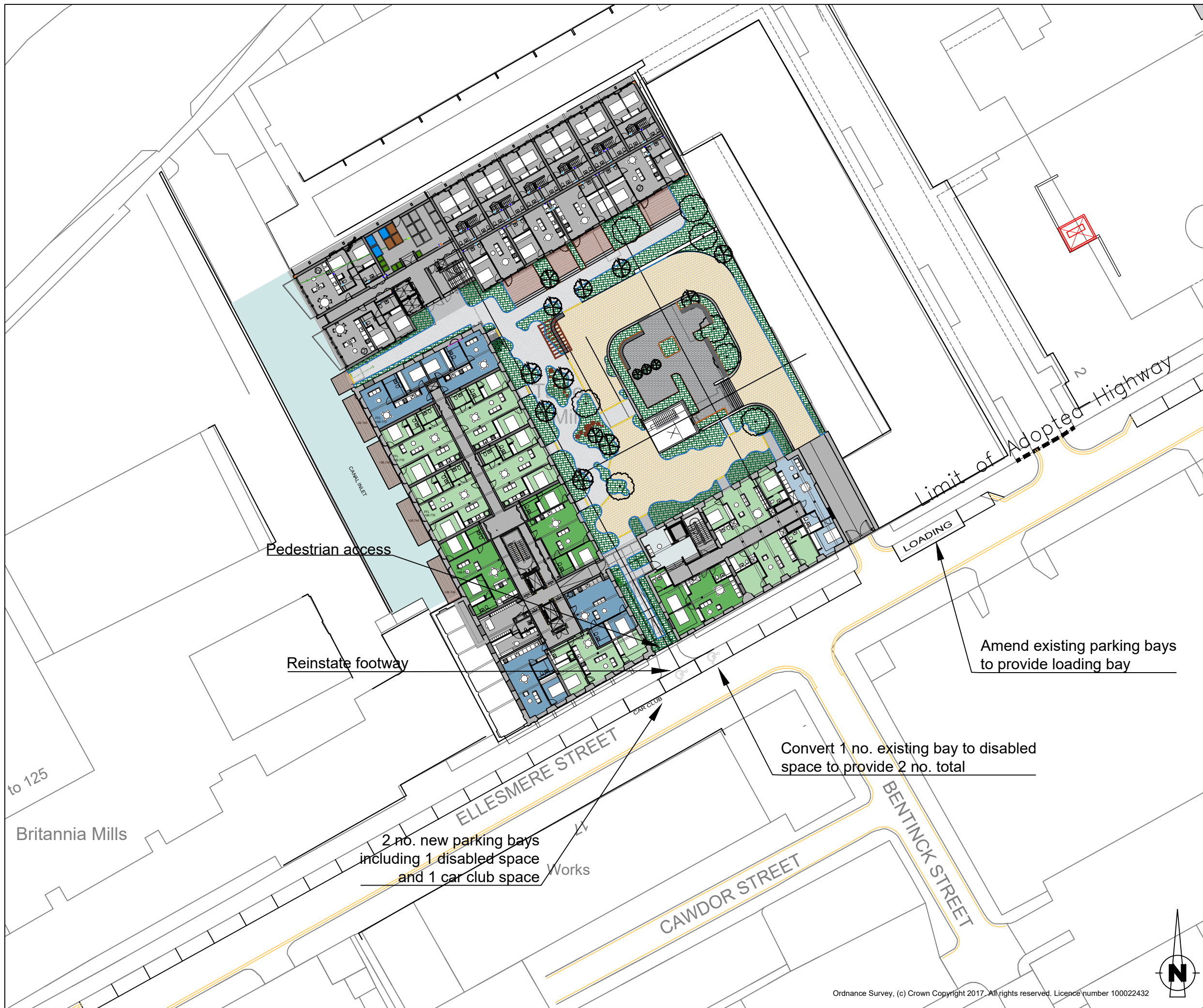
**EXTERIOR
ARCHITECTURE**

LONDON: Studio 1S, Hewlett House, Havelock Terrace,
London, SW8 4AS
MANCHESTER: Studio 537, The Royal Exchange, St Anns
Square, Manchester, M2 7DH
E-Mail: office@exteriorarchitecture.com
Web: www.exteriorarchitecture.com

