

Temporary Change of Use, Land off Baird Street, Manchester

Transport Statement

Padel 16 Limited

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1. Introduction

1.1. Astute Transport Planning Limited has been commissioned by Padel 16 Limited to provide highways and transportation advice in support of a full planning application for the temporary change of use of an existing surface car park to a padel and wellbeing facility on land off Baird Street, Manchester city centre.

1.2. The proposed development will comprise indoor sports facilities falling within Use Class E(d) and outdoor sports facilities falling within Use Class F2(c).

1.3. The application seeks temporary planning permission for a period of three years. This Transport Statement (TS) has been prepared to assess the proposals from a highways and transport perspective and to assist Manchester City Council (MCC) in its determination of the application.

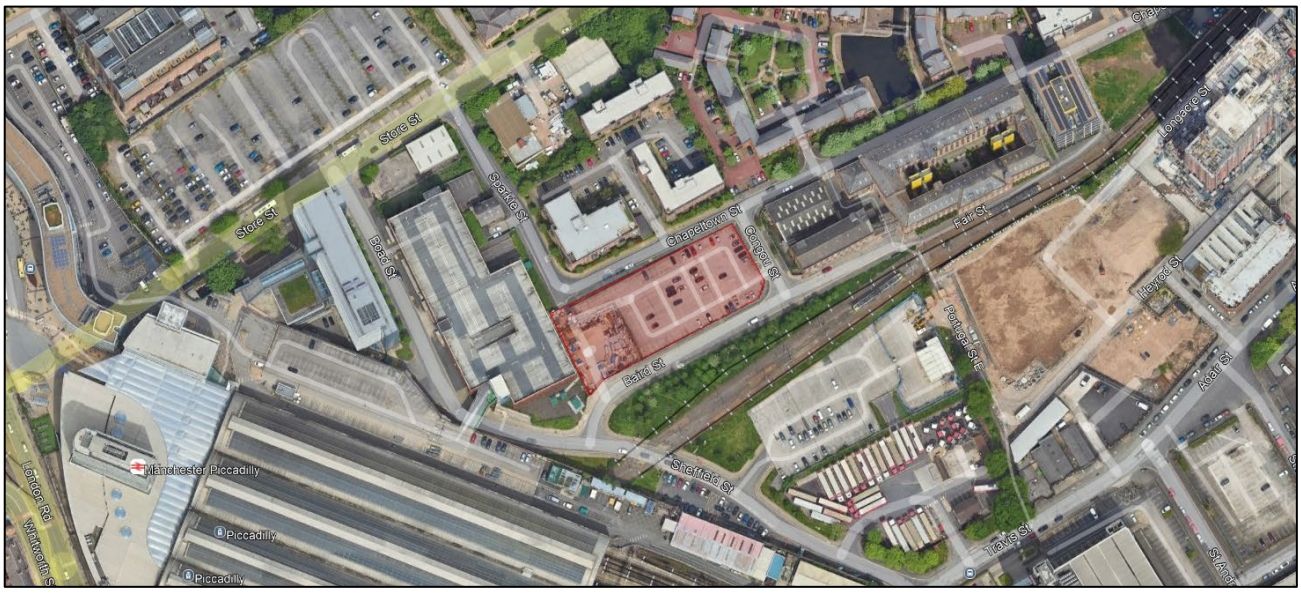
Development Site

1.4. The site is located within an established area on the eastern side of Manchester city centre and is surrounded by a mix of residential, commercial and transport related uses.

1.5. Office and residential buildings, including Thomas Telford Basin and Home Apartments, are located to the north of the site. Neptune Mill and other commercial premises lie to the east, whilst the long stay car park serving Manchester Piccadilly railway station is situated to the west. The Metrolink line serving the eastern side of the city passes immediately to the south.

1.6. The site is bounded by Chapeltown Street to the north, Baird Street to the south and Congou Street to the east. Existing pedestrian and vehicular access are taken from Congou Street. The indicative site boundary is shown in red on **Figure 1.1**.

Figure 1.1: Indicative Site Boundary (Source: Google Maps)



Development Proposals

1.7. The application seeks the temporary change of use of the existing surface car park to a dedicated padel and wellbeing facility, incorporating both indoor and outdoor sports uses.

1.8. Five padel courts will be provided within a prefabricated temporary building, together with changing facilities, toilets, a café/ bar, shop and reception. The external area will contain two further padel courts, a Pilates studio, sauna facilities and storage and refuse and recycling areas.

1.9. The development will provide six car parking spaces, including two accessible spaces and one space equipped with an electric vehicle charging point. These spaces are to be provided for staff and blue badge holders. A total of 20 cycle parking spaces will also be provided. The proposed site layout is included at **Appendix A**.

Scope of Report

1.10. This TS has been prepared regarding the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (NPPG) relating to Travel Plans, Transport Assessments and Transport Statements.

1.11. Following this introduction, the report provides the following information:

- **Section 2**: Policy Review.
- **Section 3**: Baseline Conditions & Accessibility by Sustainable Modes.
- **Section 4**: Development Proposals.
- **Section 5**: Traffic Impact and Car Parking Demand.
- **Section 6**: Framework Travel Plan.
- **Section 7**: Summary and Conclusions.

2. Policy Review

2.1. A review has been undertaken of both local and national transport planning policy and guidance, in respect of the proposed development.

National Planning Policy Framework

2.2. The National Planning Policy Framework (NPPF) was published in December 2024 and amended in February 2025. It sets out the Government's planning policies for England and how these should be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.3. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:

- *'Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
- *Safe and suitable access to the site can be achieved for all users.*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'.*

2.4. Paragraph 116 goes on to state 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, taking into account all reasonable future scenarios'*.

Manchester's Core Strategy Development Plan Document 2012–2027

2.5. The Manchester Core Strategy Development Plan Document was adopted in July 2012 and sets out the strategic planning framework for the city up to 2027. It should be read alongside Places for Everyone, which was adopted in March 2024 and forms part of the statutory development plan for Manchester.

2.6. Strategic Objective SO5 of the Core Strategy seeks to improve the city's physical connectivity through sustainable and accessible transport networks. This includes improving access to employment, education, services, retail, leisure and recreation.

2.7. Policy SP1 establishes the spatial principles for development in Manchester and supports development in locations that are accessible by walking, cycling and public transport.

2.8. Policies T1, T2 and T3 provide the principal transport policies relevant to the proposals. Collectively, these policies seek to prioritise walking, cycling and public transport, improve accessibility and ensure that development is integrated with the wider transport network.

Places for Everyone Joint Development Plan (2022–2039)

2.9. Places for Everyone (PfE) is the Joint Development Plan for nine Greater Manchester local authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The Plan was adopted on 21 March 2024 and forms part of the statutory development plan for Manchester.

2.10. The PfE spatial strategy seeks to direct development towards accessible and well-connected locations where travel by walking, cycling and public transport can be maximised. Objective 6: Promote the sustainable movement of people, goods and information, supports the concentration of new development within 800m of sustainable transport hubs and requires development to encourage and enable active and sustainable travel.

2.11. Policy JP-C1: An Integrated Network, seeks to ensure that new development is sustainably integrated with Greater Manchester's transport network and provides for the needs of all users. Policies JP-C5: Streets for All, and JP-C6: Walking and Cycling, further support safe, inclusive and attractive pedestrian and cycle connections and the prioritisation of active travel.

2.12. The site is located close to Manchester Piccadilly Station and within easy walking distance of rail, Metrolink and bus services. Its highly accessible city centre location provides staff and visitors with a realistic choice of travel modes and reduces reliance on the private car. The proposed development therefore accords with the sustainable transport objectives of PfE.

TfGM Greater Manchester Transport Strategy 2040

2.13. The Greater Manchester Transport Strategy 2040 sets out Transport for Greater Manchester's (TfGM) vision for '*world class connections that support long term, sustainable economic growth and access to opportunity for all*'.

2.14. This vision rests on four objectives: supporting sustainable economic growth, protecting the environment, improving quality of life for all, and enabling an innovative city region.

2.15. Achieving this vision depends on a transport system that connects people to opportunities, entrepreneurs to capital, and employers to skills. It must also help shape better places, support development and regeneration, reduce the dominance of cars and goods vehicles, and enhance the environment.

2.16. The strategy is underpinned by seven core principles designed to meet the needs of residents, businesses and visitors: integrated, inclusive, healthy, environmentally responsible, reliable, safe and secure, and well maintained and resilient.

2.17. Integration is central to the strategy, with the objective of providing a high quality and easy to use transport network that enables interchange between services and modes. The strategy seeks to maximise travel choice and make sustainable modes an attractive alternative to single occupancy car travel.

2.18. The proposed development is situated in a highly accessible city centre location and will replace an existing surface car park with leisure and wellbeing uses. The principle of development in this location is therefore consistent with the policy objective of directing development towards locations where travel by walking, cycling and public transport is a realistic alternative to private car use.

City Centre Transport Strategy to 2040

2.19. The City Centre Transport Strategy to 2040 is a joint strategy prepared by MCC Salford City Council (SCC), TfGM and the Greater Manchester Combined Authority (GMCA). It supports the wider objectives of Places for Everyone and the Greater Manchester Transport Strategy 2040.

2.20. The Strategy's vision is for a well connected, zero carbon city centre at the heart of the North, offering all residents, employees and visitors a great place to work, live in and visit. It seeks to achieve this through seven transport ambitions and includes a target for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport by 2040.

2.21. Ambitions 1, 3 and 4 seek to make walking the principal means of travelling around the city centre, increase cycling to city centre destinations and improve public transport connections. Of relevance to the proposed development, the Strategy recognises the importance of public transport operating hours and service patterns in supporting evening and weekend journeys.

2.22. Ambition 5 seeks smarter parking that is integrated with other modes. This includes reducing city centre parking, particularly around public transport hubs, and encouraging travel by public transport and active modes. The Strategy anticipates a gradual reduction in city centre off street parking through the redevelopment of existing parking sites as sustainable transport options are improved.

2.23. The proposed development will replace an existing surface car park in a highly accessible location adjacent to Manchester Piccadilly Station. Its location provides users and staff with excellent access by rail, Metrolink, bus, walking and cycling, including for evening and weekend leisure trips.

2.24. The proposal contribute to the planned reduction in city centre parking provision and support the Strategy's wider objective of reducing reliance on the private car.

3. Baseline Conditions & Accessibility by Sustainable Modes

3.1. This section discusses the existing site and its operations, describes the local highway network and reviews the personal injury incident record on the immediate highway network. It also provides a review of the site's accessibility by sustainable modes, including walking, cycling and public transport.

Existing Site

3.2. The site currently operates as a public surface car park managed by RCP. It contains 72 formally marked spaces, with an additional area of hardstanding capable of accommodating approximately 28 vehicles. The site can therefore accommodate up to approximately 100 vehicles.

3.3. The car park is controlled by automatic number plate recognition and offers a range of parking durations, including daily parking, overnight parking, and longer term parking products. It is therefore likely to serve a combination of short stay users and people parking for longer periods, including those travelling into Manchester City Centre.

