



This City Residential Development, Ancoats, Manchester

Transport Statement

For Wates Construction Ltd

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Non-Technical Summary

This City is a new kind of housing company, owned and run by Manchester City Council. They are a new venture that will develop high quality, low carbon housing for all Mancunians. The new homes will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties.

The Rodney Street development will provide 118 apartments split across two apartment buildings in addition to 10 townhouses fronting onto Jersey Street.

Seven disabled car parking bays will be provided for the apartments, each with an electric vehicle charging point. Each town house will have access to their own driveway parking space (also all with electric vehicle charging infrastructure).

30 car parking spaces will be available to the Rodney Street development in the Ancoats Mobility Hub, a short walk from the Rodney Street Site. The Mobility Hub will also provide Car Club bays, additional cycle parking and cycle hire opportunities for residents.

118 cycle parking spaces will be provided for the apartments, and in curtilage cycle parking will also be provided for the townhouses.

The Rodney Street development site is in a sustainable location in Ancoats bordering Miles Platting, and is within walking distance of Manchester City Centre.

The development will provide new areas of public realm and landscaping throughout the site, linking Butler Street and Rodney Street to Ancoats Green and the Ancoats Mobility Hub.

The majority of Wadeford Close will be closed to create the new areas of landscaping and public realm, with a small portion of the street remaining open to provide access to a loading bay and three disabled car parking bays serving Block B.

Manchester City Council is currently conducting a review of the traffic regulation orders (for example double yellow lines) in the area which will seek to prevent parking on residential streets by commuters and by those who should be parking in the new Mobility Hub. The Rodney Street scheme will provide double yellow lines on the remainder of Wadeford Close to prevent cars being parked here.

During construction the footpath on Wadeford Close next to Ancoats Green will remain open for the public to use.

1. INTRODUCTION

1.1 The Planning Application

- 1.1.1 Hydrock has been instructed by Wates Construction Ltd to prepare a Transport Statement [TS] in support of a planning application for the erection of two residential apartment buildings (Use Class C3), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form a total of 118 residential apartments; and the erection of 10, 3 storey townhouses (Use Class C3); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works at land to the west of Rodney Street, Manchester, M4 6JJ.
- 1.1.2 This City is a new kind of housing company, owned and run by Manchester City Council. They are a new venture that will develop high quality, low carbon housing for all Mancunians. The new homes will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties.
- 1.1.3 Seven disabled bays will be provided within the proposed development for the apartments in addition to two drop-off loading bays. Each townhouse will have their own in curtilage car parking space. Additional car parking provision of 30 spaces will be facilitated within the recently consented Ancoats Mobility Hub (Planning Reference: 130627/FO/2021). The Hub will be located on Poland Street and is a short walk from the Rodney Street site. It is anticipated to be operational at the point that the Rodney Street development is occupied.
- 1.1.4 The Ancoats Mobility Hub development received planning consent in July 2021 and will include a mix of commercial space, 408 car parking spaces 25% of which being EV spaces rising to 100%, car club facilities, parking spaces and a deliveries hub. Residents of the proposed development will be encouraged to use the sustainable travel facilities implemented by The Hub development.
- 1.1.5 This report will consider the impact of the proposed Rodney Street development on the local highway network.

1.2 Scoping

- 1.2.1 Hydrock have undertaken pre-application scoping discussions via email with Manchester City Council Highways Team in October 2021.

1.3 Site Location and Background

- 1.3.1 The site is bounded by Butler Street to the north east, Rodney Street the east, Jersey Street to the south, Wadeford Close and Ancoats Green to the west and the Tribe residential development to the north. The site is primarily a grassland area with areas of hard standing.
- 1.3.2 The location of the site is illustrated in **Figure 1.1** below.

Figure 1.1: Site Location



Source: OpenStreetMap

- 1.3.3 This report has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document.
- 1.3.4 It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.
- 1.3.5 The report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.4 Structure of Report

1.4.1 This report comprises seven sections, including this introduction:

- **Section 2** offers a site description and review of the existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** summarises the traffic impact of the development; and,
- **Section 7** sets out the summary and conclusions.

2. EXISTING CONDITIONS

2.1 Site Location and Description

- 2.1.1 The Site lies within Ancoats and borders Miles Platting, to the north east of Manchester City Centre.
- 2.1.2 A detailed location plan of the site and the surrounding area is illustrated in **Figure 2.1**.

Figure 2.1: Site Location Plan



2.2 Highway Network

- 2.2.1 The following sub-sections offer a full description of the local highway network, including infrastructure characteristics and local highway traffic conditions.

Butler Street

- 2.2.2 Butler Street links the A62 Oldham Road to the north with Bradford Road to the east. Butler Street is subject to a 20mph speed restriction and is governed by no waiting at any time Traffic Regulation Orders [TROs] in the form of double yellow lines whilst no loading at any time restrictions are present on the north eastern side of the carriageway. Speed humps are also present on Butler Street.
- 2.2.3 Footways in excess of 2.0m are present within the vicinity of the Site. The junction of Butler Street and Oldham Road is signalised, providing controlled crossing points for pedestrians. Dropped kerbs and tactile paving are present at the crossing points.
- 2.2.4 Butler Street is presented in **Figure 2.2** below.

Figure 2.2 Butler Street



Rodney Street

- 2.2.5 Rodney Street is a residential street that primarily links Butler Street to Jersey Street. Rodney Street is subject to a 20mph speed restriction, whilst limited no waiting traffic regulation orders are in operation between 11:00 and 15:00 to prevent commuter parking, and double yellow lines are in operation to prevent parking at the junctions accessed via Jersey Street.
- 2.2.6 Footways in excess of 2.0m are present on either side of the carriageway with tactile paving and dropped kerbs present at crossing points. Rodney Street is presented in **Figure 2.3**.

Figure 2.3 Rodney Street



Jersey Street

- 2.2.7 Jersey Street is a residential street that links Rodney Street to the wider Ancoats Area. Jersey Street is subject to a 20-mph speed restriction. Limited no waiting TROs in the form of single yellow lines are present on the northern side of the carriageway to limit commuter parking in the area.
- 2.2.8 2.0m footways are present on both sides of the carriageway with dropped kerbs present at crossing points.
- 2.2.9 Jersey Street is presented in **Figure 2.4**.

Figure 2.4 Jersey Street



Wadeford Close

- 2.2.10 Wadeford Close is a redundant section of highway that now serves as an un-restricted parking area. Limited no waiting TROs are present on the eastern side of the carriageway. Wadeford Close is presented in **Figure 2.5**.

Figure 2.5 Wadeford Close



Oldham Road

- 2.2.11 The A62 Oldham Road is a dual carriageway road which is an artery route into Manchester City Centre from Oldham in the north east. The A62 Oldham Road runs north east from the Manchester Inner Ring Road. The A62 Oldham Road has continuous lit footways within the vicinity of the site and multiple pedestrian crossing facilities. The A62 Oldham Road includes a segregated bus/cycle lane on approach to the A662 Great Ancoats Street. The A62 Oldham Road is presented in **Figure 2.6**.

Figure 2.6 Oldham Road



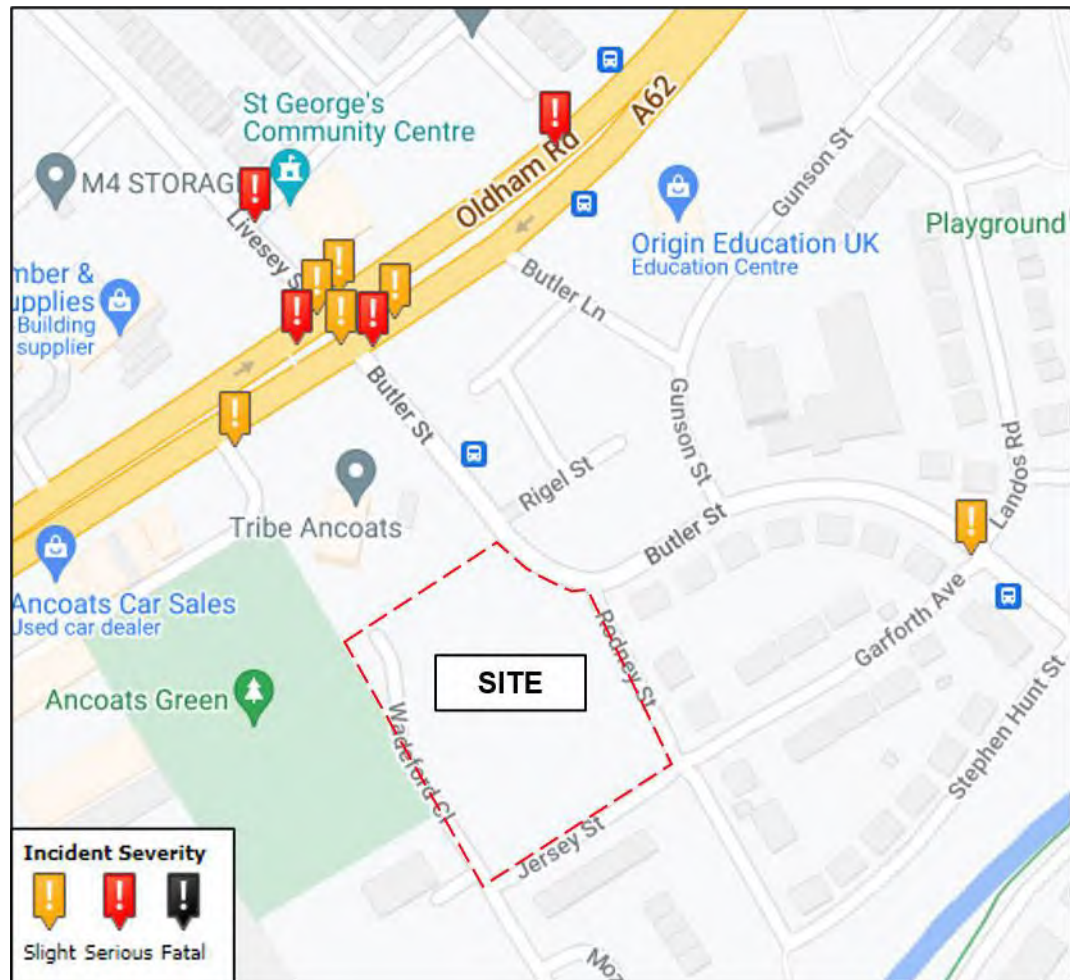
2.3 Accident Analysis

- 2.3.1 The DfT document “Guidance on Transport Assessment” states that:

“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.

- 2.3.2 This subsection considers the accident record within the local study network to establish if there are any specific highway safety issues that need to be considered.
- 2.3.3 A review of the Personal-Injury Accidents [PIAs] recorded within the study area has been undertaken using the most recently available five-year data (1st January 2017 - 31st December 2021) available from the DfT. Examination of the PIA data revealed that 10 accidents have occurred within the study area during the five-year period.
- 2.3.4 **Figure 2.7** illustrates the accident plot for the study area for the most recent 5-year period, as obtained from Crashmap.

Figure 2.7: Study Area Collision Data Map



Source: Crashmap.co.uk

- 2.3.5 The figure illustrates that no accidents have occurred within the immediate vicinity of the development site within the latest five-year period.
- 2.3.6 From the above it is evident that the accident record within the immediate vicinity of the site is low. There have been no fatal accidents within the wider study area during the analysed period.
- 2.3.7 Whilst all accidents are unfortunate it is Hydrock's view that the occurrence of accidents within the wider Ancoats area is random and can be attributed to random fluctuations, circumstantial factors and driver behaviour as the main causes and therefore do not give rise to a material concern.

3. TRANSPORT POLICY CONTEXT

3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).
- 3.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; and conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TS considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.
- 3.2.8 The accessibility of the development is discussed in **Section 4**.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.3.3 The proposed development's sustainable accessibility is presented in **Section 4** and **Section 5**.

3.4 Manual for Streets [MfS]

3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

3.4.6 Sustainable access for the development is discussed in **Section 4**.

3.5 Guidelines for Providing Journeys on Foot

3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.5.2 The accessibility of the development is discussed in **Section 4**.

3.6 Greater Manchester Local Transport Plan

3.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.6.2 One of the priority interventions for the Manchester Regional Centre includes improvements to the Manchester and Salford Inner Relief Route Improvements at Great Ancoats Street. The scheme aims to unlock the potential regeneration and growth to the north and east of Great Ancoats Street (A665) by reducing severance and improving the public realm.

3.6.3 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

3.7 Manchester Core Strategy

3.7.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Plan. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

3.7.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'. The transport related policies are summarised below.

Policy T1 - Sustainable Transport

3.7.3 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- *"Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 1. *Pedestrians and disabled people*
 2. *Cyclists, public transport*
 3. *Commercial access*
 4. *General off-peak traffic*
 5. *General peak time traffic"*

Policy T2 - Accessible Areas of Opportunity and Need

3.7.4 The Council will actively manage the pattern of development to ensure that new development:

- *"Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:*

- » *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
- » *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
- » *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
- » *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
- » *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - » *District Centres*
 - » *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

3.8 Ancoats and New Islington Neighbourhood Development Framework

- 3.8.1 The Neighbourhood Development Framework (NDF) was adopted in October 2014 and updated in 2016. The NDF has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live.
- 3.8.2 The NDF has guided development across the neighbourhoods and Ancoats has been transformed from a depopulated, declining industrial zone into one of the UK's most desirable emerging neighbourhoods.
- 3.8.3 The document details some of the principles that are required to facilitate and accommodate the predicted increase in the Ancoats and New Islington areas.
- 3.8.4 A summary of the key principles relating to pedestrian, cycling and sustainable modes of transport is provided below:
 - "More generally, new development should contribute towards a walkable, pedestrian and cycle - friendly environment.
 - New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.

- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport.
- A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design."

3.8.5 Additionally, the NDF document also states the following in relation to the growth of the Ancoats and New Islington District and the transportation services it offers:

"Exceptional transport connections: As long-distance commuting continues to become more costly and time consuming, central locations such as Ancoats and New Islington have become increasingly attractive destinations due to their ease of access to employment opportunities and also to public transport. Ancoats and New Islington are extensively served by good transport links and high-quality existing infrastructure. Significant investment in the city's public transport infrastructure will ensure it is better connected and has the capacity to grow. In particular, it is worth emphasising the area's proximity to Piccadilly and Victoria Stations both of which are the subject of major public investment in the form of HS2 and the Northern Hub. In relation to Metrolink, a new stop and gateway to the wider network has been created at New Islington which provides quick access back to Piccadilly. The area additionally has excellent access to walking and cycling routes and the city's Inner Ring Road and important arterial routes heading out to the M60 and the wider motorway network."