Project title
TALBOT MILL

Drawing title
GENERAL ARRANGEMENT PLAN

Issued By	London	T: 020 7978 2101
Scale	1:125 @ A1	Drawn ExA
Status	STAGE 2	Checked SL
Date	27.05.2022	Approved JM
Drawing number	2237-EXA-ZZ-ZZ-DR-L-00100	Revision



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NOTES
Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21683-208

Talbot Mill, Castlefield

Drawing Title
Proposed Amendment to Waiting Restrictions

Scale at A3
1:500

Drawn JAT	Approved LGS
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Check LGS	Date 09.06.22
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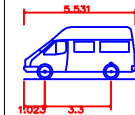
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NOTES

Vehicle Profile



Ford Transit L2
Overall Length 5.531m
Overall Width 1.923m
Overall Body Height 2.53m
Min Body Ground Clearance 357mm
Track Width 1500mm
Lock to Lock Time 5.00 sec
Kerb to Kerb Turning Radius 5.950m

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21683-209

Talbot Mill, Castlefield

Drawing Title
Swept Path Analysis Maintenance Vehicle Transit Van

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	09.06.22



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Appendix D

Temporary Road Closure & Temporary Waiting Restrictions

Talbot Mill, Ellesmere Street

From Monday 5th May 2020

We hereby give notice that due to the construction needs of the residential development at Talbot Mill on Ellesmere Street, a Temporary Traffic Regulation Order (TTRO) for a temporary road closure and temporary waiting restrictions will be introduced on Ellesmere Street during the construction period from Monday 5th May 2020.