Local Highway Network

3.4. The site is located approximately 300m northeast of Manchester Piccadilly railway station. Existing pedestrian and vehicular access are provided from Congou Street by way of a priority access junction.

3.5. The streets surrounding the site are generally single carriageway roads with street lighting and footways. The surrounding built development provides a good degree of natural surveillance along the principal pedestrian routes.

3.6. Congou Street runs between Chapeltown Street to the north and Baird Street to the south. It forms priority junctions with both streets.

3.7. Chapeltown Street connects with Great Ancoats Street to the east by way of a signal controlled junction. To the west, it connects with Sparkle Street, which provides onward access towards Store Street.

3.8. Baird Street provides access towards Neptune Mill to the west and connects with Sheffield Street to the east. Sheffield Street subsequently connects with Travis Street and Store Street via the surrounding local street network.

3.9. There are Traffic Regulation Orders (TRO) in place along the streets surrounding the site preventing vehicles from waiting or parking at any time except for the designated loading bays and Pay and Display parking bays along Baird Street and Chapeltown Street.

Local Car Parking Opportunities

3.10. In the immediate vicinity of the proposed development there are 13 Pay and Display parking bays along Baird Street and 19 along Chapeltown Street. Both streets are within MCC Zone 4 for parking which operates between 8am - 8pm, Monday to Sunday.

3.11. Further afield, circa 2,500 publicly available car parking spaces have been identified within an approximate 10 minute walk of the site. These facilities provide alternative parking opportunities for visitors who are unable to park within the development site. The identified facilities are summarised in **Table 3.1**.

Table 3.1: Public Car Parking Opportunities Within a 10 Minute Walk

Car Parking Spaces within a 10 Minute Walk of the Site			
Location	**EV Charger**	**Disabled Parking**	**Parking Spaces**
APCOA (Long Stay) Manchester Piccadilly Station	Yes	Yes	711
APCOA (Short Stay) Manchester Piccadilly Station	No	Yes	58
APCOA Sheffield St Parking	No	Yes	165
NCP - Manchester Store Street Car Park	Yes	No	409
Travis Street Surface Car Park (Drive-Up)	No	No	29
CitiPark - Ducie Street, Manchester	No	No	60
CitiPark Car Park - Tariff Street	Yes	Yes	232
Q-Park Piccadilly Place Car Park	Yes	Yes	583
CitiPark Dale Street	No	No	285
Total			**2,532**

3.12. Season tickets are available from APCOA for the Manchester Piccadilly Station long stay car park, from Q-Park for Piccadilly Place Car Park, and from CitiPark for car parking across their car parking sites within Manchester.

Personal Injury Collisions

3.13. The Department for Transport (DfT) "Guidance on Transport Assessments" document notes:

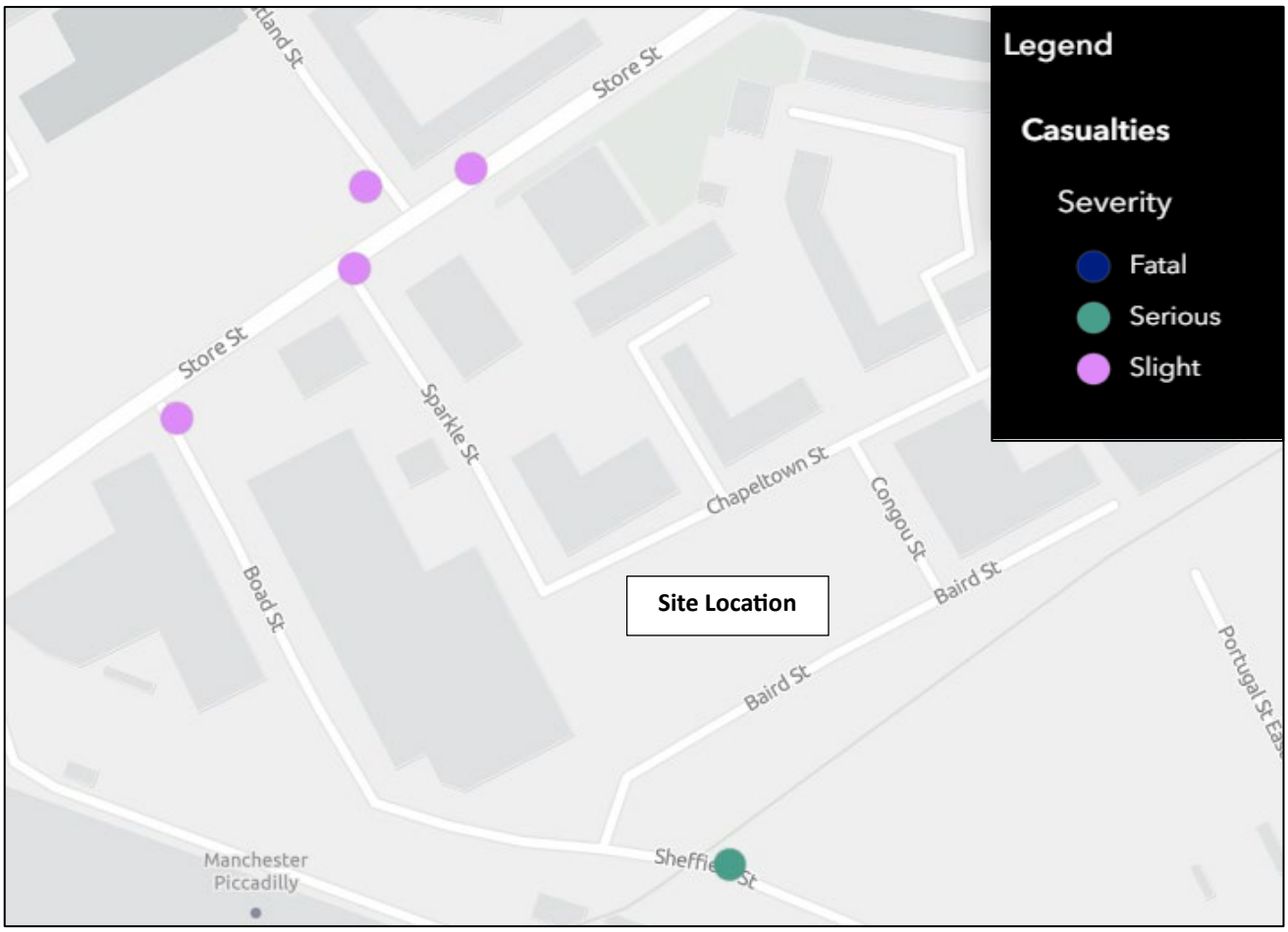
- *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems".*

3.14. A review of the Personal Injury Collisions (PICs) recorded within the surrounding local highway network has been undertaken using the most recently available five year data (1st January 2020 - 31st December 2024) from the DfT STATS19 dataset.

3.15. STATS19 is the official dataset for personal injury road collisions in Great Britain, compiled by DfT from police reports. It records detailed information on accident circumstances, vehicles involved, and resulting casualties, serving as the foundation for UK road safety research and policy.

3.16. The reported PICs on the local highway network near site are shown in **Figure 3.1**, as visible on DfT Mapping Application for Visualising Road Injury Casualties (MAVRIC).

Figure 3.1: Recorded Personal Injury Collisions 2020 - 2024 (Source: MAVRIC)



3.17. Five personal injury collisions were recorded within the study area during the five-year review period. No collisions were recorded on Congou Street or at the existing site access. The recorded collisions are summarised in **Table 3.2**.

Table 3.2: STATS19 Summary

Collision Reference	Collision Year	Collision Severity	Collision Description
06A168158	2020	Serious	• PIC occurred on Sheffield Street at the point where trams cross the road carriageway. • Based on the reported information a pedestrian was hit by a tram, when crossing the tram tracks at a non-dedicated crossing point. • The collision occurred during hours of darkness in dry weather conditions.
06A173387	2020	Slight	• PIC occurred at the junction of Store Street and Piccadilly Store Street car park, involving two cars. • Based on the reported information, a right turning vehicle into the car park was hit by an overtaking vehicle. • The collision occurred during hours of daylight in wet conditions.
06A171903	2020	Slight	• PIC occurred on Store Street and involved two cars. • Based on the available information, a car was slowing on approach to the Jutland Street junction and was hit from behind by a following vehicle. • The collision occurred during hours of darkness in dry weather conditions.
061459646	2024	Slight	• PIC occurred on at the junction of Board Street and Store Street, involving a car and a pedestrian. • Based on the reported information a right turning vehicle hit a pedestrian who was crossing at the junction, resulting in slight injury. • The collision occurred during hours of daylight in dry weather conditions.
061438771	2024	Slight	• PIC occurred at the junction of Store Street and Jutland Street, involving a car and a pedestrian. • Limited collision data is available, however, available information notes a pedestrian was hit by a car leaving the carriageway, hitting a telegraph or electricity pole. • The collision occurred during hours of daylight in dry weather conditions.

3.18. The recorded collisions occurred at separate locations and involved differing circumstances and road users. The available information does not indicate a recurring collision type or concentration that suggests an identifiable deficiency in the layout or operation of the local highway network.

3.19. There is no recorded collision history at the existing site access on Congou Street. Given the limited scale of the proposed traffic generation, there is no evidence to suggest that the development will materially increase highway safety risk at the access or on the surrounding network.

3.20. The collision record does not therefore identify an existing highway safety issue that requires mitigation as part of the proposed development.