3.8.6 Furthermore, the NDF also acknowledges that there are existing road constraints within the Ancoats and New Islington District, which adds to the 'neighbourhood environment' and connectivity within the area, stating the following:

"The vehicle dominated environment of Oldham Road and Great Ancoats Street constrain a sense of connectivity with the wider area and contribute to Ancoats and New Islington's insular character.

The local streets which make up the Ancoats and New Islington area are typically narrow single carriageways and many of the junctions do not include priority control. Formal on-street parking is also prevalent. The local network has been designed this way in attempt to reduce vehicle speeds and improve safety for pedestrians and cyclists.

There is an issue associated with the current vehicular "rat runs" which exist throughout the Study Area. As this has been identified as a specific challenge for the Study Area, it is therefore considered within this update."

3.8.7 MCC has recently refreshed the NDF (2020) with specific master planning focus on the area known as the Poland Street Zone. The purpose of the refresh was to ensure that it incorporated current thinking in terms of the redevelopment of the area and it was properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing.

3.8.8 The master plan describes this area as having an interrupted street grid pattern that is dominated by two industrial estates on Poland Street; vacant and underutilised sites that detract from the visual amenity; being part of the Conservation Area but gaining little benefit from that; as having some open space at Kemp Street that attracts a high level of anti-social behaviour; with a lack of pedestrian footfall and visible daytime activity; and with low value buildings that do not front onto the Rochdale Canal and therefore do not exploit the advantage of a waterside location.

3.8.9 The specific objectives that are proposed for this area in the refresh of the NDF are:

- "the reinstatement of the grid pattern street layout to improve connectivity and movement through the area as well as creating legible routes that draw pedestrians into the area and through to the surrounding areas;
- the creation of a mixed living and working neighbourhood, delivering flexible commercial floorplates for office and modern light industrial uses that can co-exist with a residential development that offers a range of typologies and tenures including the provision of affordable housing; and
- the creation of high-quality amenity and green spaces integrated with surrounding uses and would draw people into and through the area."

3.8.10 Following public consultation, the Ancoats and New Islington Neighbourhood Development Framework [NDF] Character Area 3 - Poland Street Zone was approved by MCC's Executive Committee in July 2020.

3.8.11 An addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'.

3.8.12 The proposed development accords with the Ancoats NDF, and the development proposals and links to the wider Ancoats area are presented in **Section 5**.

3.9 Manchester Residential Quality Guidance

3.9.1 Manchester's Residential Quality Guidance outlines the considerations, qualities and opportunities that will help deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

3.9.2 The document highlights nine 'key ingredients' for developments in Manchester. The ingredients incorporate a number of key actions relating to walking, cycling and sustainable modes which have particular relevance to the application site. A list of these key actions is presented below:

- *"Facilitate and encourage walking and cycling;*
- *Create clear, safe and obvious connections to the public transport network; and*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building."*

3.9.3 The proposed development will encourage walking and cycling throughout Ancoats and will provide secure cycle parking, this is presented in **Section 4** and **Section 5**.

3.10 Manchester City Council City Centre Transport Strategy (2021)

3.10.1 The City Centre Transport Strategy 2021 framework developed with TFGM, Salford City Council and GMCA outlines plans for future City Centre Transport. The strategy envisions a well-connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling. The strategy is for travel in and around the centre from 2020-2040.

- 3.10.2 One of the main ambitions contained in the City Centre Transport Strategy is "**Walking is the main way of getting around the city centre**" - The city centre is safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, green and accessible; catering for everyone, no matter what their age or mobility needs.
- 3.10.3 A further ambition is "**Parking in the city centre is smarter and integrated with other modes**"- Parking is reduced and appropriately located in the city centre but available to those with specific mobility needs. Outside of the city centre, parking is smarter and better integrated with other modes of travel.
- 3.10.4 Finally, another key ambition is "**The city centre benefits from better public transport connections**" - There are better rail connections to other cities and towns (to support commuting, business and leisure trips), more capacity on peak hour Metrolink, bus and rail services, and better integration between modes. Operating hours support travel at evenings and weekends, particularly for leisure and commuting trips. Cross-city services are convenient, reliable, safe and secure, clean, quiet and accessible to all.
- 3.10.5 Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) have several committed transport interventions for the city centre, which will be delivered in the next five years and contribute to achieving the vision.
- 3.10.6 One of the key improvements across the City Centre with regards to Ancoats is the 'Ancoats Travel Hub' which states the following:
- » Proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives;
 - » Designed to provide access to sustainable modes including cycling and walking, public transport and car clubs;
 - » Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
 - » Inclusion of secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
 - » Promotion of EVs where private car use is required, with EV charging infrastructure provided;
 - » Utilising the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities;
 - » Use of the hub for a local car club which encourages flexible car sharing/ rental over car ownership, offering a range of vehicles to suit as many users as possible. Visible to users via digital means such as an app; and
 - » A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo bikes.
- 3.10.7 The proposed development corresponds with the Manchester City Centre Transport Strategy, and this is discussed within **Section 4** and **Section 5**.

3.11 Manchester City Council Parking Standards

- 3.11.1 Appropriate parking standards are recommended by the City Council for all new developments to reflect demand and simultaneously encourage alternative travel choices.

- 3.11.2 The council recognises the need to promote sustainable travel and as such the parking standards aim to reflect current demand whilst striving to limit overprovision and discourage out of town developments.
- 3.11.3 Although maximum car parking standards and minimum cycle parking standards are given for different land uses, these do not apply to the city centre where each development will be considered on a case-by-case basis.
- 3.11.4 Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.
- 3.11.5 The proposed development provides 7 accessible bays for apartment residents, as well as in curtilage parking for the townhouses, and additional parking for the site will be facilitated by the provision of spaces located within the proposed Ancoats Mobility Hub. The parking provision is discussed in **Section 5**.

3.12 Summary

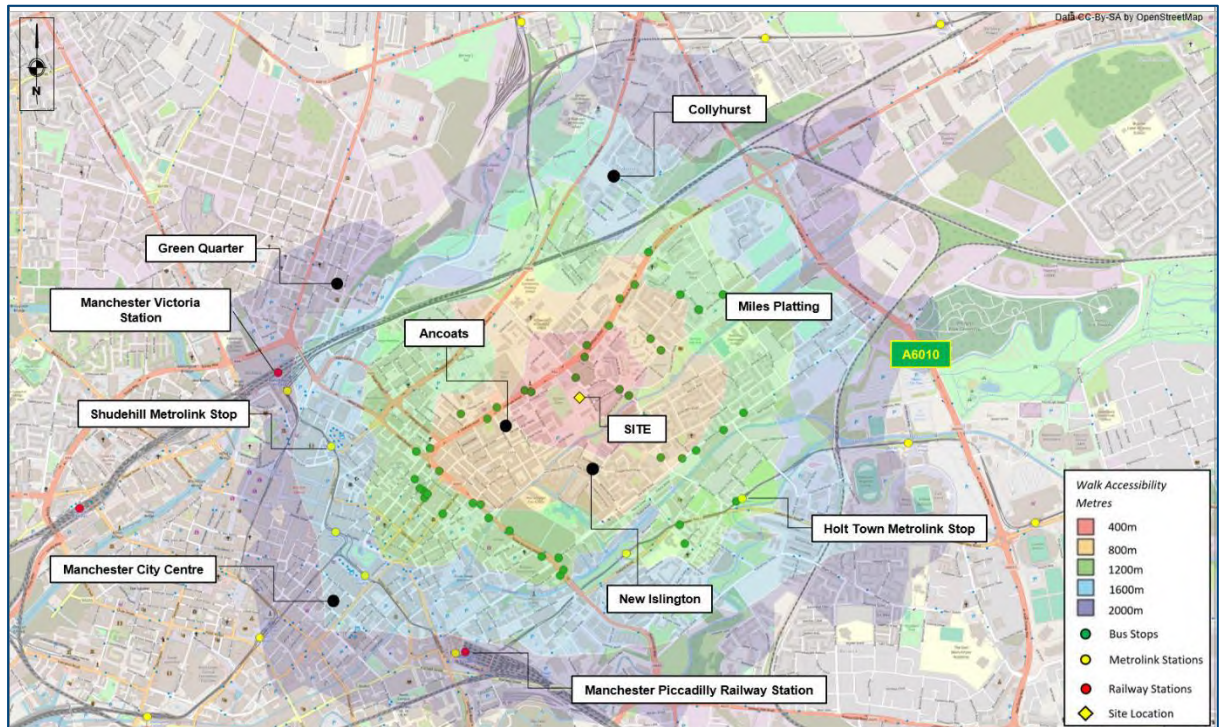
- 3.12.1 The above policy review summaries the transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 3.12.2 Throughout this TS it will be demonstrated that the proposed development scheme has been designed to satisfy the key objectives within NPPF, GMLTP4, Manchester's Core Strategy, NDF and Manchester's Residential Quality Guidance documents by being able to promote more sustainable transport choices and reduce reliance on travel by private car.
- 3.12.3 Access on foot, cycle and public transport is discussed in the following section of this report.

4. SUSTAINABLE ACCESSIBILITY

4.1 Accessibility on Foot

- 4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 4.1.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.5 The Site is well located to take advantage of the city centre's public transport network and is also a short walking distance from the recently consented Ancoats Mobility Hub which will provide access to 30 car parking spaces, car sharing and cycle hire facilities.
- 4.1.6 Canal tow paths are present to the south of the Site, linking into a wider network of tow paths that provide walking and cycling routes into Miles Platting, New Islington and beyond.
- 4.1.7 **Figure 4.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in Figure 1 of **Appendix A**.

Figure 4.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

- 4.1.8 As demonstrated in **Figure 4.1** the site benefits from a high number of bus stops located within 800m, with the closest pair located on the A62 Oldham Road, approximately 150m north of the site, accessed via Butler Street. The proximity of the site to the local bus network provides opportunities to travel further afield using linked trips; providing opportunities to access a variety of local destinations.
- 4.1.9 The site is located within short walking distance of Manchester City Centre; public transport facilities and numerous local amenities, including a supermarket, doctors' surgery, public houses, primary schools, cafes, restaurants, shops, leisure centres and places of recreational activity such as Ancoats Green and New Islington Marina.
- 4.1.10 In summary, the site is highly accessible on foot, which will reduce the requirement for residents to make short car journeys.

4.2 Accessibility by Cycle

- 4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:
- "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 4.2.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.'

4.2.3 There are a number of national, regional and local cycling routes in close proximity to the site. The main national cycle routes are briefly described below:

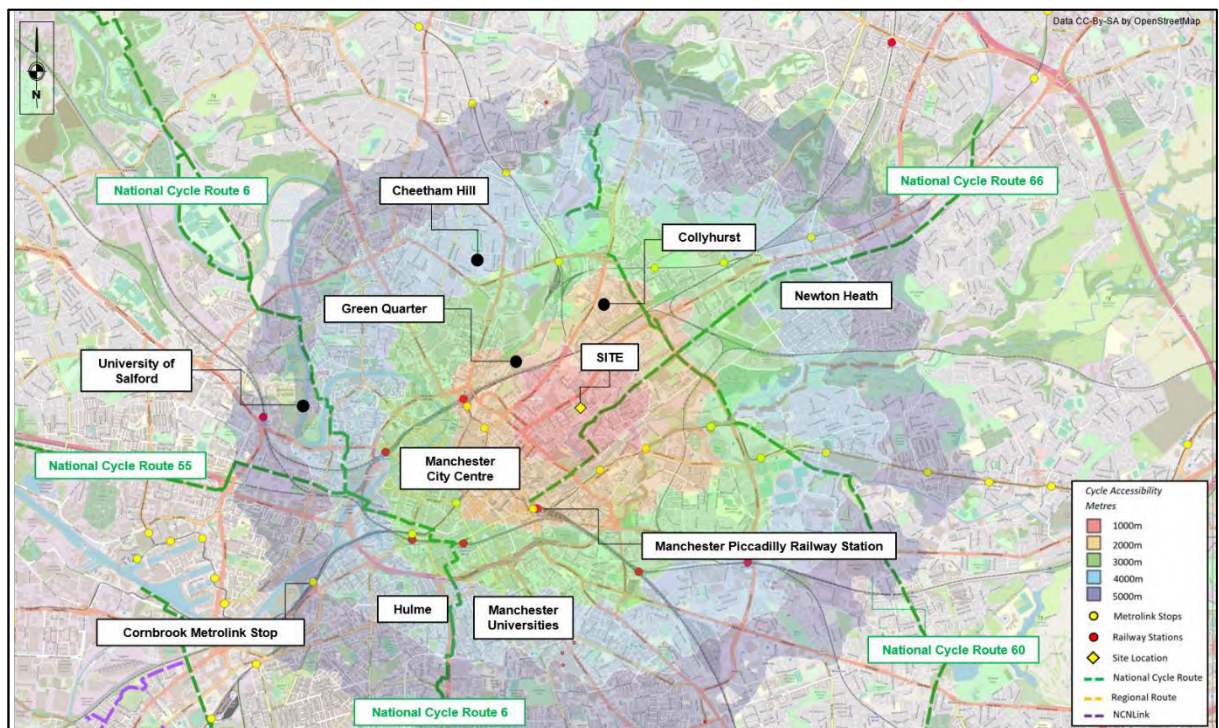
- National Cycle Route 6 is a long-distance route extending from London to the Lake District, alongside historic canals and through some of the UK's most interesting towns and cities.
- National Cycle Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south stretch forming part of the Fallowfield Loopline.
- National Cycle Network Route 66 is a National Route that runs from Kingston upon Hull to Manchester via Beverley, York and Leeds.

4.2.4 In addition, Greater Manchester will benefit from the Bee Network which is a proposed cycling network currently being delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles. New cycling infrastructure has already started to be implemented in Ancoats.