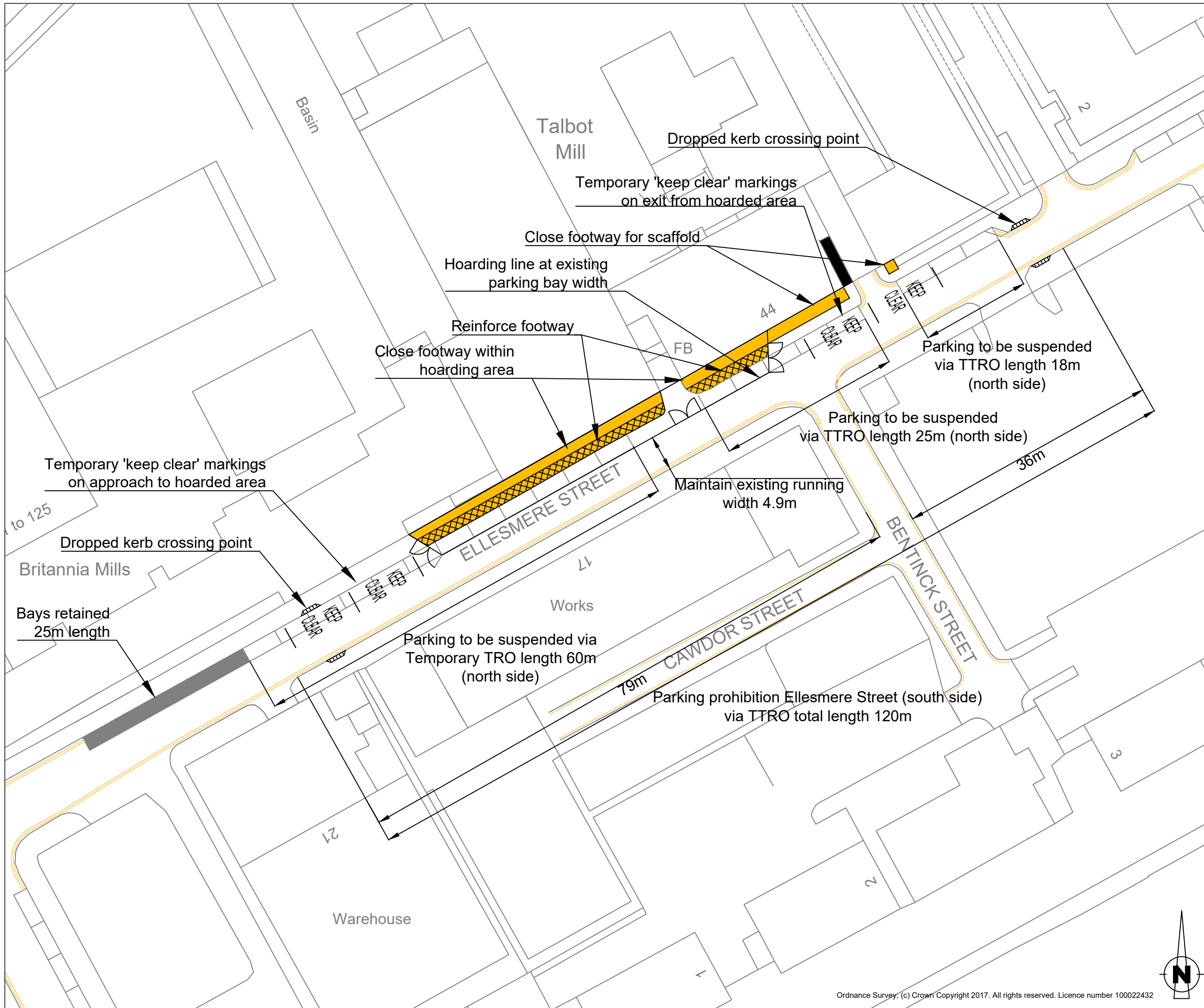
The temporary closure will affect both the footway and the parking bays on the northern side of Ellesmere Street as shown on the attached plan. Dropped kerb crossing points will be installed to either side of the affected length of footway.

The waiting restrictions will be implemented in the form of double yellow lines to prohibit parking in the sections shown on the attached plan. These are required to allow construction vehicle access to the site.

The restriction will prohibit parking vehicles for the length of road identified and we kindly request that all vehicles be removed from this area from midnight on Sunday 4th May 2020. Unfortunately, if a vehicle is parked or obstructing traffic flow in the identified section of road after this time, or at any time during the period of the temporary closure and restrictions, it will need to be removed to accord with safe site construction practices. Every effort will be made to locate the owner/driver of the vehicle prior to its removal. If, however your vehicle is removed during this period you can contact the Manchester City Council Vehicle Pound on 0161 234 4149 to discuss recovery.

The extent of the temporary road closure and temporary waiting restrictions are shown on the attached plan. Appropriate road signs will be put in place in advance of the start period to ensure that all residents and road users understand the location affected by the TTRO. Road signs will also clearly show the extent of the road closure and waiting restrictions during the period of the TTRO.

We are keen to minimise as much as possible disruption to local residents and as such are already actively engaging with Manchester City Council's Central Neighbourhoods Team to ensure that the construction of all the development sites in the area are co-ordinated. However, if you would like to discuss this proposed closure or any element of our proposed construction management plan you can contact Steve McNeill (Highway Officer, Manchester City Council) on 0161 234 5149.



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NOTES

Revision Details	By	Date	Suffix
Updated following meeting with residents' group	JAT / LGS Check	27.02.20	B
Revision Details	By	Date	Suffix
TTRO requirements extended following discussion with MCC	JAT / LGS Check	16.01.19	A

Drawing Number
SK21683-113

Talbot Mill, Castlefield

Drawing Title
Proposed Amendment to Waiting Restrictions

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	16.01.19



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