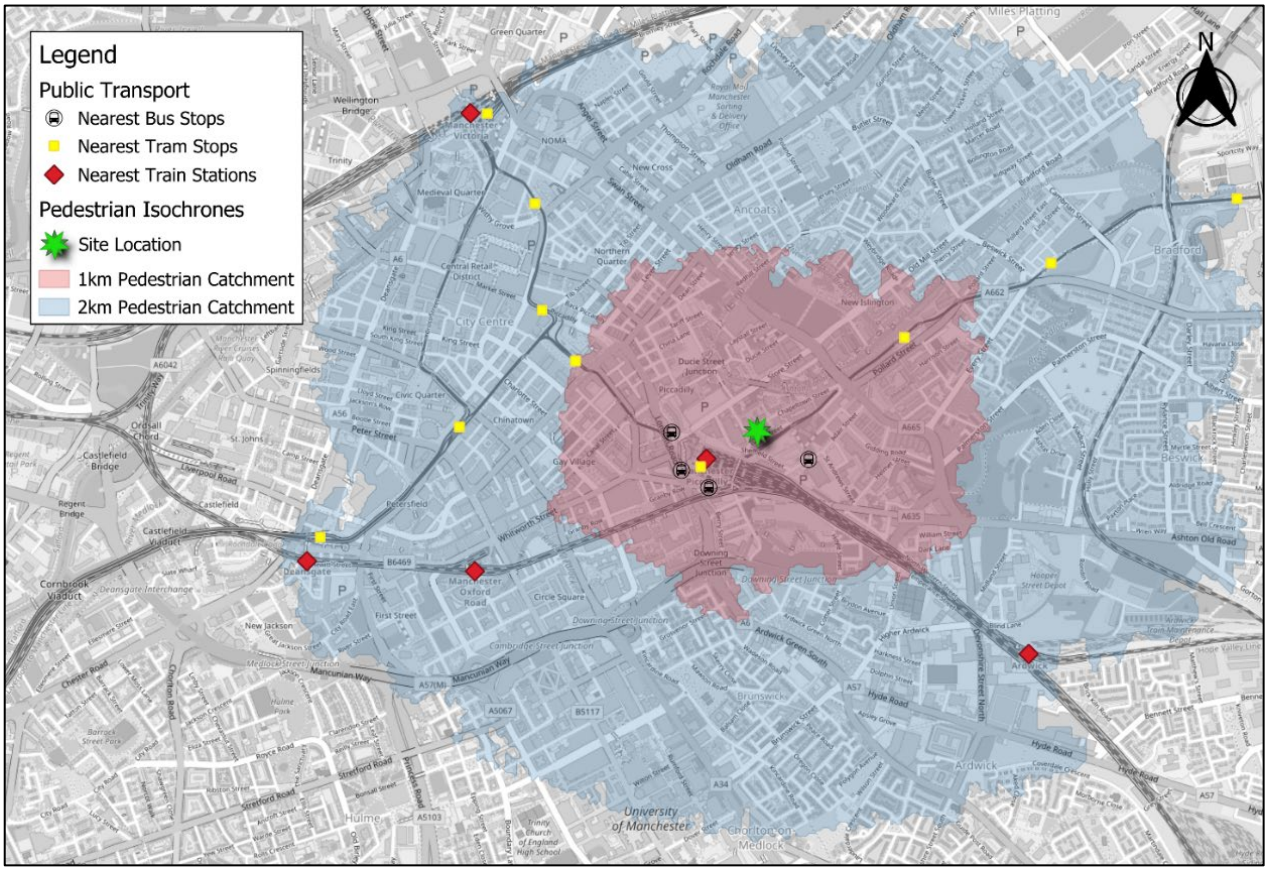
Walking Accessibility

3.21. The site benefits from direct connections to the existing footways along Congou Street, which link with the neighbouring streets of Chapeltown Street and Baird Street. These routes provide access through the local pedestrian network, with onward connections to New Islington to the northeast and to London Road and Piccadilly to the west. Piccadilly forms one of the key arterial routes into Manchester city centre.

3.22. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 1km, with a preferred maximum distance of 2km.

3.23. **Figure 3.2** highlights areas within a 1km and 2km walking catchment, which equates to approximately 12 and 25 minute walk, respectively.

Figure 3.2: Walking Isochrones Catchment Plan (Source: QGIS / OpenStreetMap)



3.24. The 1km and 2km pedestrian catchments encompass a range of residential, employment and leisure areas, including Manchester city centre, the Northern Quarter, New Islington, Ancoats and parts of Ardwick. A number of bus stops, Metrolink stops and railway stations also lie within these catchments, including Manchester Piccadilly railway station and Piccadilly Metrolink stop.

3.25. Based on the above, walking is considered a viable mode for future customers and employees that live within Manchester City Centre. The existing pedestrian network will support those walking, including those travelling as part of a multimodal journey which includes public transport.

Cycling Accessibility

3.26. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.

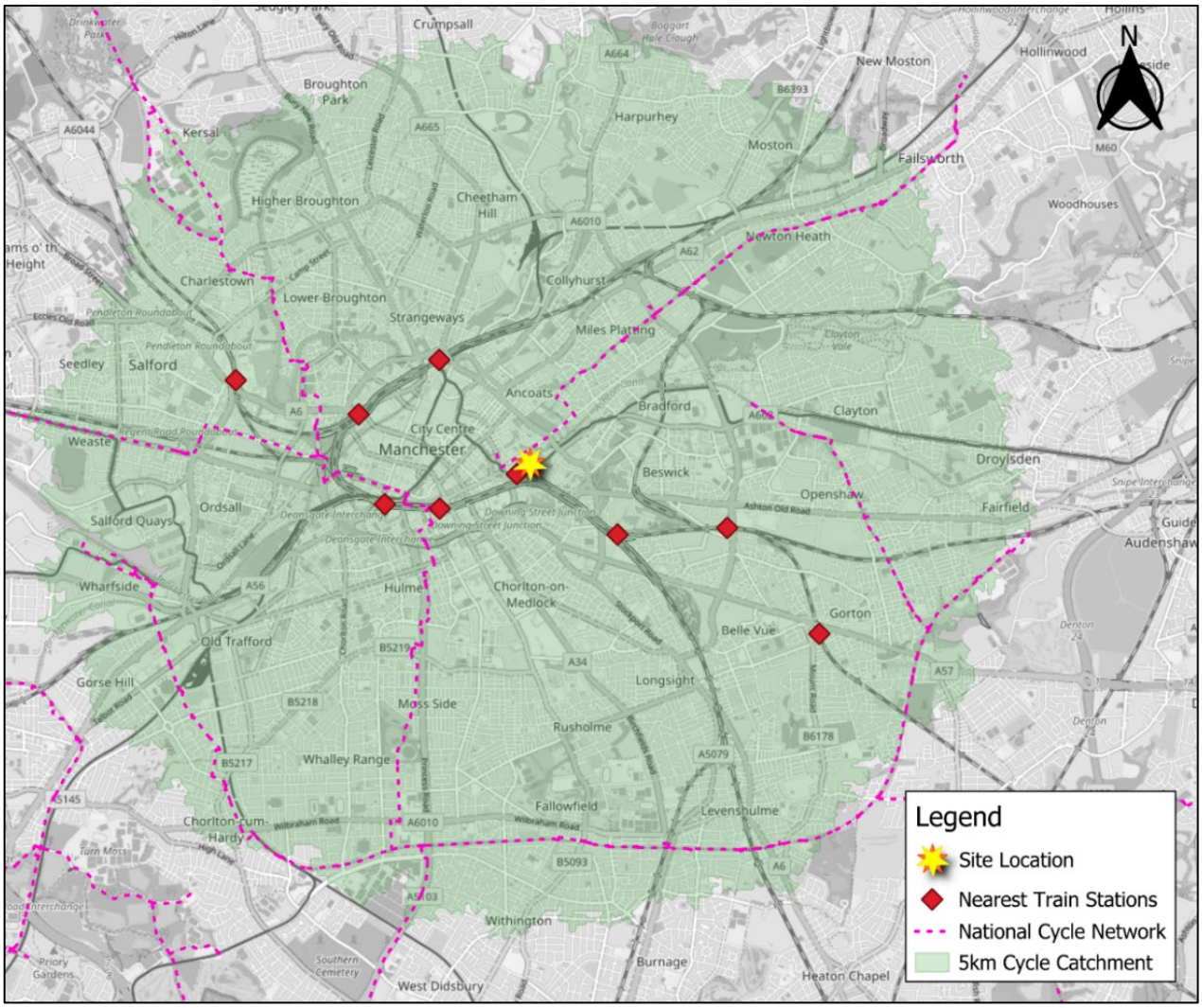
3.27. DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (around 5km). Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this equates to a journey of around 25 minutes.

3.28. **Figure 3.3** shows a 5km cycling catchment from the site, covering Manchester city centre, a large portion of Salford, and areas of Trafford, demonstrating that cycling to the site is a viable mode for site users.

3.29. Also shown within a 5km cycle catchment of the site are a series of National Cycle Network (NCN) routes running through Manchester, including NCN National Route 66 which can be accessed from the Ashton/ Rochdale Canal Towpath circa 400m north of the site.

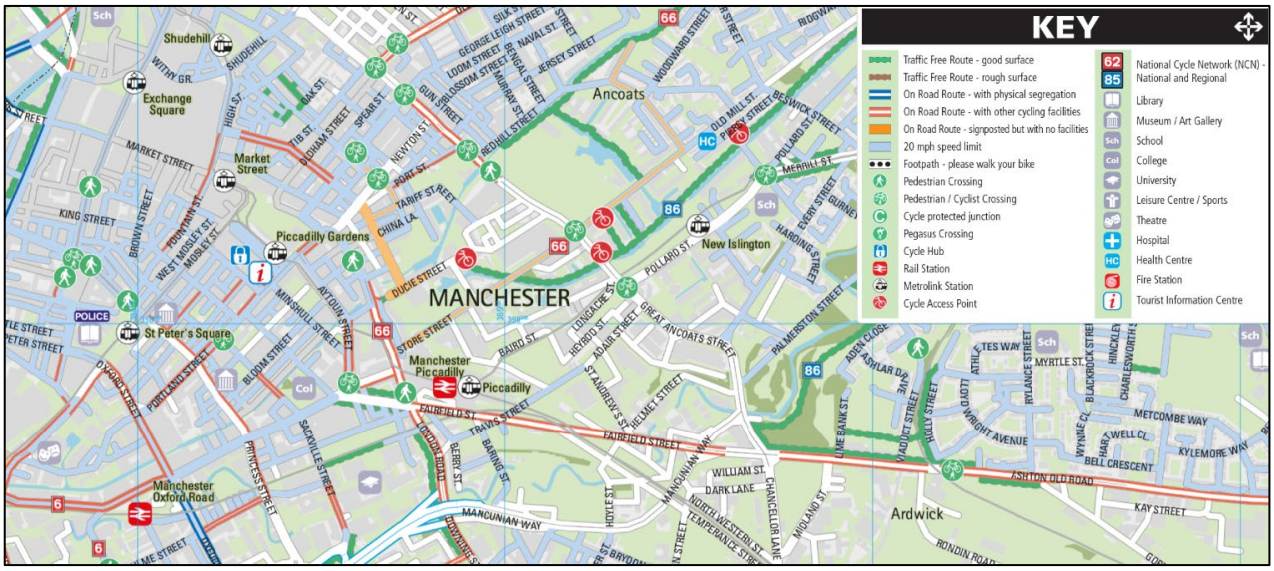
3.30. NCN National Route 66 forms part of the Central Pennines route and runs from Manchester city centre to Hull, via Rochdale, Bradford, Leeds, York, Beverley, and Cottingham.

Figure 3.3: Cycling Isochrones Catchment Plan (Source: QGIS / OpenStreetMap)



3.31. TfGM hosts an online cycle map highlighting various infrastructure that supports cyclists across Greater Manchester. An extract of TfGM's online cycle map for the surrounding area of the proposal site is shown **Figure 3.4**

Figure 3.4: Local Cycle Infrastructure (Source: tfgm.pindarcreative.co.uk)



3.32. The site is located close to the traffic free route along the Ashton and Rochdale Canal towpath and a number of on road cycle routes and facilities. The surrounding urban street network also provides connections towards Manchester city centre, Ancoats, New Islington and Ardwick.

3.33. Cycling represents a viable travel option for future customers and employees, and the site is considered accessible by bicycle.