4.2.5 There is also an anticipated expansion of the existing Bee Network as proposed in the City Centre Transport Strategy. The availability of the Bee Network extending through Ancoats in the future will provide further connectivity from the site across the Greater Manchester area.

4.2.6 **Figure 4.2** below presents an extract of the 5km cycling catchment for the site. A copy is provided in Figure 2 of **Appendix A**.

Figure 4.2: 5km cycling Catchment



Source: CC-BY-SA by OpenStreetMap

4.2.7 The figure demonstrates that a number of local areas including the whole of Manchester City Centre, Hulme, Rusholme, Cheetham Hill and Longsight are accessible within a 5km cycle.

- 4.2.8 Additionally, the availability of a national cycling route and the proposed Bee Network expansion, extending to neighbouring boroughs and outside the city's boundaries provides opportunities for travel further afield using linked trips.
- 4.2.9 Cycling would therefore be a viable mode of transport for residents at the site commuting to work or making leisure trips to/from these locations.

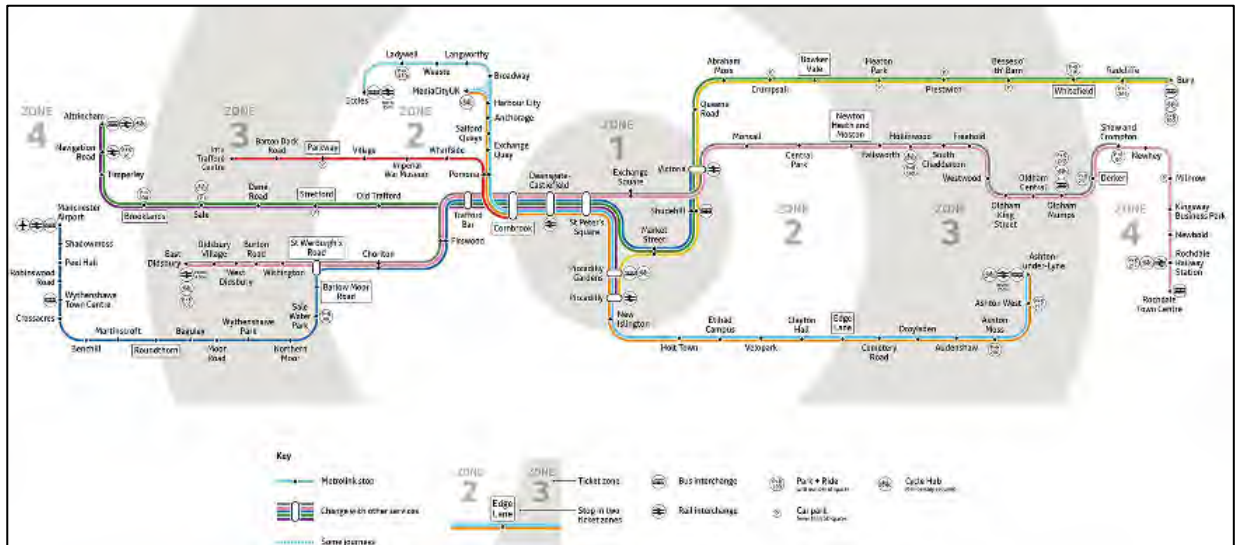
4.3 Accessibility by Bus

- 4.3.1 The site benefits from excellent access to the local bus network, with a high number of bus stops located within 800m walking distance.
- 4.3.2 The closest pair of bus stops is located on the A62 Oldham Road, approximately 150m north of the site, accessed via Poland Street. The bus stops both comprise purpose-built built shelters and timetabling information set back from the carriageway behind the footway as well as a bus layby.
- 4.3.3 Further bus stops are available along the A662 Great Ancoats Street to the west, accessed via Jersey Street.
- 4.3.4 The local buses run at a high frequency (approximately every 5 minutes) to a variety of destinations, including all across Manchester City Centre and Piccadilly Gardens along with areas across Greater Manchester such as Oldham, Uppermill, Failsworth and Shaw. The early start times and the availability of services in the peak hour are conducive to commuters travelling to and from the site. The availability is also conducive to residents using the services for leisure trips.
- 4.3.5 It is therefore concluded that the site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

4.4 Accessibility by Metrolink

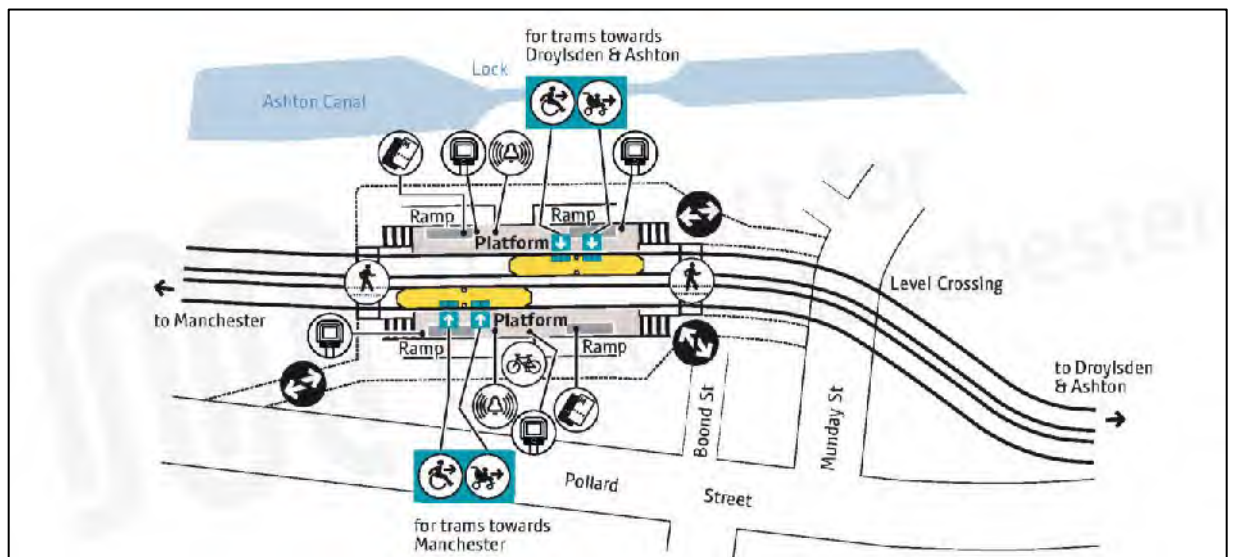
- 4.4.1 Ancoats benefits from convenient access to the ever-expanding Metrolink network. The nearest tram stop to the site is New Islington, approximately 1km away. This equates to a 12-minute walk along an attractive and safe canal side route and is therefore considered an acceptable walking distance for both commuting and leisure purposes. Piccadilly Gardens Metrolink stop is located 1.4km from the site and provides access to additional services.
- 4.4.2 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site should further encourage its use and make it a viable alternative.
- 4.4.3 The New Islington Stop was opened in 2013 as part of the network's extension to Ashton-under-Lyne. The stop is located within Zone 1 and is on the Ashton-under-Lyne line (Blue Line), offering frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles in the east and westbound directions respectively. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as to other modes of sustainable transport.
- 4.4.4 **Figure 4.3** illustrates the Metrolink network map including zoning system, while **Figure 4.4** shows a map of the New Islington tram stop and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, and ramps which facilitate access and boarding for mobility impaired users.

Figure 4.3: Metrolink Network Map



Source: TFGM

Figure 4.4: New Islington Tram Stop Map



Source: TFGM

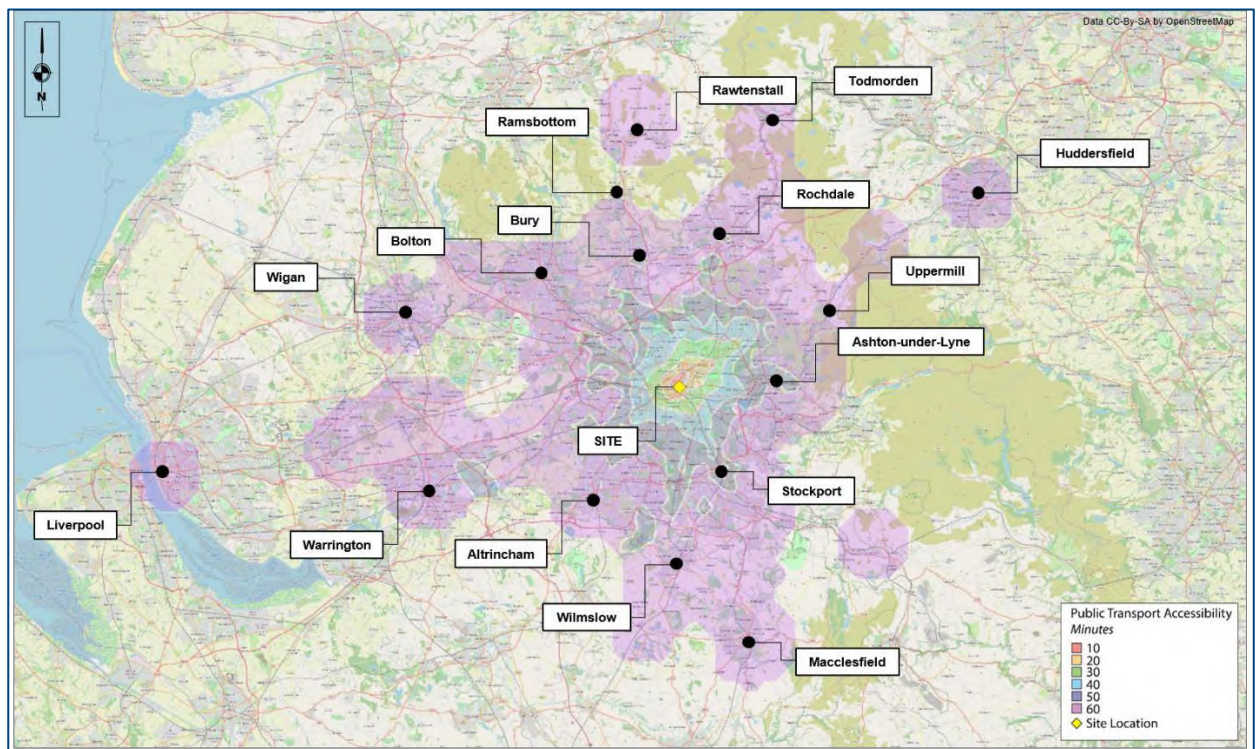
4.5 Accessibility by Rail

- 4.5.1 The site is located approximately 1.3km from Manchester Piccadilly Station which provides regular services to major destinations including; Manchester Airport, London, Birmingham, Liverpool, Glasgow, Leeds, Newcastle, and Cardiff.
- 4.5.2 The station is also the main terminus for a host of regional commuter services across Greater Manchester and the North West and is an important interchange on the Metrolink network.
- 4.5.3 Further afield the development site is within 1.5km walking distance of Manchester Victoria Railway station, offering greater flexibility and interchange opportunities for short and long-distance travel by train. The stations are easily accessible through pedestrian friendly walking and cycling routes in the city centre and free Metroshuttle buses connecting all parts of the city centre.

4.6 Journey Times by Public Transport

- 4.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus/tram stops and railway stations and demonstrates that key areas such as Liverpool, Bolton, Wigan, Huddersfield, and Macclesfield amongst others, are all within a 60-minute public transport journey.
- 4.6.2 **Figure 4.5** below provides an extract of the 60-minute public transport catchment area. A copy of the full plan is provided within Figure 3 of **Appendix A**.

Figure 4.5: 60-minute Public Transport Isochrone



Source: CC-BY-SA by OpenStreetMap

4.7 Conclusions

- 4.7.1 In summary, the proposed development site is located in a highly accessible location in Ancoats and is well located to make use of the existing and proposed public transport links and pedestrian / cycle routes.
- 4.7.2 The site is also within close proximity to the recently consented Ancoats Mobility Hub which will provide 30 car parking spaces for the proposed Rodney Street scheme, in addition to other mobility options such as car and cycle hire facilities.

5. DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The development proposals comprise the erection of two residential apartment buildings (Use Class C3), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form a total of 118 residential apartments; and the erection of 10, 3 storey townhouses (Use Class C3); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works at and to the west of Rodney Street, Manchester, M4 6JJ.
- 5.1.2 The Site Layout Plan for the Rodney Street development is presented in **Figure 5.1**, with a copy provided in **Appendix B**.

Figure 5.1: Proposed Site Layout



5.2 Site Access Arrangements

Block A - Vehicular Access

- 5.2.1 Vehicular access to Block A will be taken directly from Butler Street and access will be controlled by a barrier control system. The proposed site access arrangement is illustrated within **Appendix C**. The drawing also illustrates that the access can accommodate 25m visibility splays with a setback 'x' distance of 2.4m. This is considered compliant with MfS standards for a design speed of 20mph, which is the speed limit along Butler Street and across the Ancoats area.
- 5.2.2 The proposed access from Butler Street will provide access to four accessible parking bays which include electric vehicle charging points with a 7kW charge.
- 5.2.3 Speed humps are present on Butler Street that will be re-aligned as part of the Lovell Residential Development to the east of Butler Street (Planning Reference 129187/FO/2021). The proposed location on Butler Street is presented in relation to the proposed access to Block A in **Appendix C**.

Block B - Vehicular Access

- 5.2.4 Block B will provide three accessible car parking spaces and an internal loading bay. The proposed site access arrangement is illustrated within **Appendix C**. The drawing also illustrates that the access can accommodate a 25m visibility splay to the south with a setback 'x' distance of 2.4m. This is considered compliant with MfS standards for a design speed of 20mph, which is the speed limit along Jersey Street and across the Ancoats area.

Pedestrian and Cycle Access

- 5.2.5 The Rodney Street development will provide landscaping improvements and increase the permeability of the site and area for pedestrians and cyclists. A central walking route will be provided from Butler Street / Rodney Street through to Ancoats Green, also providing access to Blocks A and B. The proposed landscaping will correspond with the emerging public realm proposals for the Poland Street Zone, and a cycle connection will likely be delivered just to the north of the site as part of these wider proposals. The scheme designs allow for further cycle connectivity through the landscape from the north to Wadeford Close as needed.
- 5.2.6 Access to the townhouses will be taken directly from Jersey Street.