Accessibility to Buses

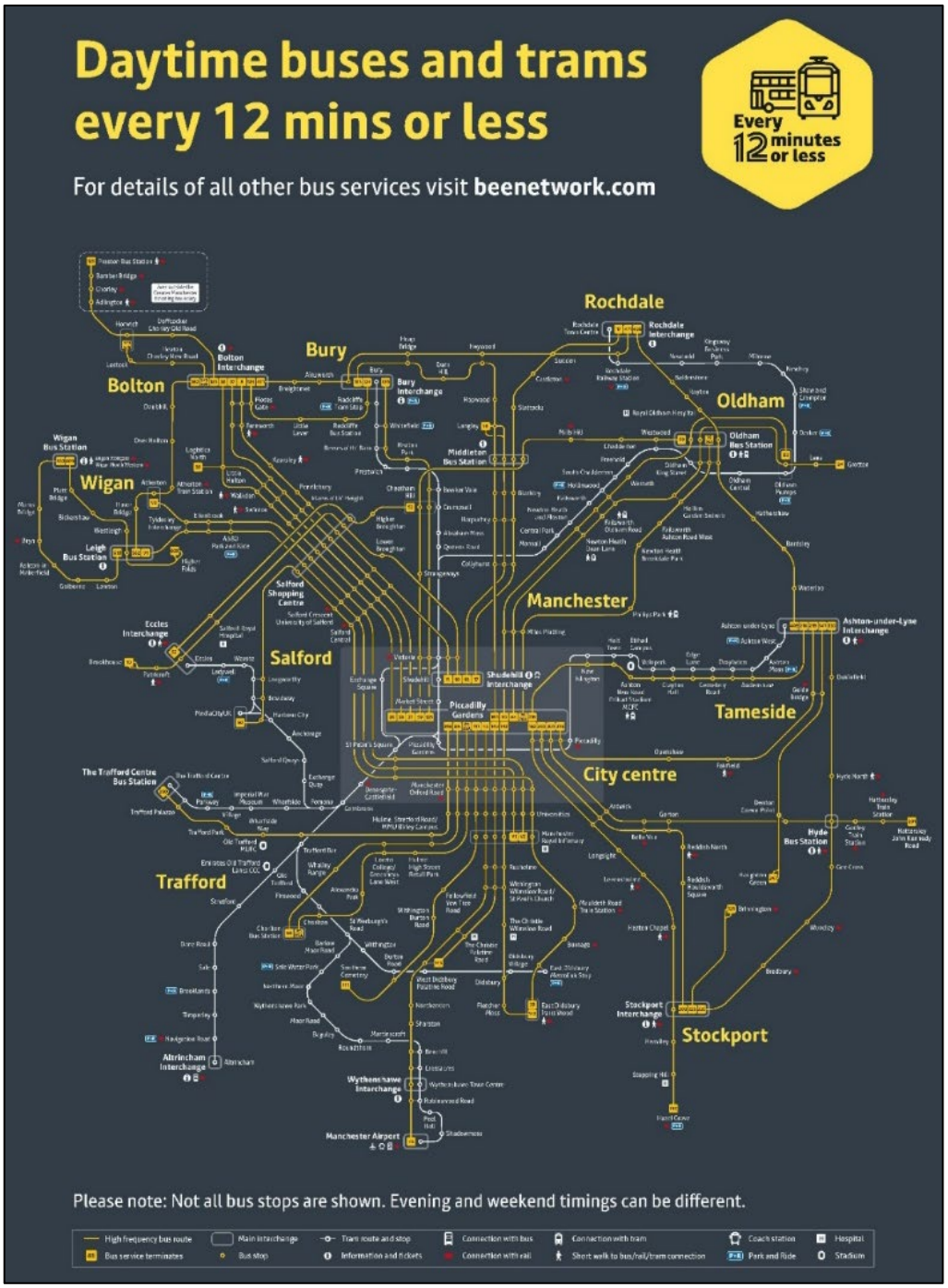
3.34. The nearest bus stops are located on Travis Street, approximately 260m southeast of the site and within an approximate five-minute walk. These stops provide access to services operating towards Manchester Piccadilly and destinations to the south of the city centre.

3.35. A wider range of bus services is available from stops near Manchester Piccadilly railway station, including stops on Station Approach, London Road and Fairfield Street. These stops are located between approximately 450m and 600m from the site and can be reached using the existing pedestrian network.

3.36. The location of the site in relation to the frequent bus and tram network serving Manchester city centre is illustrated in **Figure 3.5**.

3.37. The site is therefore considered accessible by bus, with local stops available within a short walk and a wider range of services accessible around Manchester Piccadilly.

Figure 3.5: TfGM 12 Minutes or Less Bus and Tram Map (Source: tfgm.pindarcreative.co.uk)



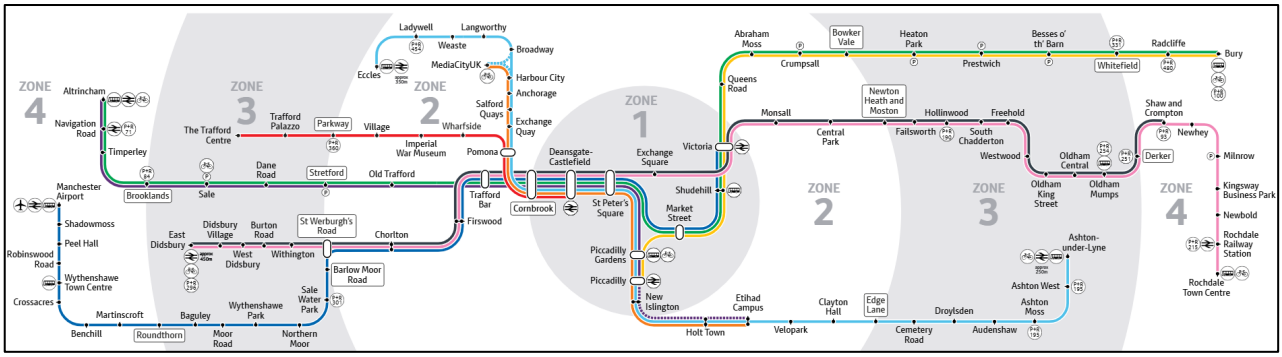
Accessibility to Metrolink / Tram

3.38. Piccadilly Metrolink stop is located approximately 450m west of the site and can be reached within an approximate nine minute walk.

3.39. Piccadilly is served by frequent Metrolink services connecting the site with Manchester city centre and destinations across Greater Manchester. Current service frequencies and operating hours are available through Transport for Greater Manchester and should be checked by visitors when planning their journeys.

3.40. The Metrolink network serving Manchester city centre and the wider Greater Manchester area is shown in **Figure 3.6**.

Figure 3.6: TfGM Metrolink Tram Map (Source: tfgm.com)



3.41. Future employees and visitors will therefore be able to use Metrolink services as part of their journey to and from the site. The site is considered highly accessible by tram.

Accessibility to Trains

3.42. Manchester Piccadilly railway station is located approximately 350m southwest of the site and can be reached within an approximate five minute walk. It is a major railway station providing frequent local, regional and intercity services and offers direct connections to a wide range of destinations across Greater Manchester and the wider national rail network.

3.43. Cycle parking is available at the station, providing an opportunity for employees and visitors to undertake linked cycle and rail journeys, subject to the relevant train operator's cycle carriage requirements.

3.44. The proximity of Manchester Piccadilly railway station provides a realistic opportunity for employees and visitors to travel to the site by rail.

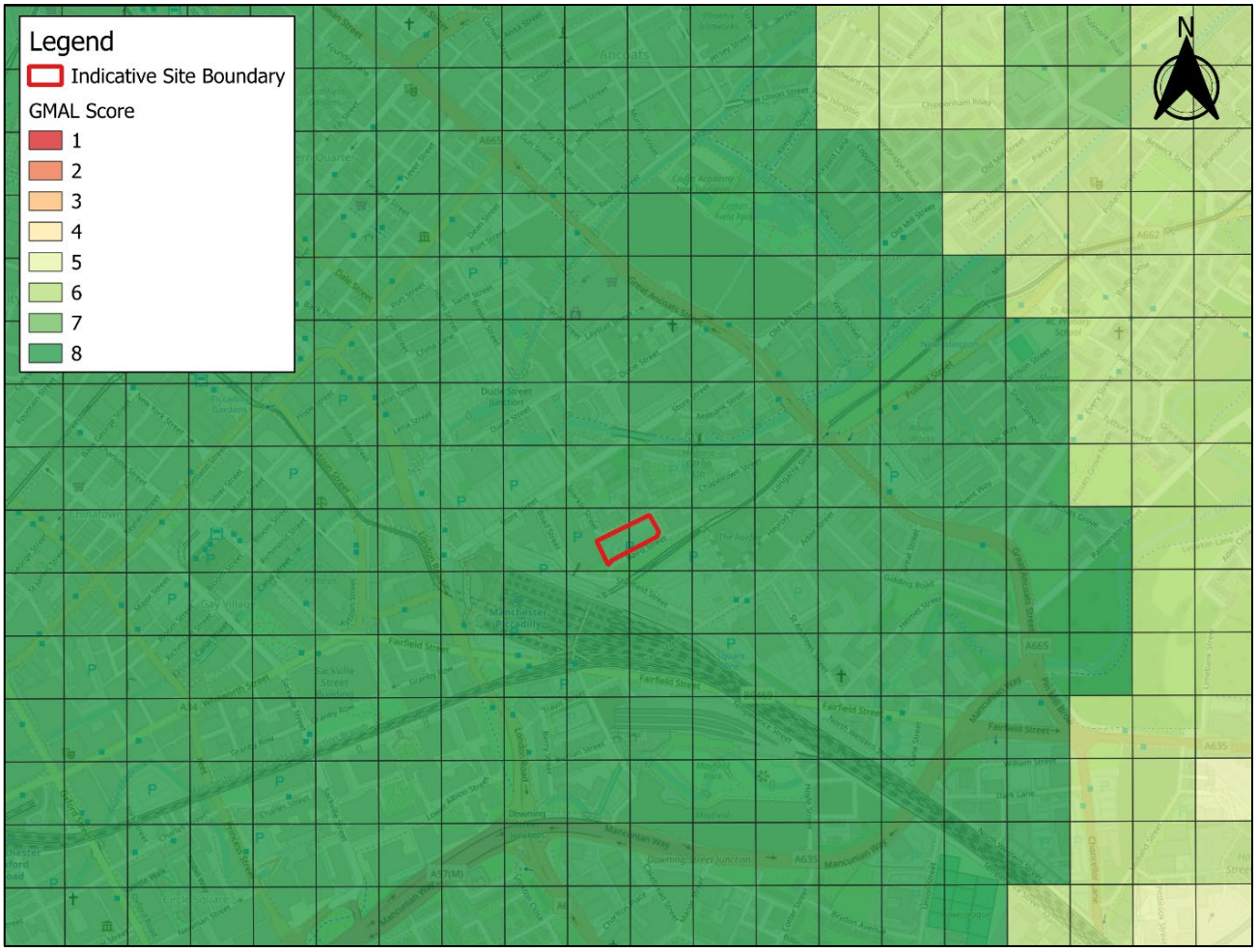
Greater Manchester Accessibility Level (GMAL)

3.45. Consideration has been given to the Greater Manchester Accessibility Level (GMAL) for the site.

3.46. GMAL is a detailed an accurate measure of the accessibility of a point to both the public transport network, (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). It also considered walk times to these services and nearby service availability.

3.47. The GMAL provides a way of measuring the density of nearby public transport provisions at locations within Greater Manchester. GMAL scores the development site as level 8 as shown in **Figure 3.7**, indicating a high level of access to nearby public transport services.

Figure 3.7: GMAL Accessibility Levels (Source: TfGM)

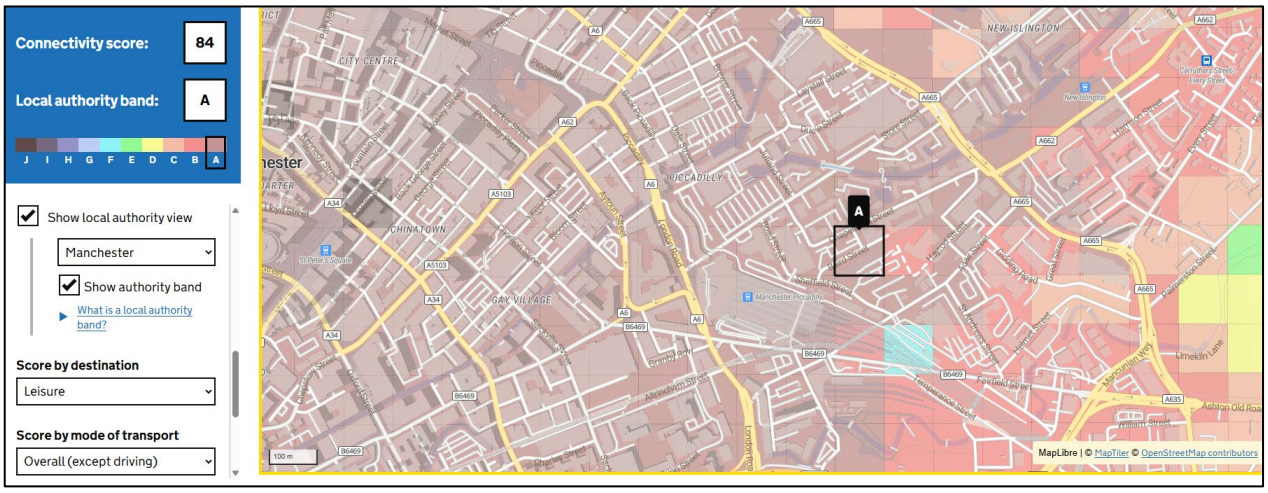


DfT Connectivity Tool Assessment

3.48. In addition to the above, the DfT Connectivity Tool has been reviewed, which provides information on a site's level of accessibility by mode of transport and journey purpose.

3.49. Consideration has been given to the site in relation to accessibility by public transport, cycling and walking compared to Manchester for a leisure destination, as shown in **Figure 3.8**.

Figure 3.8: DfT Connectivity Tool Map for Development Site (Source: connectivity-tool.dft.gov.uk/app)



3.50. The Connectivity tool places the site within Band A (connectivity score of 84 out of 100) in relation to the rest of Manchester for a leisure destination, indicating the site is well located for leisure use. As outlined, the site is well served by walking, cycling and public transport infrastructure, supporting opportunities for sustainable travel.

Summary

3.51. The site is situated in a highly accessible city centre location, within walking distance of extensive residential and employment areas and a wide range of bus, tram and rail services. Walking, cycling and public transport therefore provide realistic alternatives to travel by private car for both employees and visitors.

4. Development Proposals

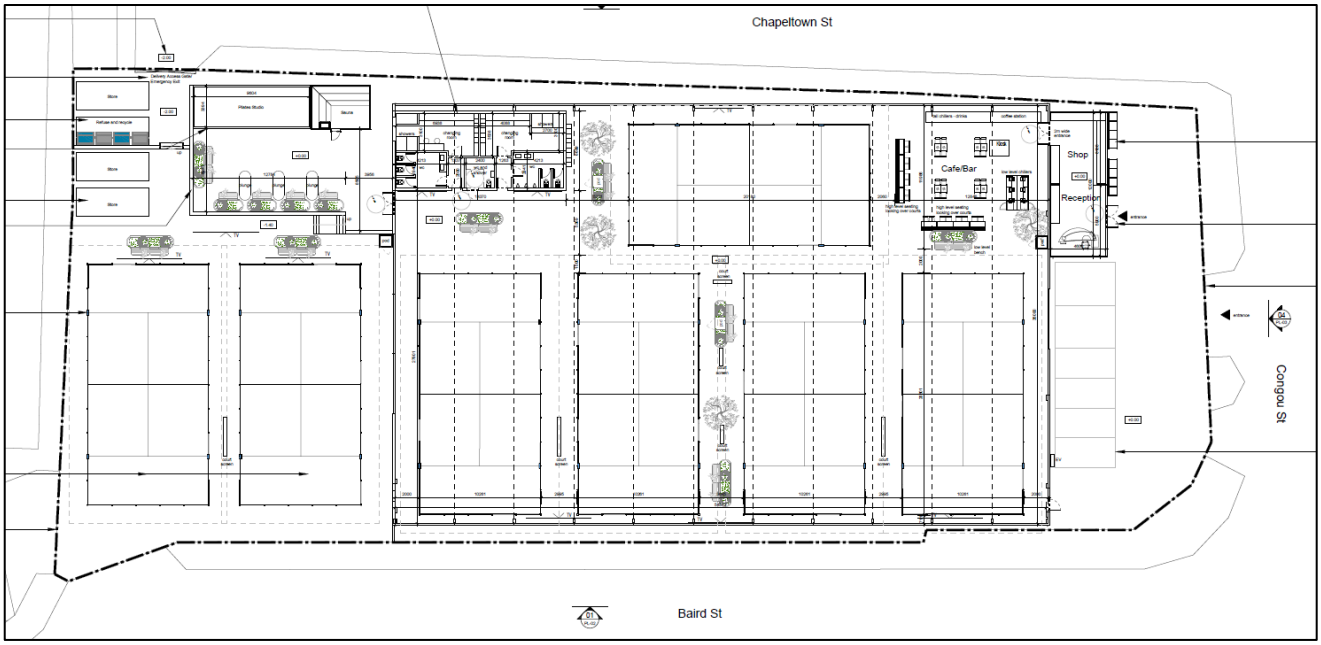
4.1. This section of the report provides a description of the proposed development, including access arrangements, servicing and other measures to encourage sustainable travel.

Proposed Development

4.2. The development proposals comprise the temporary change of use of the existing surface car park to a dedicated padel and wellbeing facility, incorporating both indoor and outdoor sports uses.

4.3. Five padel courts will be provided within a prefabricated temporary building, together with changing facilities, toilets, a café/ bar, shop and reception. The external area will contain two further padel courts, a Pilates studio, sauna facilities and storage and refuse/ recycling areas. The proposed site layout Is shown in **Figure 4.1** and provided in **Appendix A**.

Figure 4.1: Proposed Site Layout



4.4. Operating hours for the site will be:

- Indoor padel courts: 7am - 11pm, Monday - Friday and 7am - 10pm, Saturday - Sunday.
- Outdoor padel courts: 7am - 10pm, seven days per week.
- Wellness facilities, consisting of Pilates studio and saunas; 7am - 8pm, seven days per week.

4.5. The maximum operation capacities are:

- Seven padel courts, accommodating up to four players per court and 28 players in total.
- The Pilates studio, accommodating up to eight people per class, including the instructor.
- The sauna facilities, accommodating up to eight users at any one time.

4.6. The development will employ approximately 15 members of staff, with a maximum of between six and eight employees expected to be present at any one time. Staff roles will include site management, reception, coaching and instruction, cleaning and maintenance.

Access Arrangements

4.7. Vehicular access will continue to be provided from Congou Street using the existing access. Pedestrian and cycle access will also be available from Congou Street.

4.8. A separate servicing gate is proposed within the northwestern part of the site, accessed from Chapeltown Street, as shown in the plans provided in **Appendix A**. This access will be used by delivery, servicing and refuse collection vehicles.

Servicing and Waste Collection

4.9. Commercial refuse and recycling will be collected by an appointed private waste contractor. Refuse and recycling containers will be stored within a dedicated area in the northwestern part of the site and presented at the designated collection point by site management on scheduled collection days.

4.10. Waste generated by the development will principally comprise general commercial waste, mixed recycling, glass and a limited quantity of food waste associated with the café/ bar. Internal bins will be provided throughout the building and emptied by site staff into the external waste and recycling store located in the northwestern part of the site.

4.11. The external store will accommodate separate containers for each waste stream and will be located on a level, hard surfaced area close to the servicing access from Chapeltown Street. The external waste store will accommodate one 1,100 litre general waste container, one 1,100 litre mixed dry recycling container, one 240 litre food waste container and one 240 litre glass recycling container.

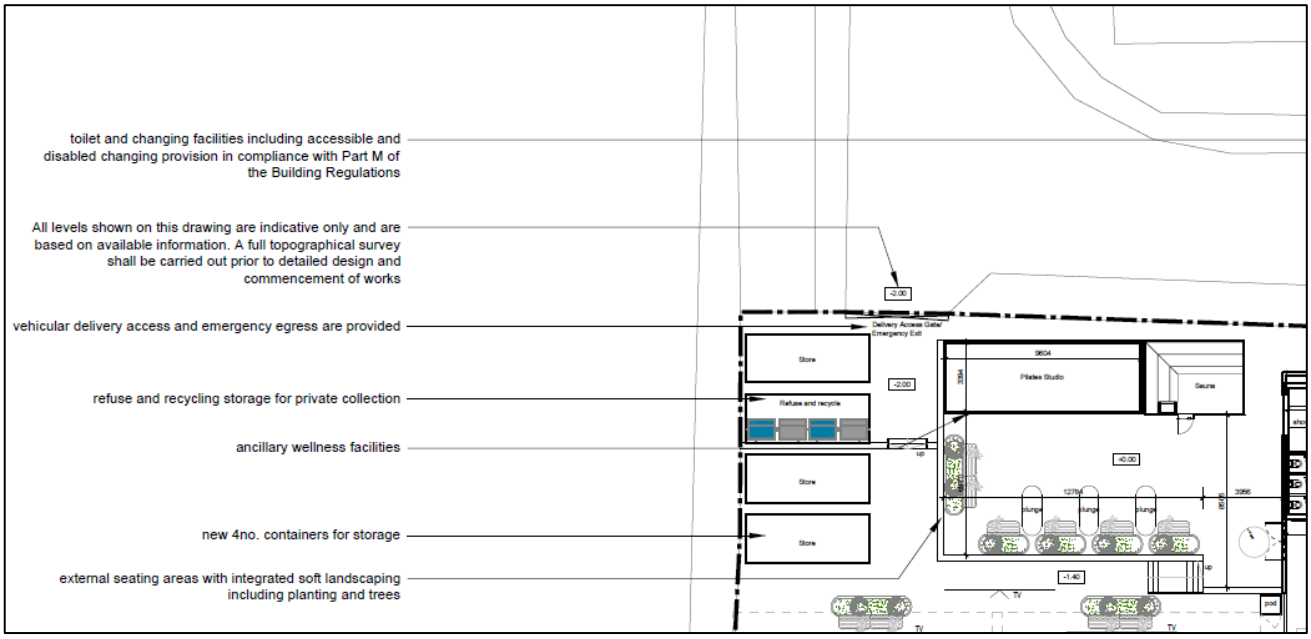
4.12. These provisions reflect the leisure based nature of the development and the limited café/ bar offer. Waste will be collected by a licensed commercial waste contractor, initially on a weekly basis, with collection frequencies reviewed and increased where required following occupation.