5.3 Parking

Vehicle

- 5.3.1 Four accessible parking bays which include electric vehicle charging points with a 7kW charge will be provided for Block A, and three further accessible parking bays with EV charging points will be provided for Block B.
- 5.3.2 In accordance with Manchester City Council's Design for Access 2 Guidance Document (2003), the parking bays will be formally demarcated and the dimensions of the bays will be 2.4m x 4.8m with a 1.2m safety zone to allow for wheelchair access.
- 5.3.3 Swept path analysis has been undertaken with a large car to demonstrate that all parking manoeuvres can be performed safely and efficiently. The drawings are presented in **Appendix D**. The drawings

demonstrate that the proposed layout is suitable and all parking manoeuvres can be safely and efficiently performed.

- 5.3.4 Car parking for the ten townhouses will be provided in curtilage in the form of individual driveways. The car parking spaces associated with the townhouses will also be EV enabled.
- 5.3.5 Parking for the Rodney Street development will also be provided within the Mobility Hub. As part of the Poland Street Zone Public Realm Strategy, Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub, prevent commuter parking and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of the Rodney Street development.
- 5.3.6 As stated previously The Ancoats Mobility Hub development will include a mix of commercial space, 408 car parking spaces, car club facilities, cycle parking spaces and a deliveries hub. The Hub was approved in July 2021.
- 5.3.7 It is proposed 30 car parking spaces will be allocated to the Rodney Street development within the Ancoats Mobility Hub.
- 5.3.8 The Rodney Street development will be supported by a Travel Plan which will direct residents to alternative modes of transport to the private car.
- 5.3.9 In summary the Rodney Street development will have access to the following car parking provision:
 - 7 accessible car parking bays for the apartments;
 - 10 driveway spaces for the townhouses;
 - 30 spaces within the Ancoats Mobility Hub;
 - Car Club bays within the Ancoats Mobility Hub.
 - Total provision of 47 spaces for Rodney Street site (a ratio of 37%).

Cycle

- 5.3.10 Consistent with recommendations from MCC, 118 cycle parking spaces are proposed at the site for the apartments representing a 1:1 cycle space to apartment ratio. Secure cycle storage for each block is provided on the ground floor of the development and will be controlled by fob or swipe card access.
- 5.3.11 In curtilage cycle parking will also be provided for the townhouses.
- 5.3.12 It is Hydrock's view that this level of cycle parking is sufficient for this scale of development, and that it will encourage sustainable travel to and from the site.

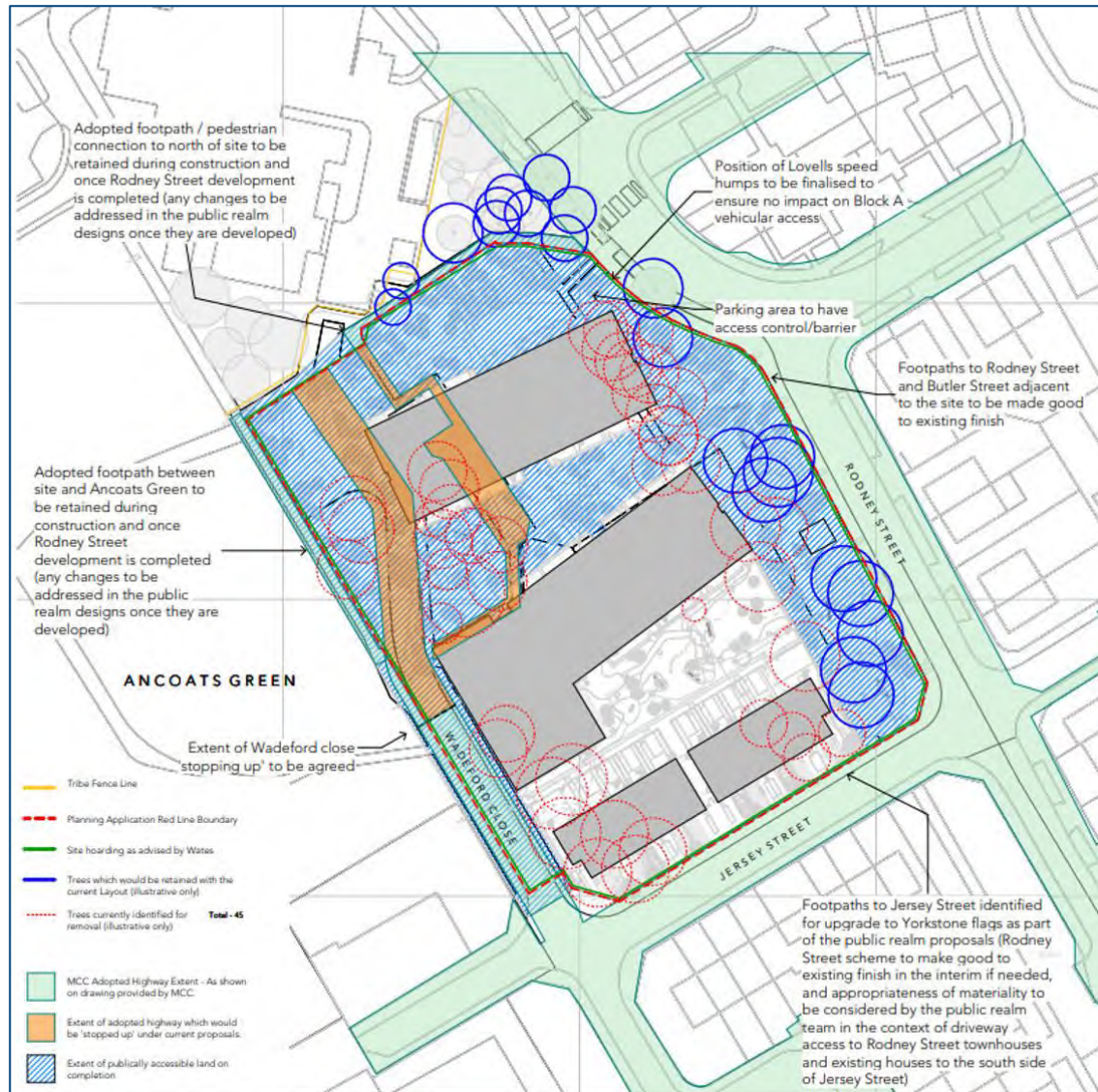
5.4 Managing Car Parking Demand

- 5.4.1 The Rodney Street development is located in a sustainable location on the edge of Ancoats. As noted in **Section 4**, the site is within walking distance of the city centre for employment, education and leisure opportunities in addition to significant public transport infrastructure. More locally, the site is served by high frequency bus services on Oldham Road and is within walking distance to the Metrolink network.
- 5.4.2 In the first instance, sustainable travel options will be promoted to residents of the site. The site benefits from a sustainable location, generous cycle parking, and close proximity to public transport infrastructure. The 2011 Census Travel to Work data suggests that that 50% of people living in the area walk to work as their primary mode of transport and 18% drive.
- 5.4.3 As noted above, Manchester City Council is developing a Traffic Regulation Order strategy for Ancoats. Currently, the site is bounded by parking restrictions in the form of single and double yellow lines. Residential streets in Miles Platting such as Garforth Avenue and Stephen Hunt Street are also governed by traffic regulation orders limiting overspill and commuter parking, albeit it is acknowledged that these measures require review and that further measures in the area are required.
- 5.4.4 As noted below, the Rodney Street development specifically will provide no waiting at any time TROs (double yellow lines) on the remainder of Wadeford Close to further manage existing car parking demand and prevent any overspill parking from the Rodney Street development.
- 5.4.5 The Ancoats Mobility Hub will provide 30 spaces for the Rodney Street development. The Mobility Hub will also provide other means of containing car parking demand, including the provision of car club bays. It should be noted that in the England & Wales Car Club Annual Survey 2017/18 1 car club space = an average reduction of 6 private cars.
- 5.4.6 If demand for additional car parking does arise, car parking could be used within SIP's Gun Street multi-storey car park which is 800m from the Rodney Street site and CitiPark's Tariff Street multi-storey car park that is 1.0km from the site. Both of these options are within acceptable walking distance to the site. Residents would be responsible for their own car parking arrangements with these third-party operators.

5.5 Stopping Up Order

- 5.5.1 To deliver the Rodney Street development and the landscaping and public realm improvements it is necessary to "Stop Up" large sections of Wadford Close. The stopping up application will be made under Section 247 of the Town and Country Planning Act 1990. The indicative extent of the stopping up order is presented in **Figure 5.2** and **Appendix E**.

Figure 5.2 Proposed Extent of the Stopping Up Order

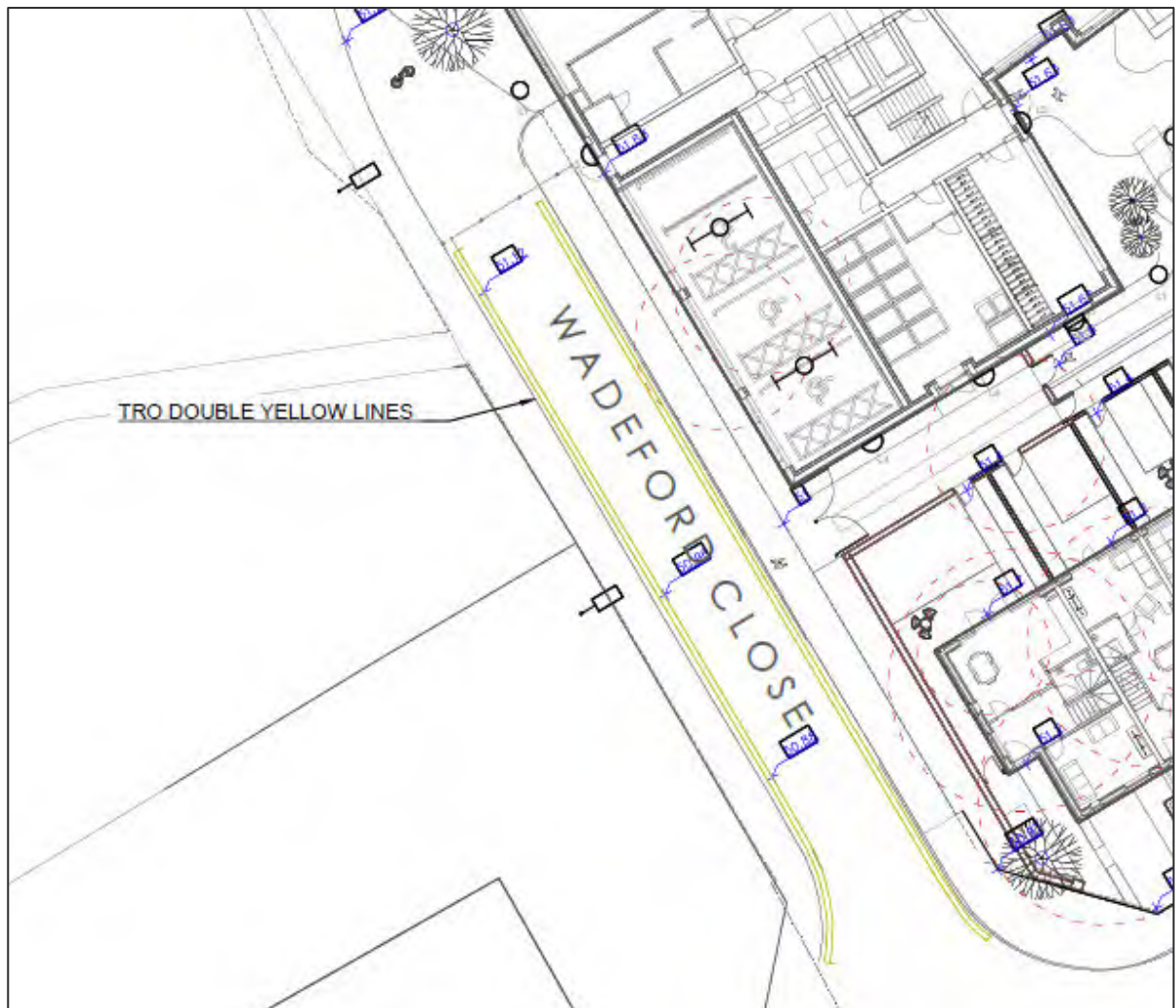


5.6 Traffic Regulation Orders

- 5.6.1 As noted earlier, a TRO review is currently being undertaken by Manchester City Council in conjunction with the development of the wider public realm strategy for the Poland Street Zone. This review will develop a TRO strategy for the area which will seek to prevent parking on residential streets by commuters and by those who should be parking in the new Mobility Hub. It is anticipated that this strategy will be implemented prior to the opening of the Rodney Street development.

- 5.6.2 The Rodney Street development specifically will provide no waiting at any time restrictions (double yellow lines) to prohibit parking at all times on the remaining section of Wadeford Close. The extent of the proposed TROs is presented in **Figure 5.3** below and in **Appendix F**.