4.13. Given the limited scale and frequency of refuse collections, impacts on nearby residents are expected to be minimal. Nevertheless, collection times could be controlled by planning condition, if required, to avoid sensitive periods.

4.14. On collection days, site staff will move the bins over a short, level route from the store to the designated collection point. Collection vehicles will access the site from Chapeltown Street, stop adjacent to the collection point and leave in forward gear.

Figure 4.2: Refuse/ Delivery Storage and Access



4.15. The MCC Waste Proforma outlining the Waste Strategy for the proposed development is provided in **Appendix B**.

Parking Arrangements

4.16. Appendix B of the Manchester Core Strategy states that maximum car parking standards do not apply within the city centre and that proposals will be considered on a case by case basis.

4.17. The development will provide six car parking spaces, including two accessible spaces. One of the spaces will be equipped with an electric vehicle charging point. These spaces are to be provided for employees, with blue badge holders (visitors and employees) able to use the accessible bays as required.

4.18. A total of 20 cycle parking spaces will be provided through 10 Sheffield stands located close to the main reception entrance. The stands will be positioned within a convenient and overlooked location and will be available to employees and visitors.

5. Traffic Impact and Car Parking Demand

5.1. This Section assesses the likely effect of the proposed development on the operation of the local highway network and considers the level of car parking provision required to serve the proposed uses.

Existing Site

5.2. The site currently operates as a public car park with capacity for up to approximately 100 vehicles, which generates vehicle arrivals and departures throughout the day, including weekday morning and evening peak periods.

5.3. The proposed development will remove the existing car park and the associated vehicle movements. The forecast trip generation of the proposed development has therefore been considered in the context of the site's established use.

Proposed Vehicle Trip Generation

5.4. The latest available version of the Trip Rate Information Computer System (TRICS) database has been reviewed to identify surveys that could be used to estimate the trip generation of the proposed development. However, the database does not contain comparable surveys for the combination of padel and wellbeing uses proposed.

5.5. Due to the nature of the proposed development, a similar bespoke approach as the planning application (140587/FO/2024) for a temporary sports facility at Peary Street, Manchester has therefore been conducted.

5.6. This assessment applies a first principles assessment based on the maximum operational capacity of each use, considering:

- Seven padel courts accommodating up to 28 players.
- Pilates studio accommodating up to eight people, including the instructor.
- Sauna facilities accommodating up to eight users; and
- A maximum of between six and eight staff on site at any one time.

5.7. The facilities will operate through an advance booking system. Court bookings and Pilates classes will be scheduled and staggered where practicable, allowing the operator to manage the number and timing of customers attending the site.

Padel Courts

5.8. Each padel court can accommodate a maximum of four players. Assuming all seven courts are fully occupied, a new set of bookings will result in up to 28 arriving players.

5.9. At the end of the preceding booking period, up to 28 players may also depart. The maximum padel court changeover could therefore generate:

- 28 person arrivals.
- 28 person departures; and
- 56 two-way person trips.

5.10. A temporary overlap between incoming and outgoing players may occur during court changeovers. Considering short term occupancy within the site, an allowance of up to six people per court has been adopted.

5.11. This represents up to 42 people associated with the padel courts during the changeover period, although it does not increase the number of trips generated by each booking.

Pilates Studio

5.12. The Pilates studio will accommodate up to eight people per class, including one instructor. As the instructor will form part of the staff complement and is expected to arrive before participants, the trip generation assessment assumes up to seven customer arrivals and seven customer departures during a class changeover.

5.13. The Pilates studio could therefore generate:

- Seven person arrivals.
- Seven person departures; and
- 14 two-way customer trips.

5.14. A break will be provided between classes where practicable to reduce the overlap between arriving and departing participants.

Sauna Facilities

5.15. The sauna facilities will accommodate up to eight users at any one time. Trips associated with these are considered already on site, associated with the padel or Pilates uses and are not considered primary.



Mode Share and Vehicle Trips

5.16. In the absence of directly comparable leisure trip rate surveys, person trips have been converted to vehicle trips using 2011 Census Journey to Work mode share data for Manchester 055 MSOA, covering Piccadilly and Ancoats.

5.17. Journey to Work data is not a direct measure of travel to leisure uses. However, it provides an indication of established travel behaviour within the surrounding city centre area and is considered suitable for informing a proportionate first principles assessment.

5.18. The site is situated in a highly accessible location and is readily accessible by walking, cycling, bus, tram and rail. The proposed facilities are also likely to attract customers already present within the city centre, including people visiting before or after work or as part of another journey.

5.19. The relevant Census mode shares are summarised in **Table 5.1**, with the full data provided at **Appendix C**.

Table 5.1: Census 2011 JTW Data Mode Share (Manchester 055 MSOA)

	Car	Car Passenger	Walk	Cycle	Bus/ Coach	Rail/ Tram	Other
Average Weekday	19%	2%	49%	2%	11%	16%	1%

5.20. Vehicle trips have been calculated by applying the 19% car driver mode share to the forecast person arrivals and departures, as follows:

- Vehicle trips = person trips × car driver mode share.

5.21. For assessing the maximum combined changeover demand, the padel courts and Pilates studio have been assumed to operate at full capacity at the same time. This results in 49 person arrivals and 49 person departures.

5.22. The resulting vehicle trip generation is shown in **Table 5.2**.

Table 5.2: Proposed Vehicle Trip Generation (49 People)

	Weekday AM Peak		Weekday PM Peak	
	Arrival	Departure	Arrival	Departure
Person Trips x Census JTW Car Driver %	9	9	9	9

5.23. On this basis, the proposed development is forecast to generate approximately 18 two-way vehicle trips during a maximum changeover period in either the weekday morning or evening peak.



5.24. The changeover assessment assumes that all seven padel courts, the Pilates studio and the sauna facilities operate at full capacity and change over at the same time. In practice, bookings will be staggered and occupancy will vary throughout the day.

5.25. The forecast equates to approximately one customer vehicle movement every four minutes during the assessed period. This level of traffic is not expected to result in a material change in the operation of the surrounding highway network, especially when compared to the existing car park use which has the potential to generate substantially more vehicle movements than the proposed development, particularly when vehicles arrive and depart during commuter peak periods.

5.26. As previously detailed, the car parking provision proposed for the site will be limited to employees and blue badge holders. Therefore, any vehicle trips will likely be dispersed to existing parking facilities further minimising the impact of these vehicle movements on the highway network. These trips would also likely be linked with other existing journeys, particularly commuting during the peak periods, with the majority of vehicle movements already present on the network.

Summary

5.27. The proposed development is forecast to generate approximately 18 two-way vehicle trips during the busiest combined changeover period. This level of traffic will not have a material effect on the operation of the surrounding highway network.

5.28. The proposed use is also expected to generate fewer vehicle movements than the existing 100 space public car park. Although the existing car park will be displaced, approximately 2,500 publicly available parking spaces have been identified within an approximate 10 minute walk of the site, providing a substantial alternative supply of parking in the surrounding area.

5.29. The availability of nearby public parking, together with the site's high level of accessibility by walking, cycling and public transport, provides a range of alternative options for existing car park users and future staff and visitors. In this context, the loss of the existing car park is not expected to result in a material parking or highway impact.

5.30. It is concluded that the proposed development will not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the highway network.



6. Travel Plan Framework

Introduction

6.1. This section identifies the measures that will be implemented by the operator to encourage employees and visitors to travel to the site by sustainable modes.

Travel Plan Approach

6.2. Given the temporary nature and limited scale of the development, the measures are intended to provide a proportionate approach to travel planning. The principal focus will be on providing clear travel information, promoting the site's accessibility by walking, cycling and public transport and managing on site car parking provision.

6.3. The operator will be responsible for implementing and maintaining the measures identified within this section throughout the period of operation.

6.4. The measures will be reviewed periodically and updated where necessary in response to operational experience and feedback from employees and visitors.

Key Policy

6.5. The sustainable travel measures have been developed regarding the NPPF, relevant national planning practice guidance and MCC's transport policies.

6.6. The approach reflects the temporary nature and limited scale of the development, together with its highly accessible city centre location. It focuses on practical measures that can be implemented and managed by the site operator, rather than requiring extensive infrastructure improvements or a formal long term monitoring programme.

6.7. Key elements of this approach are:

- Providing employees and visitors with clear information on walking, cycling and public transport options.
- Providing convenient and secure cycle parking and associated changing facilities.
- Communicating that on site car parking is limited and promoting nearby public parking where necessary.
- Using the booking system to manage customer arrivals, departures and changeover periods; and
- Reviewing the operation of the measures and responding to any recurring access or parking issues.

6.8. Responsibility for delivering these measures will rest with the site operator, with a nominated member of the management team overseeing their implementation and periodic review.

Aims and Objectives

6.9. Aims and objectives will be in place to minimise reliance on single occupancy car travel and to encourage employees and visitors to use walking, cycling and public transport where practicable.

6.10. The objectives are:

- To make employees and visitors aware of the sustainable travel options available.
- To encourage walking, cycling and public transport use.
- To ensure that accessible parking remains available for those who need it; and
- To respond to any transport or parking issues identified during operation.

Targets and Measures

6.11. As the development is not yet operational, no site specific travel survey information is currently available. Formal mode share targets are therefore not proposed at this stage.

6.12. The effectiveness of the measures will instead be reviewed using operational information, including customer feedback, use of the cycle parking, demand for on site parking and any recurring transport related issues identified by the site operator.

6.13. The following measures will be implemented:

- Provision of travel information on the operator's website and within booking confirmations.
- Promotion of walking routes from Manchester Piccadilly and surrounding residential and employment areas.
- Provision of information on nearby bus, tram and rail services.
- Provision of 20 conveniently located cycle parking spaces.
- Provision of changing facilities for employees and customers.
- Promotion of nearby public car parks.
- Clear communication that on site car parking is limited.
- Encouragement of staff car sharing where appropriate; and

- Periodic review of parking demand and booking changeover arrangements.

6.14. Travel information provided to visitors will identify the approximate walking distance from Manchester Piccadilly railway station and Piccadilly Metrolink stop. Information on TfGM's journey planning tool will also be provided.

6.15. Employees will be provided with sustainable travel information as part of their induction. This will include details of walking, cycling and public transport routes and the cycle and changing facilities available at the site.