Figure 5.3 Proposed Traffic Regulation Orders



5.7 Deliveries and Emergency Access

- 5.7.1 The Ancoats Mobility Hub will provide a "delivery hub" to allow a daily aggregation and sustainable last mile distribution of the parcels destined for the residential developments within the area, including the Rodney Street development. The Mobility Hub will take delivery of small to medium sized parcels where they will be stored until either an electric vehicle or cargo bike is full and ready for delivery.
- 5.7.2 The Mobility Hub will be located on the western side of Ancoats Green. The construction of the Mobility Hub, the Rodney Street site and improvements to Ancoats Green will create a coherent piece of public realm and landscaping linking the developments together. This will aid cargo bike movements and customer collections between the Mobility Hub and the Rodney Street development.
- 5.7.3 Outside of deliveries to the Mobility Hub, infrequent servicing requirements for Block A can be undertaken within the car parking area to the north of the block and on street, this is demonstrated

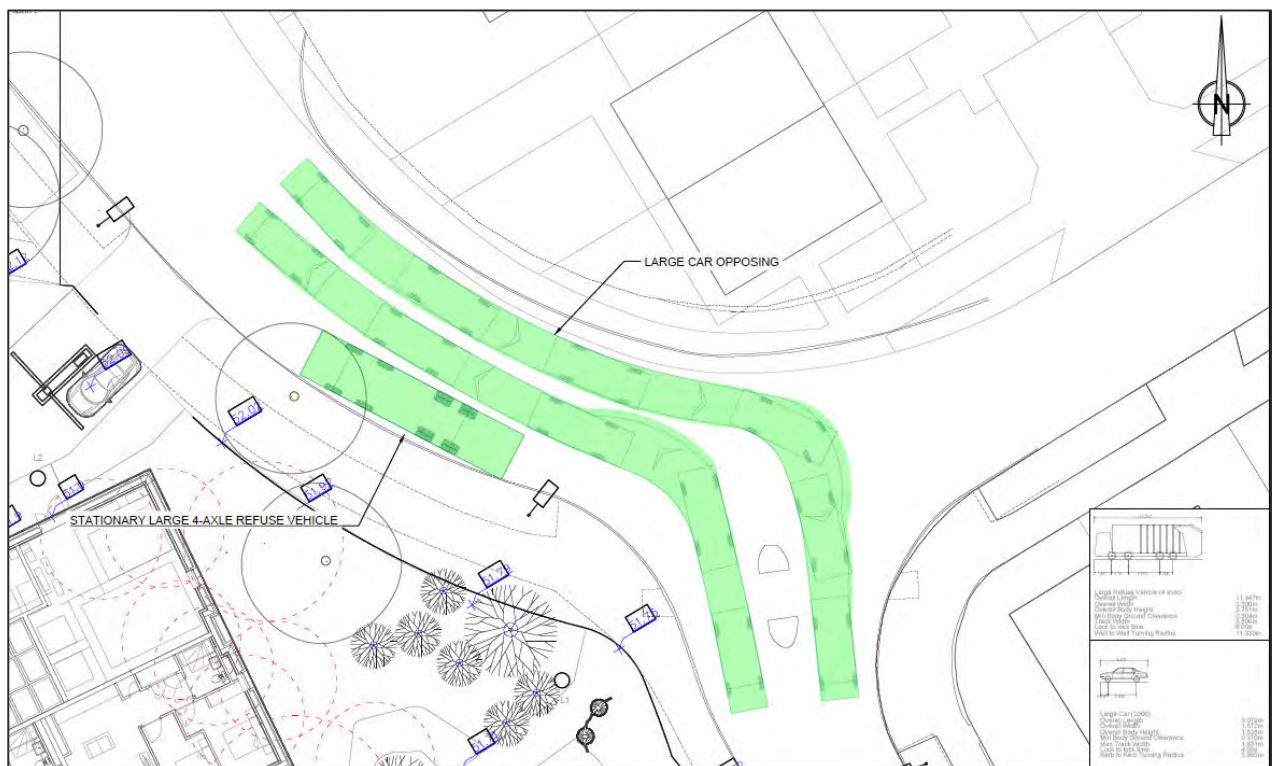
within **Appendix G**. Deliveries to this loading area would be infrequent and managed by the on-site management team.

- 5.7.4 Block B has access to an internal and external loading bay, Block B will house the postal area and concierge service for onward distribution to residents. The external loading bay allows for fire tender access to Block B, swept path analysis for a fire tender is presented in **Appendix H**.
- 5.7.5 Fire tender access for Block A can be achieved via the northern car parking area.

Refuse Collection

- 5.7.6 Refuse collection for Block A can be undertaken on Butler Street in a similar manner to the recently approved Lovell's scheme [Planning Reference: 129187/FO/2021] on the north eastern side of Butler Street.
- 5.7.7 The refuse store is located at ground floor and receptacles will be stored within the curtilage of the site on refuse collection days. The refuse receptacles will be transferred to the refuse collection vehicle and deposited back within the curtilage of the site. Refuse will not be stored on the adopted highway.
- 5.7.8 It should also be noted that it is intended that refuse collection for the apartments is undertaken fortnightly, as such this will constitute an infrequent occurrence that will not be detrimental to highway safety.
- 5.7.9 To further demonstrate the proposed refuse collection arrangement, **Figure 5.4** presents how a large refuse vehicle collecting on Butler Street would still allow for two large cars to pass safely. This is presented in **Appendix I**.

Figure 5.4 Refuse Collection on Butler Street



- 5.7.10 Refuse collection for Block B will be undertaken from Wadeford Close. The refuse store is at ground floor and refuse receptacles will be taken from the refuse store to the external loading area, away from the adopted highway. The refuse receptacles will then be taken to the collection vehicle and returned to the external loading area, ensuring that refuse is not stored on the adopted highway. Again, it should be noted that refuse collection will be undertaken fortnightly for the apartment blocks, and as such this will constitute an infrequent occurrence that will not be detrimental to highway safety. Swept path analysis presenting refuse collection is presented in **Appendix I**.
- 5.7.11 Refuse collection for the townhouses will be undertaken on Jersey Street in the same manner as the existing properties on the southern side of the carriageway.
- 5.7.12 The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles. The refuse collection proposals are compliant with the recommendations within Manual for Streets.
- 5.7.13 The exact details of the servicing arrangements are included within the Waste Management Strategy (WMS) which has been prepared in support of this planning application. The WMS should be read in conjunction with this TS.

5.8 The Ancoats Mobility Hub

- 5.8.1 As previously stated, there is a clear link between the proposed development and The Ancoats Mobility Hub development and in addition to use of the 30 dedicated parking spaces for the scheme, residents of the proposed development will be encouraged to use the facilities implemented by The Hub, including the following:
- Dedicated Car Club Facility;
 - 25% of spaces within the Ancoats Mobility Hub will provide an EV charger, and this will rise to 100%, providing infrastructure for residents to choose electric vehicles which has not been present before;
 - Cycle Parking Facilities;
 - Bike Hire (including E-Cargo Bike Hire);
 - Deliveries Hub.
- 5.8.2 The sustainable travel opportunities that The Hub presents will be promoted to residents of the development from the outset and will be marketed to direct and encourage residents to use The Hub's facilities.

6. TRIP GENERATION

6.1 Trip Generation

- 6.1.1 This section of the report considers the trip generation levels associated with the proposed development and the impact it will have on the local highway network. Under the proposed application, the site comprises a C3 residential development, including significant public realm, seven disabled car parking spaces, 10 driveway spaces and associated refuse facilities and bicycle storage.
- 6.1.2 Due to the restriction of parking on site, the anticipated trip generation of the proposed development is considered to be negligible. The Ancoats Mobility Hub will also provide a delivery consolidation function for the residential units within Ancoats, further reducing vehicle trips associated with the site.
- 6.1.3 Due to the site's edge of city centre location and the corresponding limited proposed on-site car parking provision, the proposals are considered unlikely to generate substantive levels of traffic demand and the forecasted levels of trip generation do not warrant junction assessments. Therefore, the planning application does not need to be supported by detailed highway network capacity analysis.
- 6.1.4 In addition to the above, there are also options for available parking in the wider Ancoats Area and it is anticipated that any 'new' trips generated by the development will utilise the existing car parks, designated parking bays and The Ancoats Mobility Hub within close proximity to the site. The trips associated with the 30 parking spaces that will be used by residents within the Ancoats Mobility Hub have already been assessed as part of that planning application.
- 6.1.5 Therefore, with regards to the above, a trip generation exercise is not deemed appropriate in this instance. The site is well located to make use of the existing public transport links and on this basis the proposed development is better placed to discourage car travel.

7. SUMMARY AND CONCLUSION

7.1 Summary

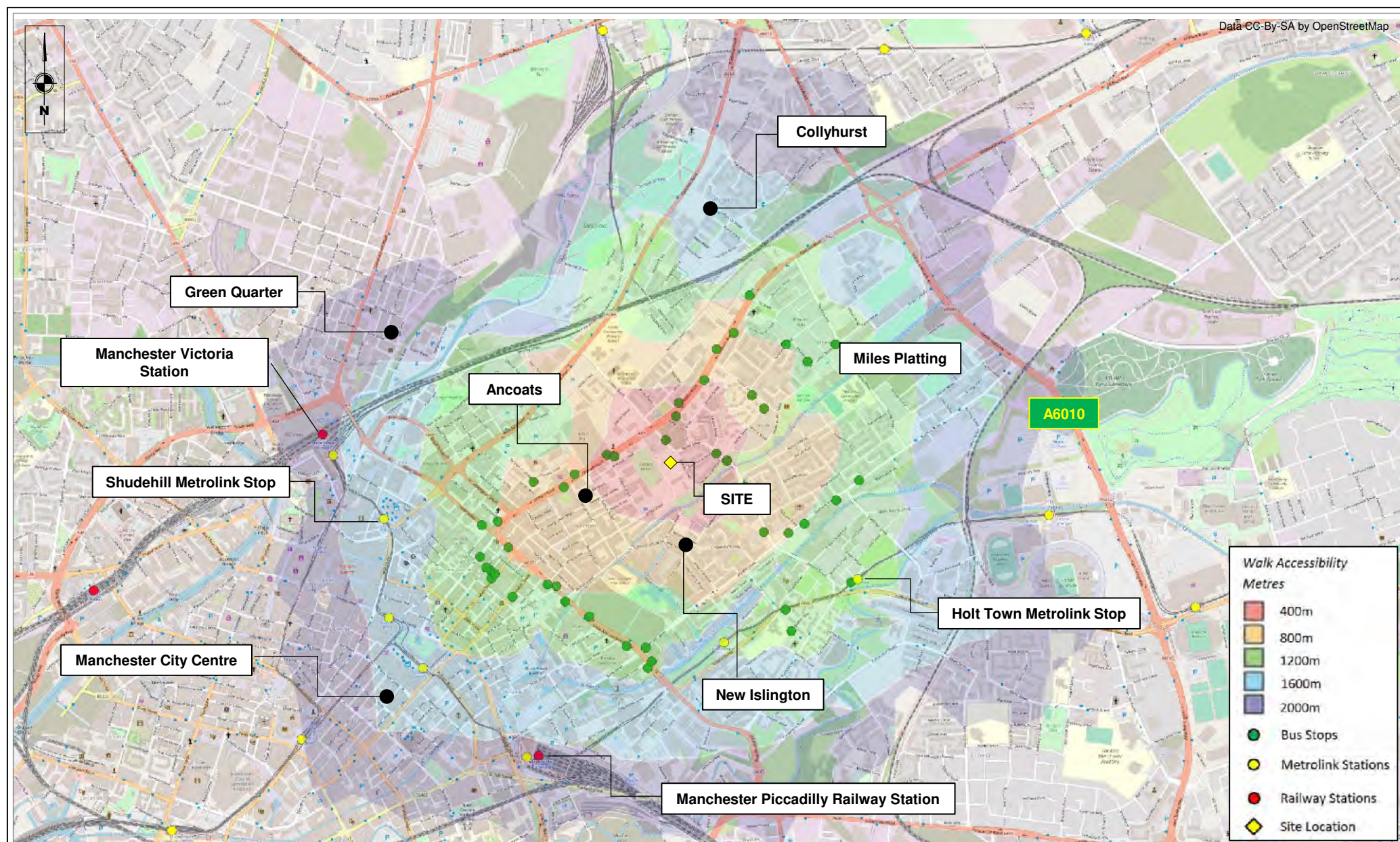
- 7.1.1 Hydrock has been instructed by Wates Construction Ltd to produce a Transport Statement in support of a proposed 128 dwelling residential development in Ancoats, Manchester.
- 7.1.2 The proposals are an addition to the Ancoats residential neighbourhood and are within walking distance of Manchester City Centre. The proposals present an opportunity for the promotion of sustainable urban living, in line with Manchester City Council's aspirations for the continuing regeneration of the area
- 7.1.3 The total provision for parking on the site is seven disabled parking bays for the apartments which all include electric car charging points at 7kW charge which enables all bays to be used by electric vehicles as a mechanism for futureproofing the development; and 10 electric vehicle enabled driveway spaces for the townhouses. This is in addition to a further 30 vehicular car parking spaces to be provided within the Ancoats Mobility Hub which is to be located off Poland Street and is a short walk from the Rodney Street site. The Ancoats Mobility Hub was recently approved in July 2021.
- 7.1.4 Based on the location and lack of on-site car parking, the site is not anticipated to generate any significant vehicle trips. The Ancoats Mobility Hub will provide a delivery consolidation service for the surrounding residential developments including Rodney Street, reducing the number of deliveries to the site.
- 7.1.5 The swept path analysis undertaken has demonstrated that the proposed site layout is suitable and all turning, access, egress and parking manoeuvres can be performed safely.
- 7.1.6 The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles.
- 7.1.7 The sustainability assessment shows that the site benefits from excellent accessibility to many sustainable modes. The ability to readily access wider destinations by walking, cycling, bus or rail provides a key advantage in offering a real alternative to car travel (e.g. for journeys to work or for leisure) and as such promotes the aim of reducing car travel.
- 7.1.8 The development is considered compliant with Policy T1 of the Core Strategy, being excellently located to benefit from the public transport links in the immediate vicinity and within the City Centre, and promoting regeneration and economic vitality through the provision of improved access to jobs and services.
- 7.1.9 NPPF (July 2021 - paragraph 111) states that:

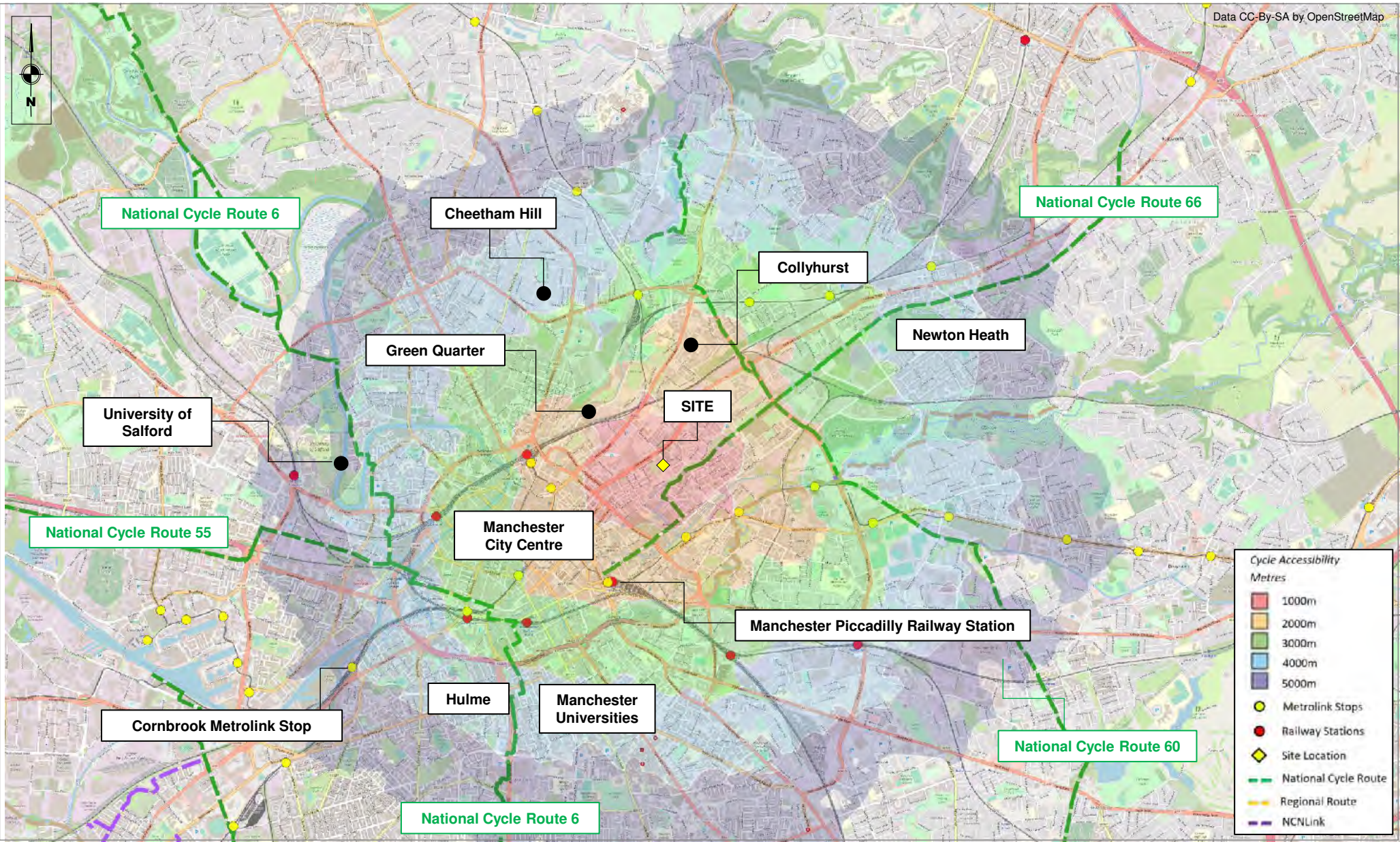
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 7.1.10 The traffic impact assessment shows that the proposed development would not have a "severe" impact on the local highway network.

7.2 Conclusion

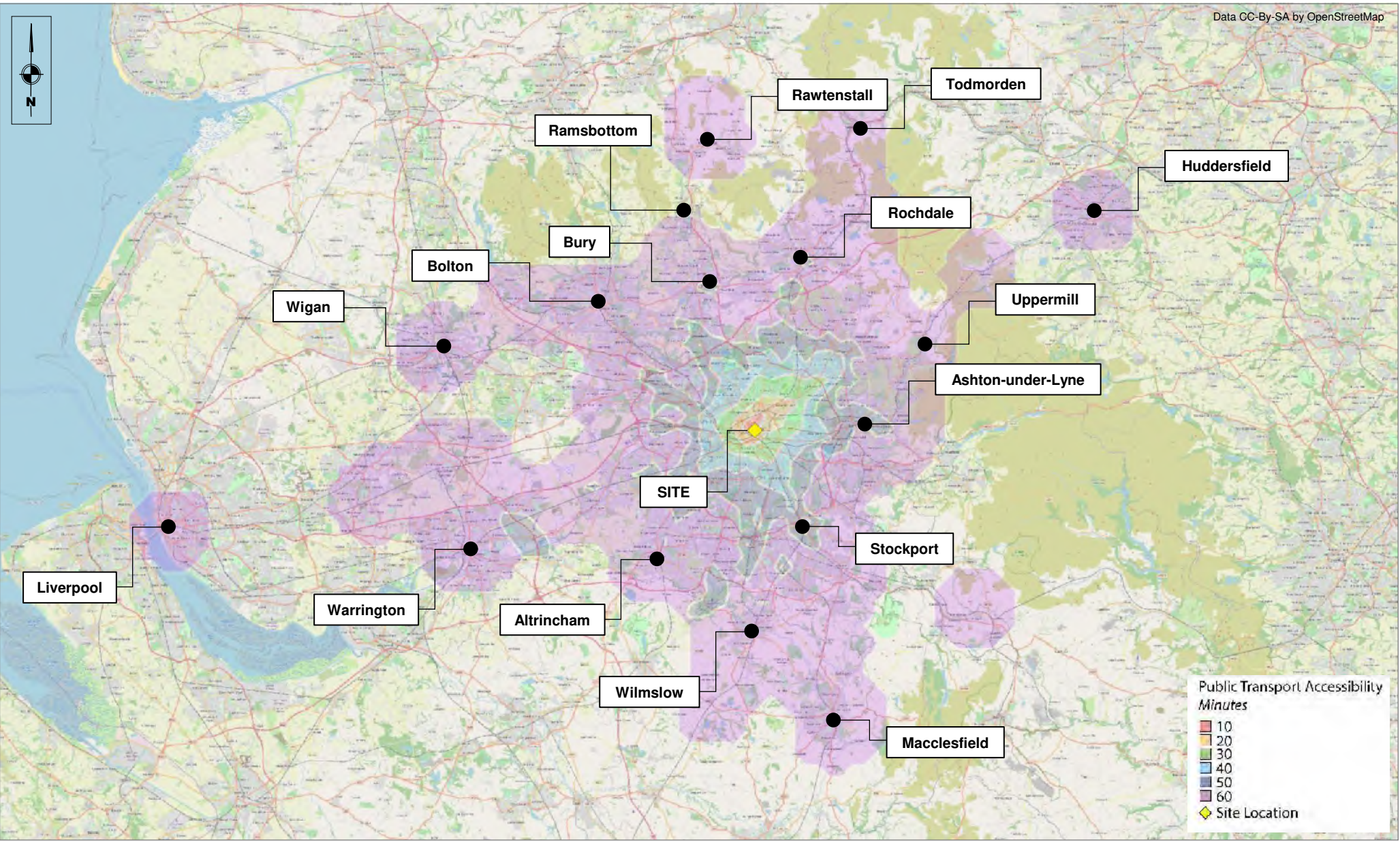
- 7.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this report that the proposed development accords with highway policies, access design recommendations and sustainable values.
- 7.2.2 The Rodney Street development is complimented by the recently consented Ancoats Mobility Hub which will provide 30 car parking spaces for the Rodney Street development, in addition to car and cycle hire facilities.

Appendix A Accessibility Plans





	Project Title This City, Rodney Street	Drawing Title Accessibility: 5km Cycling Catchment	Job Number 18321	By CP	Rev	Description	Date	By	Drawing No.
			Date 16.05.2022	Checked SD	-	-	-	-	APPENDIX B
			Scale NTS	Status -	-	-	-	-	Figure
					-	-	-	-	2



Public Transport Accessibility
Minutes

- 10
- 20
- 30
- 40
- 50
- 60
- Site Location

	Project Title This City, Rodney Street	Drawing Title Accessibility: 60minute Public Transport Catchment	Job Number 18321	By CP	Rev	Description	Date	By	Drawing No.
			Date 16/05/2022	Checked SD	-	-	-	-	APPENDIX B
			Scale NTS	Status -	-	-	-	-	Figure
					-	-	-	-	3

Appendix B Proposed Site Layout



NOTES:
1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

THIS DRAWING WAS PLOTTED ON:
08/06/2022

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
16/05/2022	1		Planting Mix	
19/05/2022	2		Tree Update	
08/06/2022	3		General Amends	

GENERAL INFORMATION

Application Site Boundary

HARDWORKS

- Hardsurfacing Type 1**
Coloured Tarmac (Light Buff) - Porous & Non-porous - vehicular / MWPE loadings
- Hardsurfacing Type 2**
Safer Surfacing resin bound surface / wet pour (SBR base layer and an EPDM top layer), over tarmac & MOT type 1 sub base
- Hardsurfacing Type 3**
Driveways - concrete block - inish 200 x 50 x 60
- Hardsurfacing Type 4**
Porcelain tile - assume 20mm tile
- Green Gap Paving**
Subject to Future Detail
- Macadam (Vehicular)**
To Engineer's Detail
- Macadam (Pedestrian)**
To Engineer's Detail

FURNITURE & BOUNDARY TREATMENT

- Boundary Brick Wall**
Subject to future detail
- Fence**
Subject to future detail
- Timber Play Equipment**
Subject to future detail
- Feature Seat**
Subject to future detail
- Boundary Brick Entrance Pier**
Subject to future detail
- Metal Pedestrian Gate**
Subject to future detail
- Cycle Store**
Subject to future detail
- External Light Fittings**
Lighting provisions to M&E consultant

SOFTWORKS

- Existing Tree Retained**
- Clear-stem Tree Planting**
Girth 20-35 (Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001)
- Clear-stem Tree Planting**
Girth 20-25 (Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001)
- Clear-stem Tree Planting**
Girth 18-20 (Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001)
- Multi-stem Tree Planting**
Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001
- Native and Ornamental Planting**
Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001
- Shade Tolerant Wildflower (Woodland) Mix**
Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001
- Rain Gardens**
Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001
- Hedge Planting**
Refer to drawing: RODSTA-LYR-XX-ZZ-DWG-L-3001
- Lawn**

ORIGINATOR

W layer.studio T 01625 523 157 E manchester or newcastle@layer.studio	MANCHESTER Flintfab The Barn One Hollin Lane 1 Salters Road Styal Cheshire SK9 4JH	NEWCASTLE Gosforth Newcastle upon Tyne NE3 1DH
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CLIENT

Wates Construction Ltd.

PROJECT

Land to the west of Rodney Street
Manchester

DRAWING TITLE

Landscape Masterplan

DRAWING NUMBER

RODSTA-LYR-XX-ZZ-DWG-L-1001

REV

3

STATUS

PLANNING

SCALE

1:250 @ A1

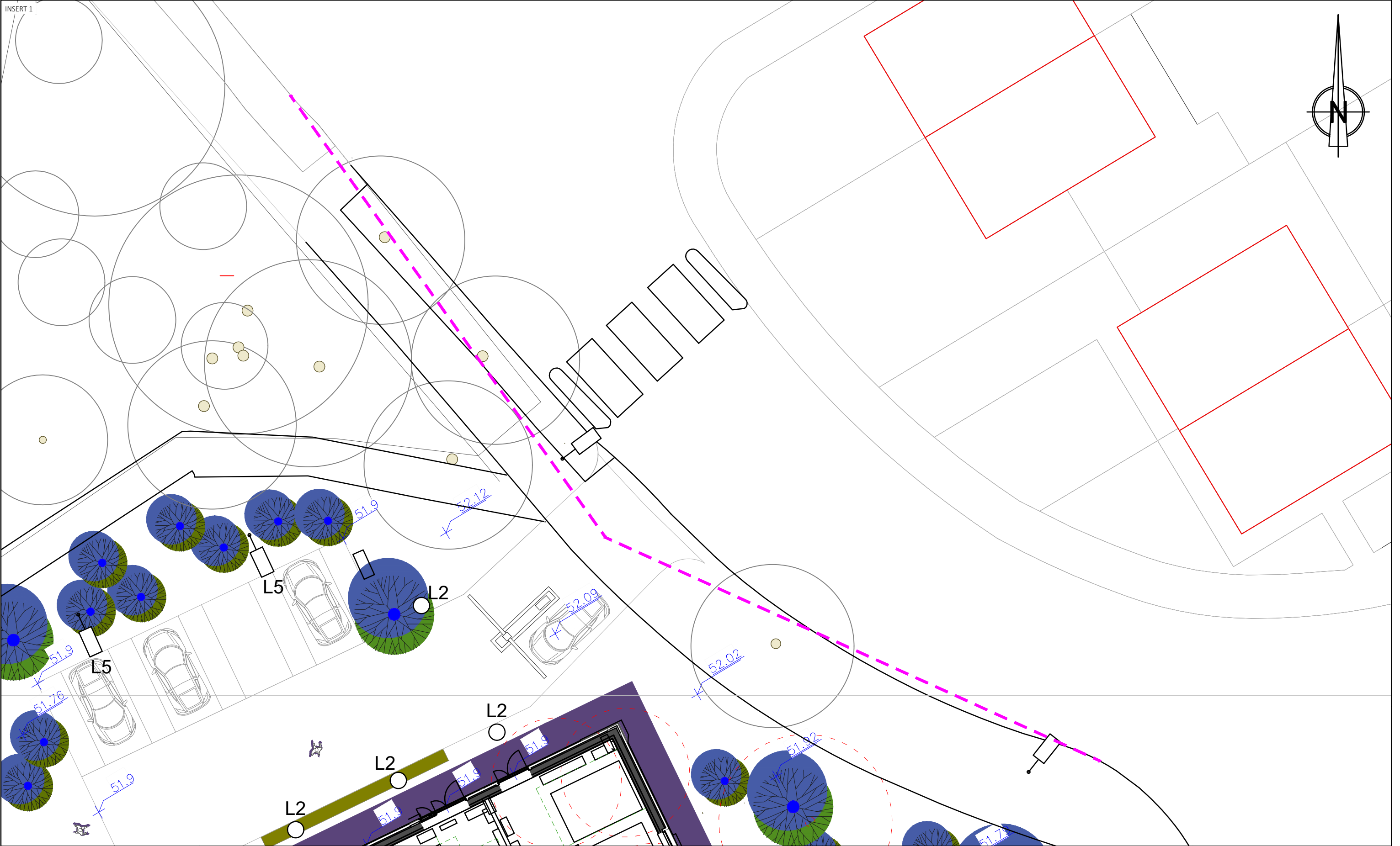
CREATED BY

AD

CHECKED BY

ST

Appendix C Visibility Splays



KEY PLAN

VISIBILITY SPLAYS

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

VISIBILITY SPLAYS DRAWN BASED ON SSD FOR 20MPH DESIGN SPEED ACCORDING TO M1S STANDARDS.