Travel Plan Co-ordinator

6.16. A member of the site management team will be appointed to oversee the implementation of the sustainable travel measures.

6.17. Their responsibilities will include:

- Maintaining up to date travel information.
- Ensuring that the cycle parking and changing facilities remain available and in good condition.
- Monitoring the operation of the on site car parking spaces.
- Reviewing customer and staff feedback relating to access and travel; and
- Adjusting booking or changeover arrangements where recurring transport issues are identified.

6.18. The operator will review the measures following occupation and periodically thereafter. Any material access, parking or servicing issues identified through day to day operation will be investigated and appropriate management measures introduced.

6.19. The measures set out within this section provide a proportionate framework for encouraging sustainable travel and managing parking demand throughout the temporary operation of the development.

7. Summary and Conclusions

7.1. Astute Transport Planning has been commissioned by Padel 16 Limited to highways and transport advice in support of a full planning application for the temporary change of use of an existing surface car park to a padel and wellbeing facility on land off Baird Street, Manchester city centre.

7.2. The development will provide five indoor and two outdoor padel courts (seven total), an outdoor Pilates studio, sauna facilities and associated reception, café/ bar, shop, changing, storage and servicing facilities.

7.3. Vehicular, pedestrian and cycle access will be provided from Congou Street using the existing site access. A separate delivery/ servicing access will be provided from Chapeltown Street.

7.4. Key findings of this TS are:

- The site is located within a highly accessible city centre location and can be reached by walking, cycling, bus, tram and rail.
- Manchester Piccadilly railway station and Piccadilly Metrolink stop are located within a short walk of the site.
- No collisions were recorded at the existing site access during the five-year review period and the collision record does not identify an existing highway safety issue requiring mitigation.
- The proposed development is forecast to generate approximately 18 two-way customer vehicle trips during a theoretical maximum combined changeover period. This level of traffic will not have a material effect on the operation of the surrounding highway network.
- The proposed development will not generate more traffic than the existing public car park, which can accommodate up to approximately 100 vehicles.
- The proposed development will utilise the existing vehicular entrance, with no required modifications. Six car parking spaces will be provided on site, including two accessible spaces and one electric vehicle charging space. These will be provided for employees and blue badge holders.
- Any residual parking demand can be accommodated within the extensive public parking provision available within walking distance of the site.
- 20 cycle parking spaces will be provided close to the main entrance; and
- Sustainable travel information and parking management measures will be implemented by the site operator.

7.5. Paragraph 116 of NPPF states that development should only be prevented or refused on highways grounds where there will be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network is severe, considering all reasonable future scenarios.

7.6. This report has demonstrated that the development will generate a limited number of vehicle movements and will not have a material effect on the operation of the surrounding highway network.

Appendix A

Proposed Site Plan

toilet and changing facilities including accessible and disabled changing provision in compliance with Part M of the Building Regulations

All levels shown on this drawing are indicative only and are based on available information. A full topographical survey shall be carried out prior to detailed design and commencement of works

vehicular delivery access and emergency egress are provided

refuse and recycling storage for private collection

ancillary wellness facilities

new 4no. containers for storage

external seating areas with integrated soft landscaping including planting and trees

light columns - 4no. per court

2no. external padel courts

assumed boundary line

20no. cycle parking spaces

level and direct access is provided to the main entrance

existing site access and entrance to remain unchanged

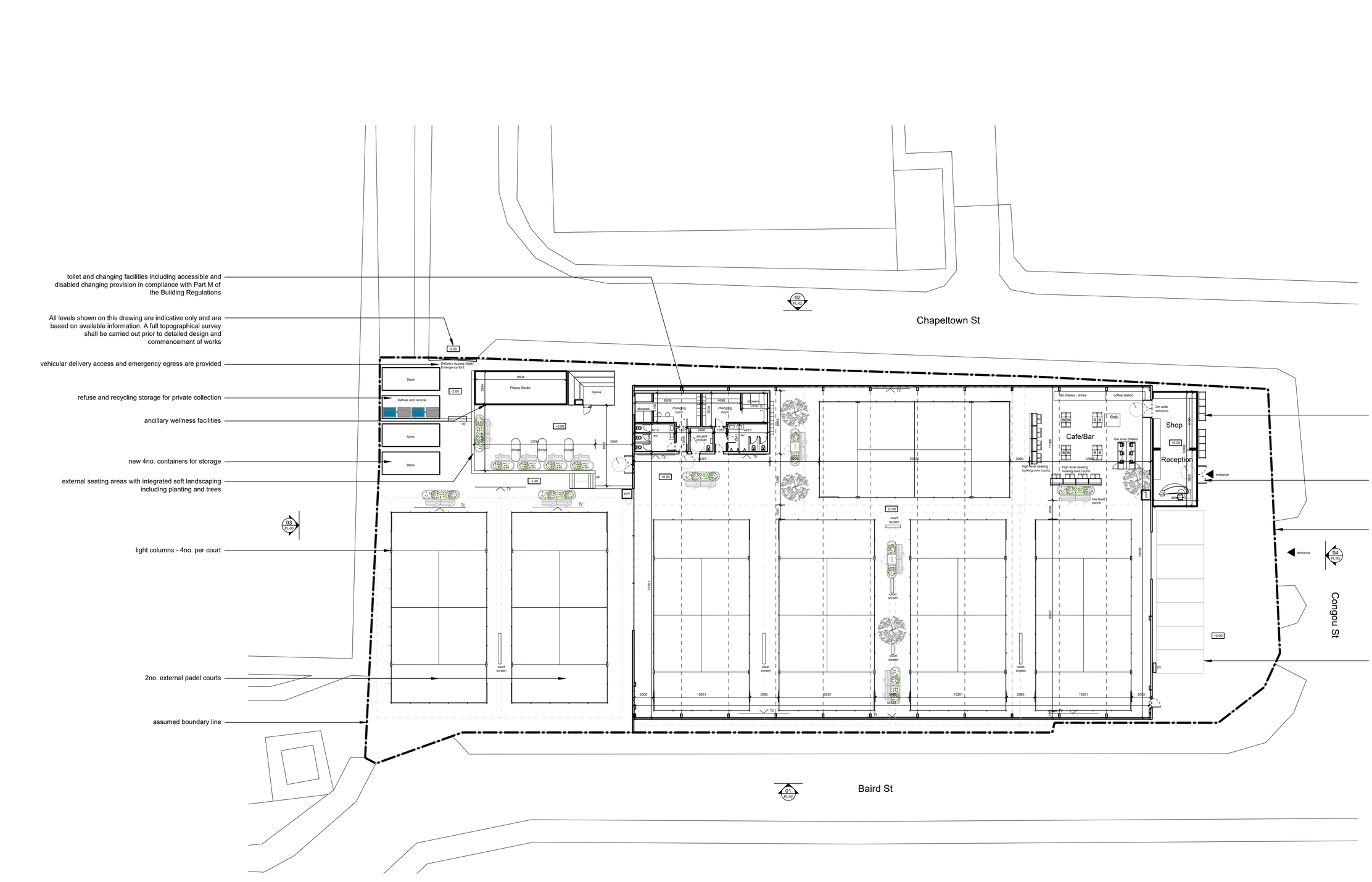
car parking spaces provided, including 2no. disabled bay and 1 no. EV charging point

Chapeltown St

Congou St

Baird St

Store
Refuse and recycle
Store
Store
Delivery Access Gate/ Emergency Exit
Pilates Studio
Sauna
showers
changing room
wc and shower
Lounge
Cafe/Bar
Kosk
Shop
Reception
2m wide entrance
entrance
full chillers - drinks
coffee station
low level chillers
high level seating looking over courts
low level bench
court screen
TV
EV
pod
-2.00
+0.00
-1.40



Key:

Light columns

Notes

1. Drawing used for the status indicated only
2. All dimensions and setting out shall be checked and confirmed and any discrepancies to be reported to the Architect prior to commencement of any work
3. All work and materials to be in accordance with current statutory legislation, relevant codes of practice and British Standards
4. Drawing to be read in accordance with relevant consultants and sub-contractors drawings and specifications

0 1 2 4 6 8 10 20m

scale 1:200

Site Boundary:

- Site boundary assumed and indicated as shown based on interpretation of OS map.

- Should exact clarification of boundary be required then a third party boundary professional must be appointed

Revision	Comment	Date
-	issued to planning	XX.06.2026

Project
Baird Street, Manchester, M1 2WQ

Title
Proposed Ground Floor Plan

Client
Private Client

Drawing Status
Planning - DRAFT

Project No.
158

Scale	Sheet	Date	Drawing No.	Rev
1:200	A1	June 26	PL-01	-

Appendix B
MCC Waste Proforma

MANCHESTER CITY COUNCIL

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:
Date Submitted:
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	No
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	N/A
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	N/A
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	N/A
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	N/A
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	N/A

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / No (delete as appropriate) How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) _____ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) _____ x mixed recycling x 1100 litre (based on 55 litres per apartment) _____ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	N/A

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

There are no comparable calculations in GD04 to apply to the proposals. Proposed bins at this stage are outlined below and will be revised accordingly to accomodate demand, if necessary: General Waste - 1 x 1,100L Dry recycling (include material type details) - 1 x 1,100L Food Waste - 1 x 240L Industrial Waste - None Other - Glass - 1 x 240L

Has / will a contract be obtained with a licenced waste carrier?	Yes

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	N/A

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Waste generated by the development will principally comprise general commercial waste, mixed recycling, glass and a limited quantity of food waste associated with the café/ bar. Internal bins will be provided throughout the building and emptied by site staff into the external waste and recycling store located in the northwestern part of the site.

The external store will accommodate separate containers for each waste stream and will be located on a level, hard surfaced area close to the servicing access from Chapeltown Street. The external waste store will accommodate one 1,100 litre general waste container, one 1,100 litre mixed dry recycling container, one 240 litre food waste container and one 240 litre glass recycling container.

These provisions reflect the leisure based nature of the development and the limited café/ bar offer. Waste ill be collected by a licensed commercial waste contractor, initially on a weekly basis, with collection frequencies reviewed and increased where required following occupation.

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

See attached site plans.

Ensure all bins in the store are accessible	X
Ensure recycling facilities are as easy to access as general refuse	X

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Uncoverd refuse store in location outlined.

Hygiene - Bin cleaning/ washing facilities to be provided on site.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

On collection days, site staff will move the bins over a short, level route from the store to the designated collection point.