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

P01.01	FIRST ISSUE	SG	13/06/2022	CP	13/06/2022	CP	13/06/2022
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

CLIENT
WATES CONSTRUCTION

PROJECT
RODNEY STREET

TITLE
VISIBILITY SPLAYS 2.4 X 25.0M

HYDROCK PROJECT NO.
C-18321

SCALE @ A3
1:250

STATUS DESCRIPTION
SUITABLE FOR INFORMATION

DRAWING NO.
18321-HYD-XX-XX-DR-TP-0003

STATUS
S0

REVISION
P01.01



KEY PLAN VISIBILITY SPLAYS	NOTES 1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION 2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN 3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION VISIBILITY SPAYS DRAWN BASED ON SSD FOR 20MPH DESIGN SPEED ACCORDING TO MFS STANDARDS.	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock CLIENT WATES CONSTRUCTION	TITLE VISIBILITY SPLAYS 2.4 X 25.0M			
						HYDROCK PROJECT NO. C-18321	SCALE @ A3 1:250		
					P01.01 FIRST ISSUE SG13/06/2022CP13/06/2022CP13/06/2022	PROJECT RODNEY STREET	STATUS DESCRIPTION SUITABLE FOR INFORMATION		STATUS SO
					REV REVNOTES DRAWNBYDATE-DCHKBYDATE-CAPPRYDATE-A		DRAWING NO. 18321-HYD-XX-XX-DR-TP-0003	REVISION P01.01	



KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS					
P01.01	FIRST ISSUE				
SG	13/06/2022	CP	13/06/2022	CP	13/06/2022
REV	REVNOTES				
DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Hydrock

CLIENT

WATES CONSTRUCTION

PROJECT

RODNEY STREET

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

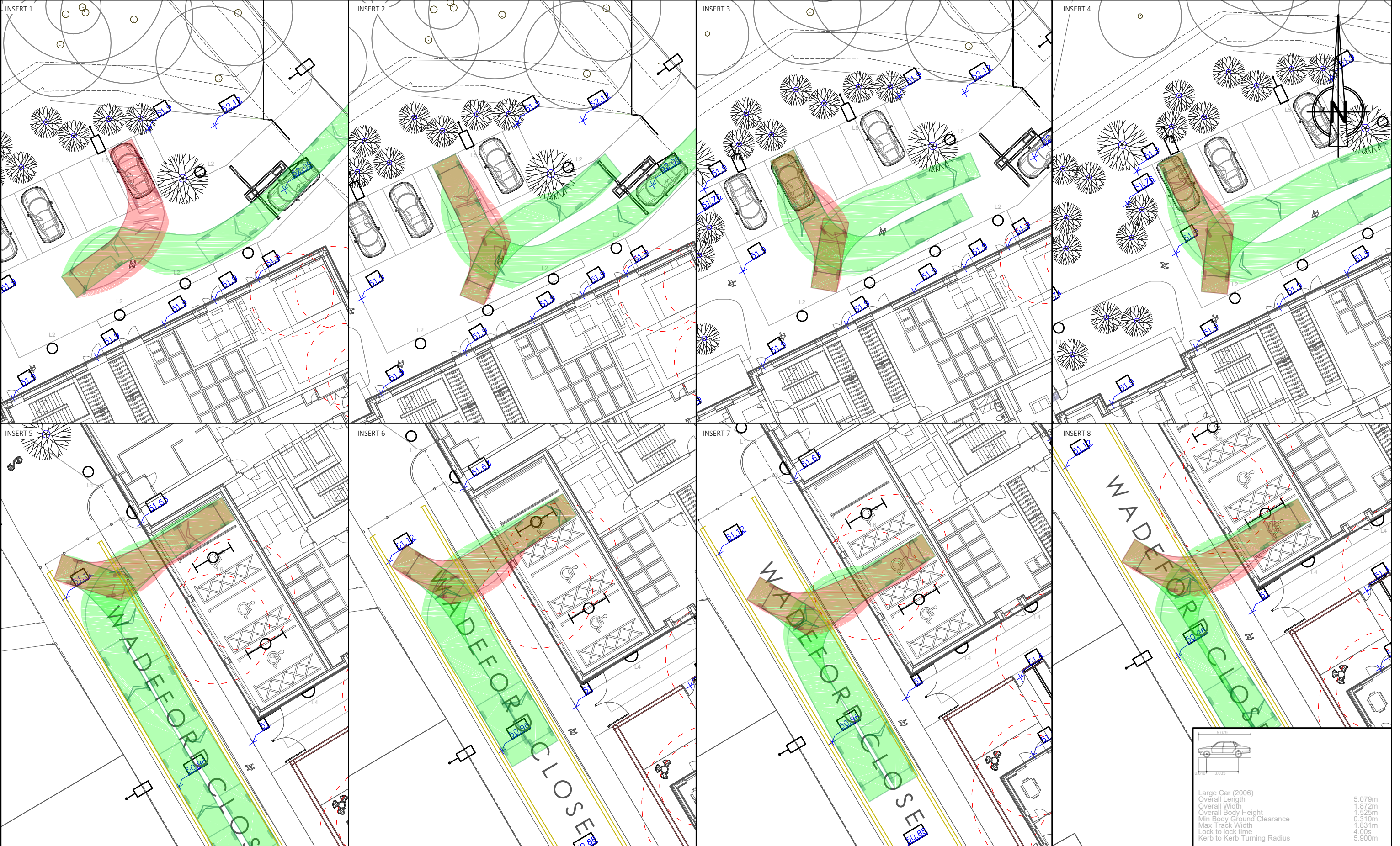
TITLE

SWEPT PATH ANALYSIS - LARGE CAR - SPEED HUMPS

HYDROCK PROJECT NO. C-18321	SCALE @ A3 1:250
STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS S0
DRAWING NO. 18321-HYD-XX-XX-DR-TP-0007	REVISION P01.01

INSERT 1

Appendix D Swept Path Analysis - Large Car



Large Car (2006) Overall Length 5.079m Overall Width 1.872m Overall Body Height 1.525m Min Body Ground Clearance 0.310m Max Track Width 1.831m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.900m	

KEY PLAN	
	VEHICLE BODY IN FORWARD GEAR
	VEHICLE BODY IN REVERSE GEAR
	VEHICLE CHASSIS IN FORWARD GEAR
	VEHICLE CHASSIS IN REVERSE GEAR

NOTES

NOTES (CONTINUED)

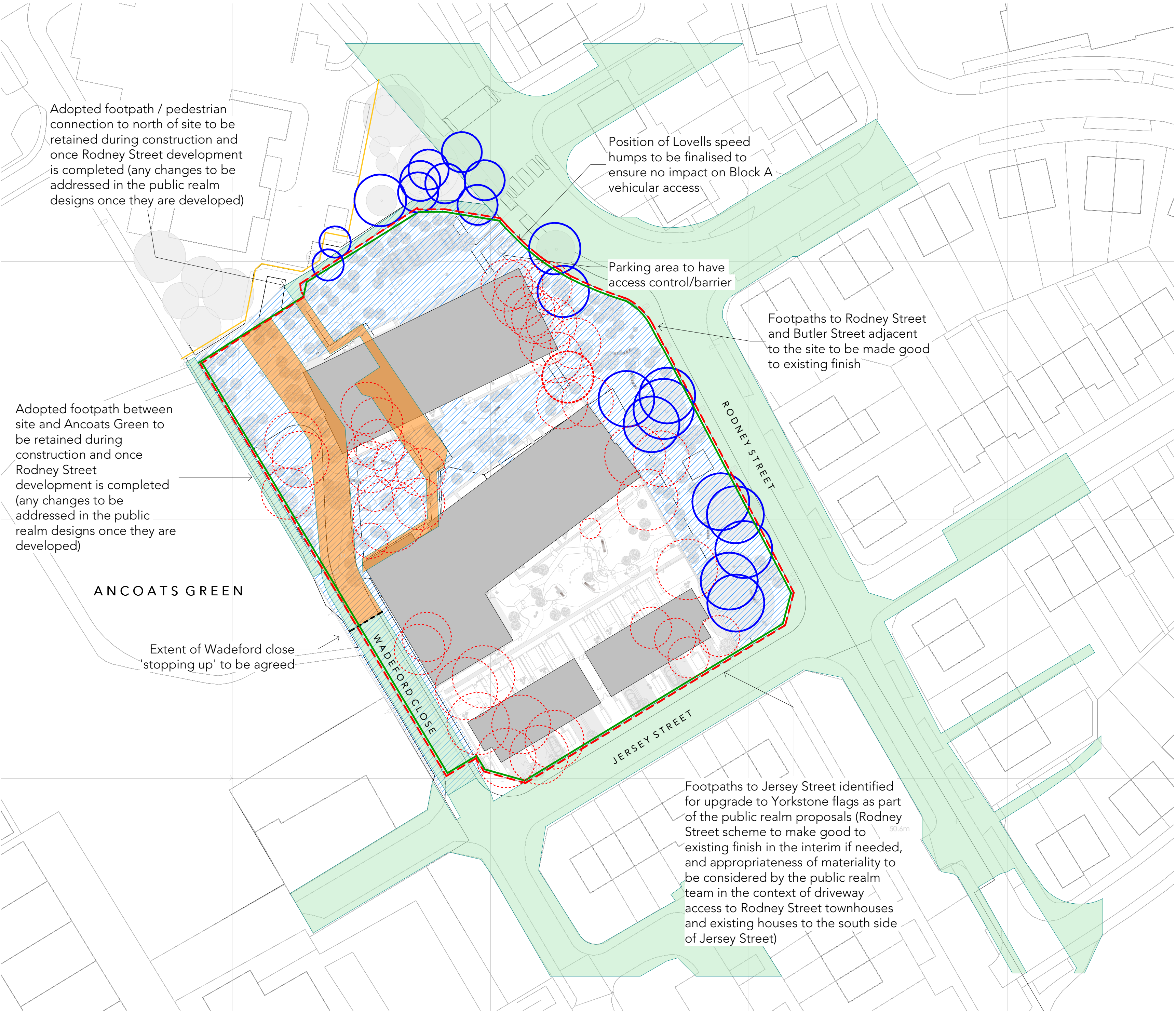
REVISIONS (CONTINUED)

REVISIONS	

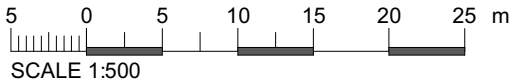
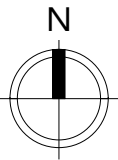
CLIENT	
WATES CONSTRUCTION	
PROJECT	
RODNEY STREET	

TITLE	
SWEEP PATH ANALYSIS - LARGE CAR	
HYDROCK PROJECT NO.	SCALE @ A3
C-18321	1:250
STATUS DESCRIPTION	STATUS
SUITABLE FOR INFORMATION	S0
DRAWING NO.	REVISION
18321-HYD-XX-XX-DR-TP-0001	P01.01

Appendix E Stopping Up Order Extents



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



- Tribe Fence Line
- Planning Application Red Line Boundary
- Site hoarding as advised by Wates
- Trees which would be retained with the current Layout (illustrative only)
- Trees currently identified for removal (illustrative only) **Total - 45**

- MCC Adopted Highway Extent - As shown on drawing provided by MCC.
- Extent of adopted highway which would be 'stopped up' under current proposals.
- Extent of publically accessible land on completion

P05	13.06.22	AMP	Notes updated
P04	10.06.22	AMP	Tree removal figure updated
P03	04.05.22	AMP	Issued for pre-app doc
P02	26.04.22	SD	Issued for Comment
P01	19.04.22	SD	Issued for Comment
Rev	Date	Intls	Details

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Buttress

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Manchester
M4 6AF

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E contact@buttress.net
W www.buttress.net

Project Title	This City residential development, Ancoats, Manchester
Client	Wates Construction Ltd
Location	Land to the west of Rodney Street, Manchester, M4 6JJ

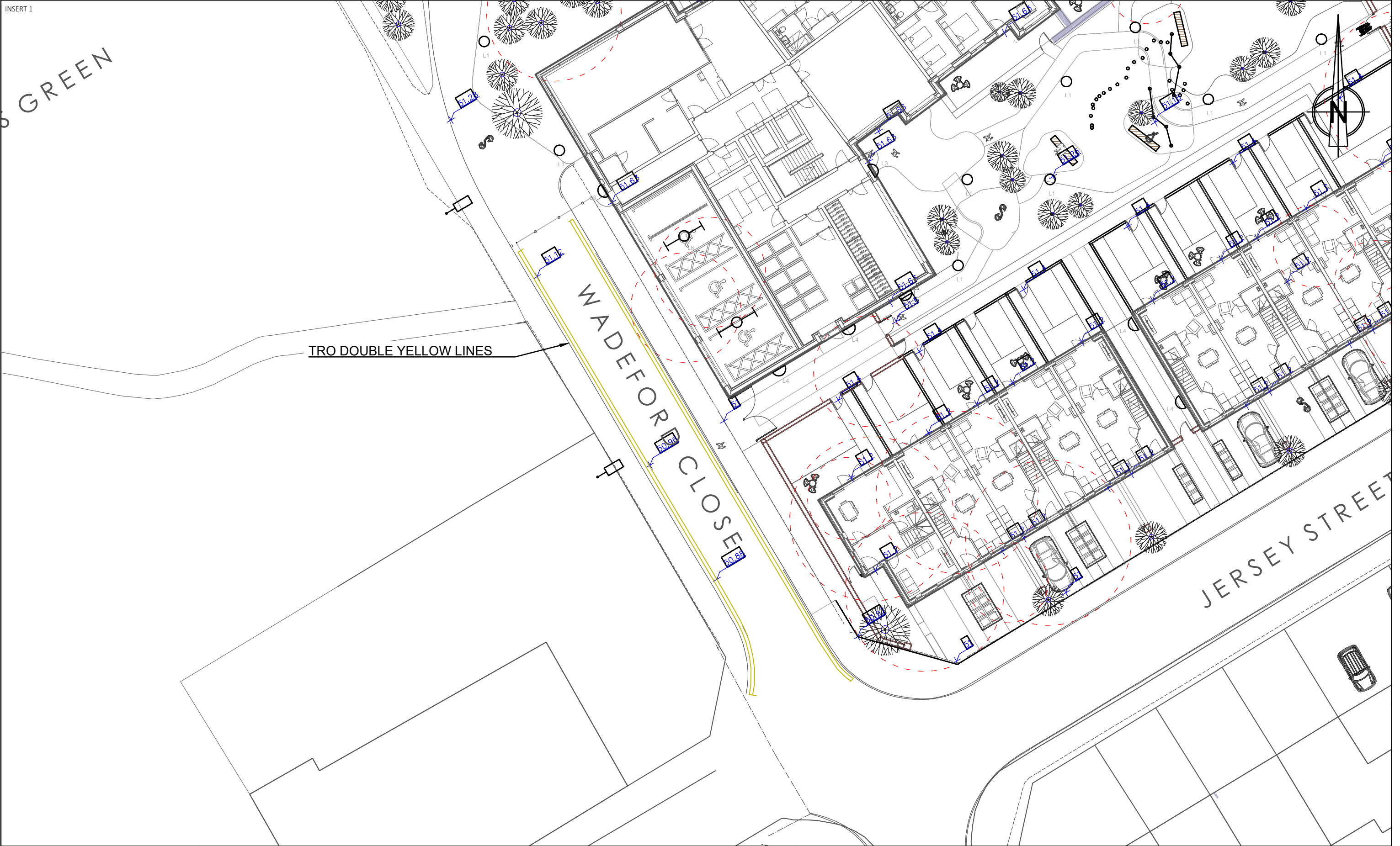
Drawing ref	Site Plan - Boundary / Hoarding and Landscape Overlay
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Checker	Checker	Orig Paper Size	A2

Job No:	9139	Status	Information
DRAFT			

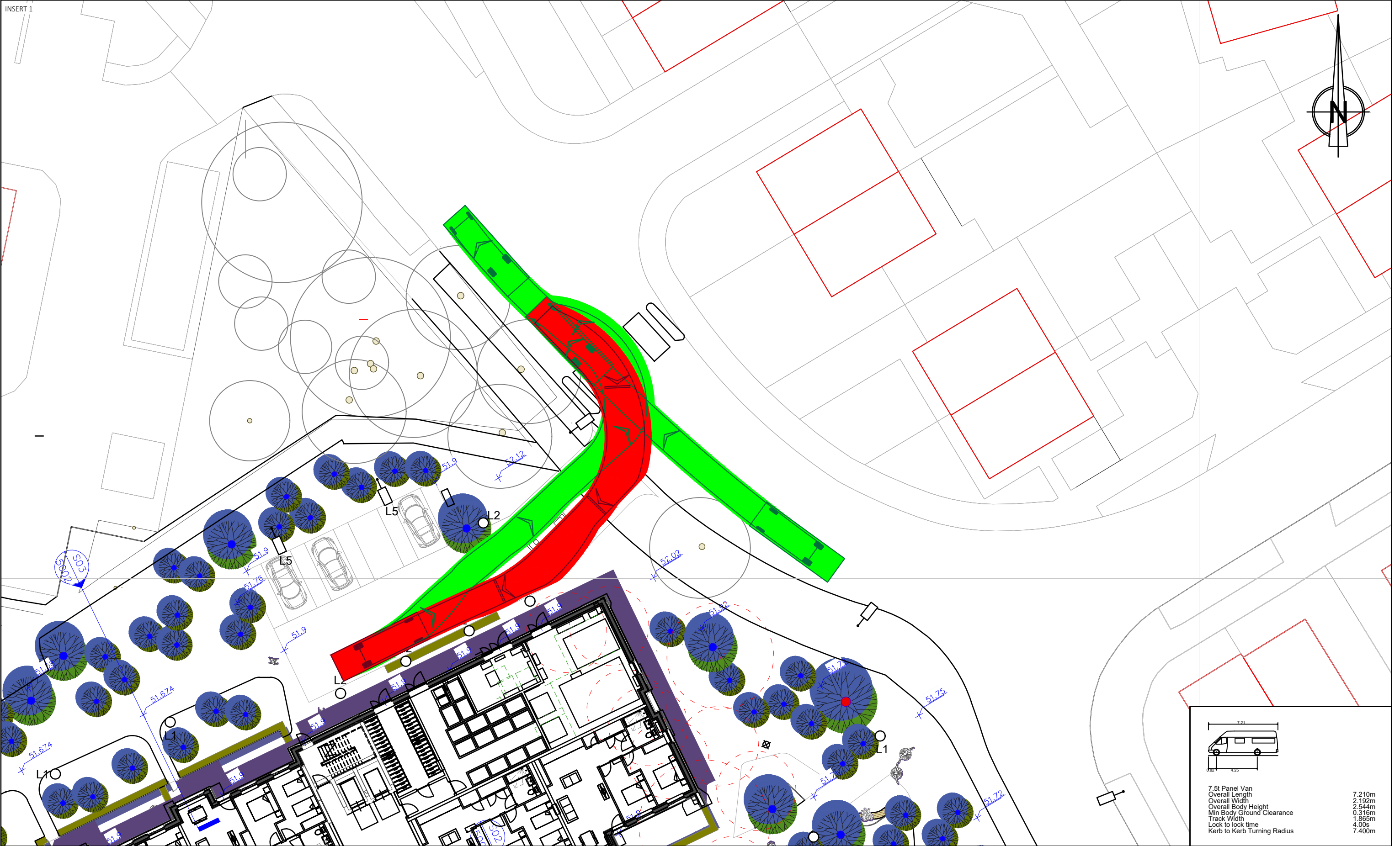
Project:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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Appendix F Proposed Traffic Regulation Orders



KEY PLAN DOUBLE YELLOW LINES (TRO)	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock CLIENT WATES CONSTRUCTION	TITLE		TRAFFIC REGULATION ORDER - DOUBLE YELLOW LINES WADEFORD CLOSE									
						HYDROCK PROJECT NO.		SCALE @ A3									
						C-18321		1:250									
						PROJECT		STATUS DESCRIPTION		STATUS							
						RODNEY STREET		SUITABLE FOR INFORMATION		S0							
P01.01		FIRST ISSUE		REVNOTES		DRAWING NO.		REVISION									
REV		SG		DATE-D		CHKBY		DATE-C		APPLY		DATE-A		18321-HYD-XX-XX-DR-TP-0006		P01.01	

Appendix G Block A - Loading Bay



KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS					
P01.01	FIRST ISSUE				
SG	13/06/2022	CP	13/06/2022	CP	13/06/2022
REV	REVNOTES				
DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

Hydrock

CLIENT

WATES CONSTRUCTION

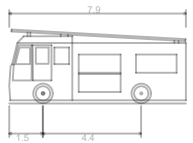
PROJECT

RODNEY STREET

7.5t Panel Van
Overall Length 7.21m
Overall Width 2.192m
Overall Body Height 2.544m
Min. Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

TITLE		
SWEEP PATH ANALYSIS - LARGE PANEL VAN = BLOCK A		
HYDROCK PROJECT NO.	SCALE @ A3	
C-18321	1:250	
STATUS DESCRIPTION		STATUS
SUITABLE FOR INFORMATION		S0
DRAWING NO.		REVISION
18321-HYD-XX-XX-DR-TP-0008		P01.01

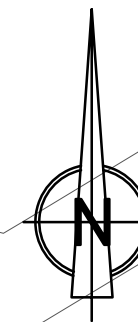
Appendix H Fire Tender Access



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

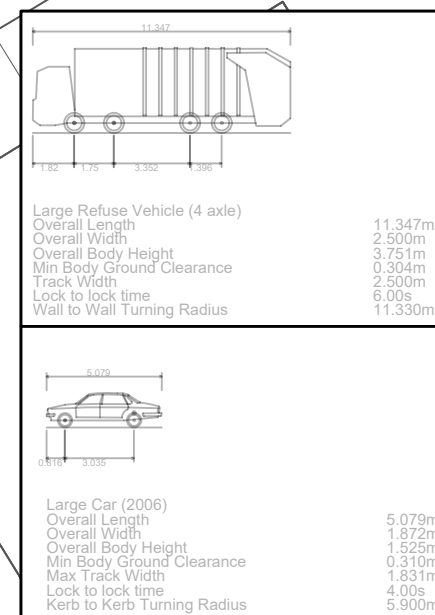
KEY PLAN VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock	TITLE			
					CLIENT WATES CONSTRUCTION	SWEPT PATH ANALYSIS - 7.9M PUMPING APPLIANCE			
						HYDROCK PROJECT NO. C-18321	SCALE @ A3 1:250		
						STATUS DESCRIPTION SUITABLE FOR INFORMATION		STATUS S0	
						DRAWING NO. 18321-HYD-XX-XX-DR-TP-0002		REVISION P01.01	
P01.01	FIRST ISSUE SG	27/05/2022	CP	27/05/2022	CP	27/05/2022	PROJECT RODNEY STREET		
REV	REVNOTES								
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPROB	DATE-A			

Appendix I Refuse Collection

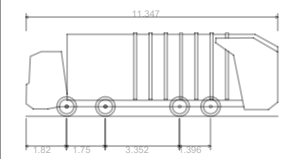
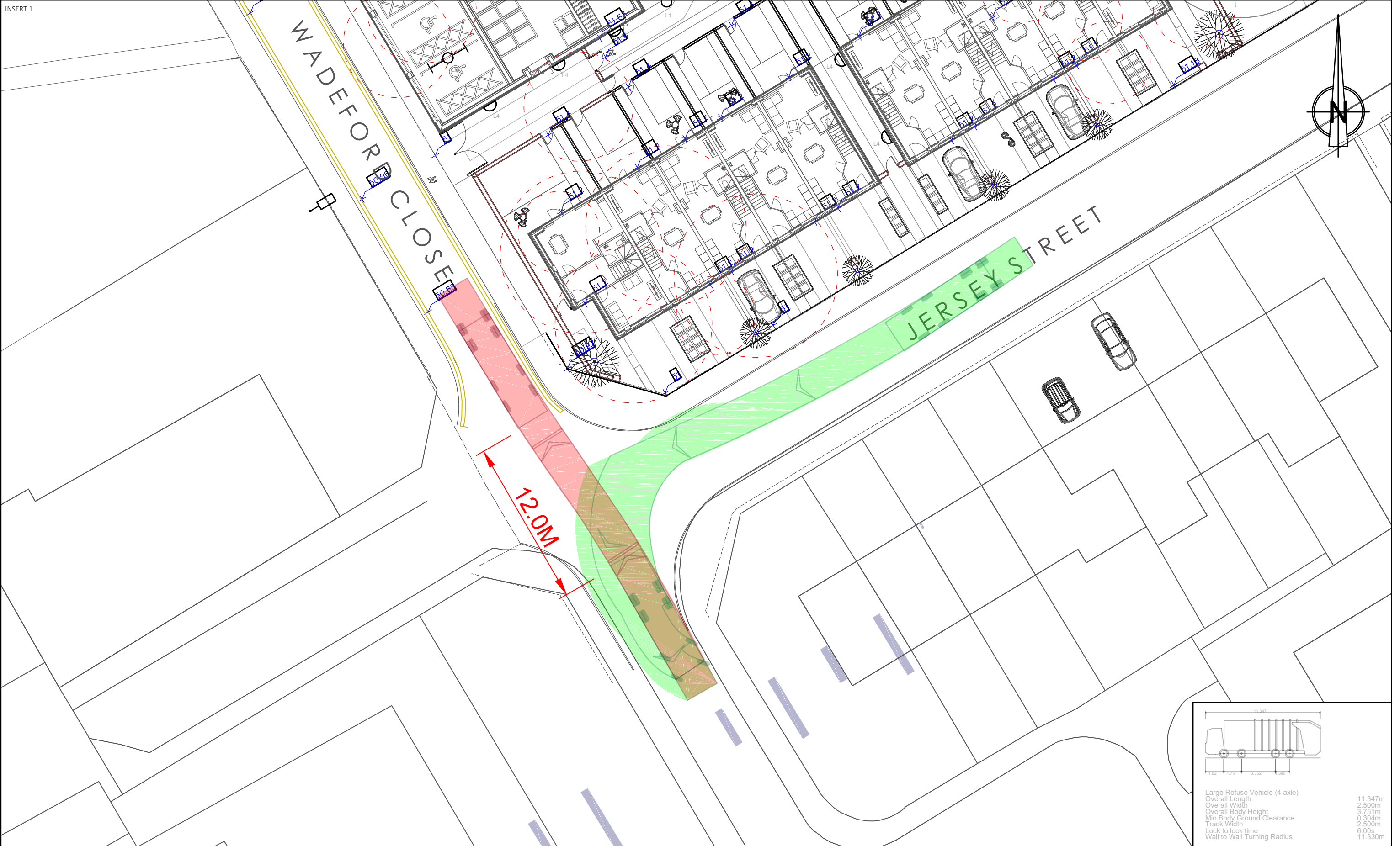


- LARGE CAR OPPOSING

STATIONARY LARGE 4-AXLE REFUSE VEHICLE



KEY PLAN VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock		TITLE								
					CLIENT		LARGE 4-AXLE REFUSE VEHICLE WITH LARGE CARS OPPOSING								
					WATES CONSTRUCTION		HYDROCK PROJECT NO. C-18321		SCALE @ A3 1:250						
					PROJECT		STATUS DESCRIPTION		STATUS						
					P01.01		FIRST ISSUE		SUITABLE FOR INFORMATION		S0				
					REV		REVNOTES		DRAWING NO.		REVISION				
DRAWNBY		DATE-D		CHKBY		DATE-C		APPBY		DATE-A		18321-HYD-XX-XX-DR-TP-0004		P01.01	



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

KEY PLAN VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	Hydrock	TITLE	
					CLIENT WATES CONSTRUCTION	LARGE 4-AXLE REFUSE VEHICLE 12M MANOEUVRE	
						HYDROCK PROJECT NO.	SCALE @ A3
						C-18321	1:250
						STATUS DESCRIPTION	
P01.01	FIRST ISSUE	PROJECT		SUITABLE FOR INFORMATION		S0	
SG	17/05/2022	CP	17/05/2022	CP	17/05/2022	RODNEY STREET	
REV	REVNOTES					DRAWING NO.	REVISION
DRAWNBY	DATE-D	CHKBY	DATE-C	APPROY	DATE-A	18321-HYD-XX-XX-DR-TP-0005	P01.01