Please ensure that you have attached:

Detailed plans of bin stores	X
Location plans showing stores	X
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	X

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

Appendix C

Modal Split Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 8 July 2026]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006912 : Manchester 055
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	8,547
Work mainly at or from home	192
Underground, metro, light rail, tram	194
Train	554
Bus, minibus or coach	495
Taxi	11
Motorcycle, scooter or moped	3
Driving a car or van	850
Passenger in a car or van	73
Bicycle	113
On foot	2,257
Other method of travel to work	22
Not in employment	3,783

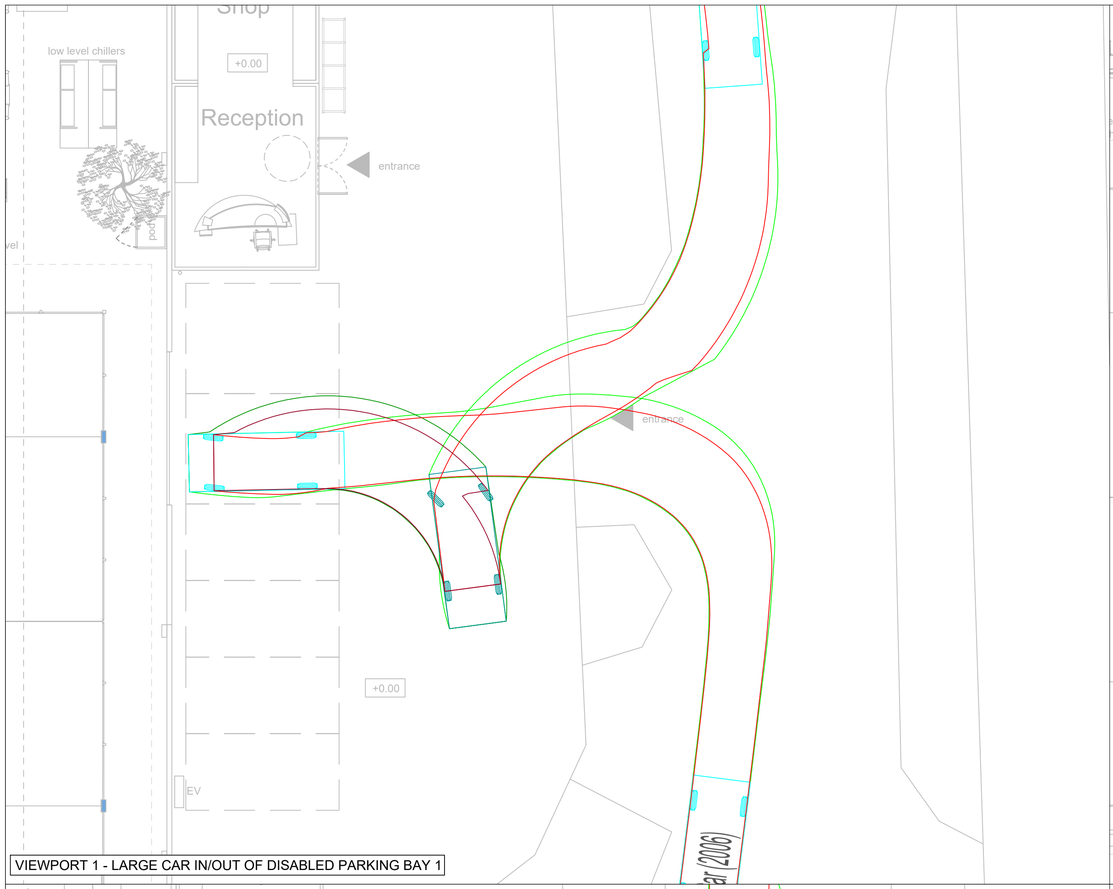
2011 Trips		
Total	4,572	100%
Foot	2,257	49%
Bicycle	113	2%
Bus	495	11%
Tram	194	4%
Train	554	12%
Motorcycle / Moped	3	0%
Driver	850	19%
Passenger	73	2%
Taxi	11	0%
Other	22	0%

	Foot	Bicycle	Bus	Tram	Train	Motorcycle / Moped	Driver	Passenger	Taxi	Total
Modal Split	49%	2%	11%	4%	12%	0%	18.6%	2%	0%	100%
Trip Gen	24	0	0	0	0	0	9	0	0	0

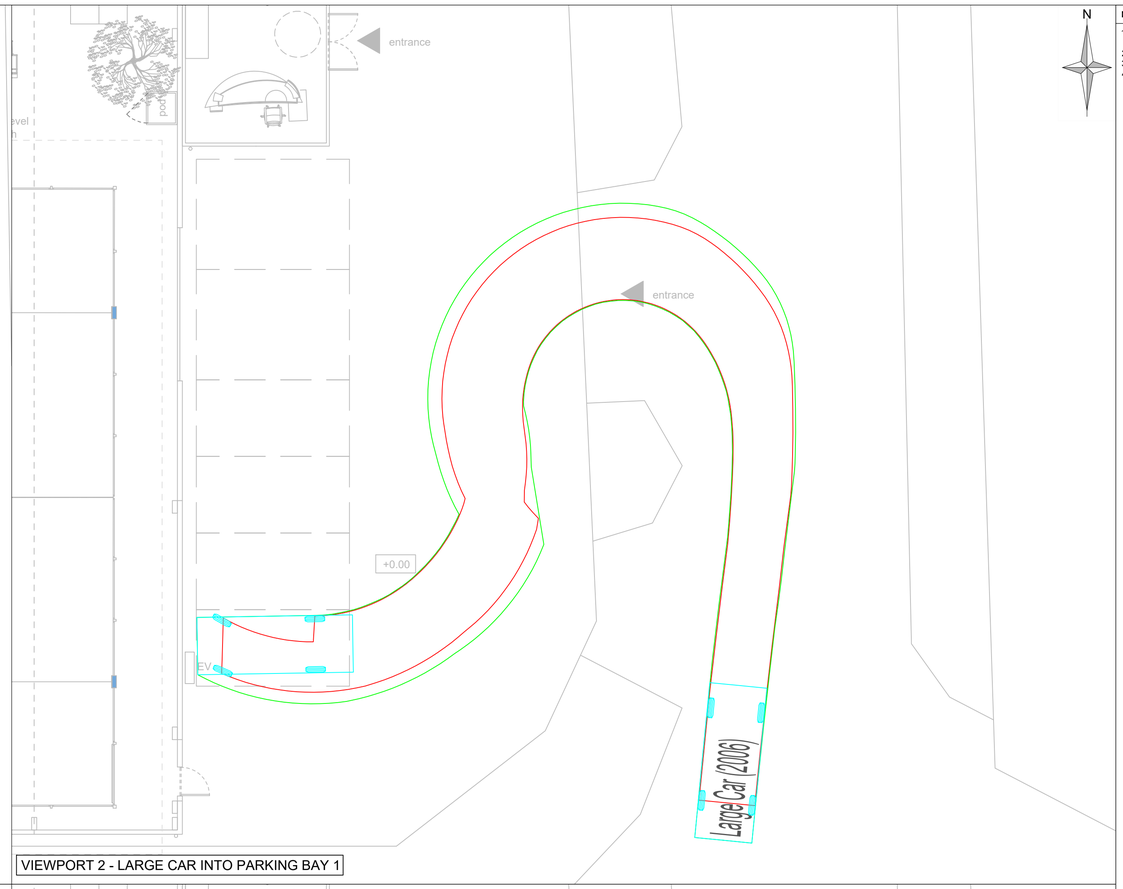
Trip generators for site	No. of people
Site with crossover	49

Appendix D

Vehicle Tracking Plans



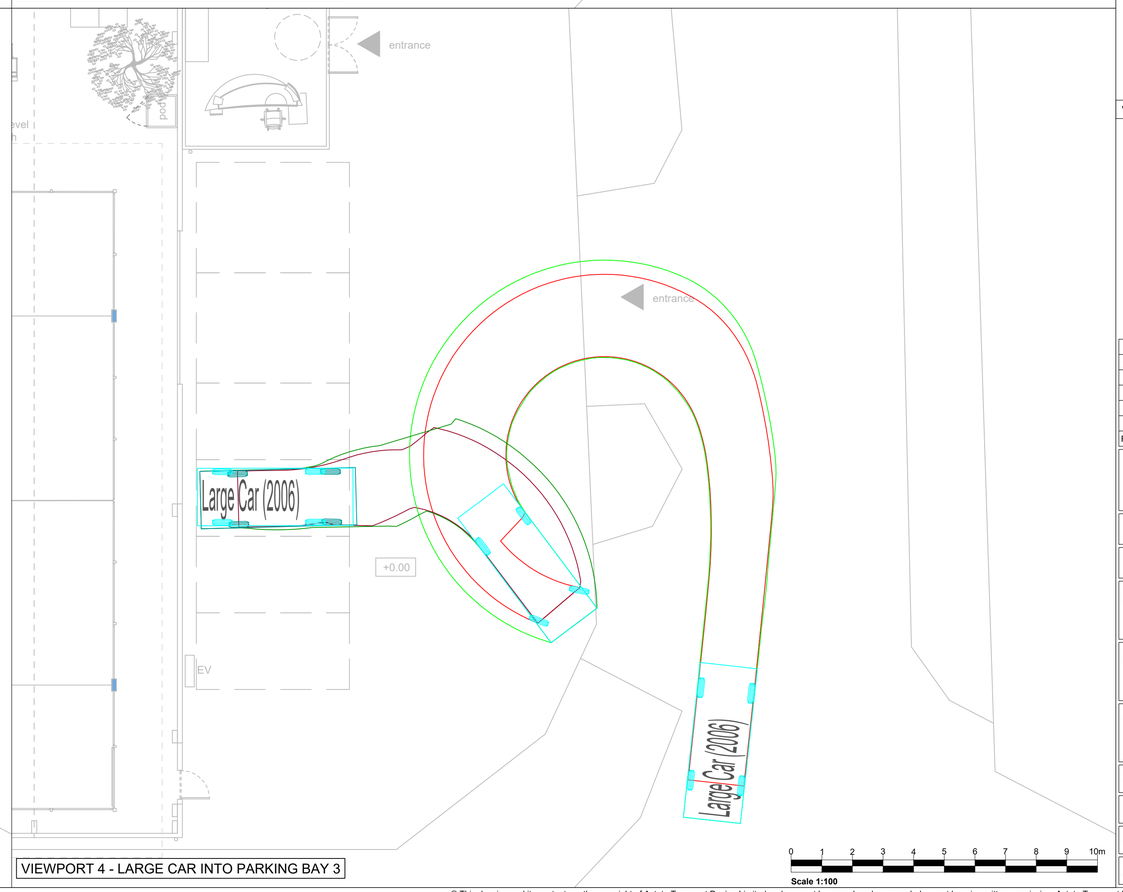
VIEWPORT 1 - LARGE CAR IN/OUT OF DISABLED PARKING BAY 1



VIEWPORT 2 - LARGE CAR INTO PARKING BAY 1



VIEWPORT 3 - LARGE CAR EXITING PARKING BAY 1



VIEWPORT 4 - LARGE CAR INTO PARKING BAY 3

0 1 2 3 4 5 6 7 8 9 10m

Scale 1:100

N

NOTES

1. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
2. WHITE LINING IS INDICATIVE ONLY.
3. DIMENSIONS ARE IN METERS, UNLESS STATED OTHERWISE.
4. THE VEHICLE TRACKING ANALYSIS WAS UNDERTAKEN USING AUTOCAD VEHICLE TRACKING SOFTWARE WITH THE VEHICLE USED DISPLAYED. THE VEHICLE WAS TRACKED AT 5kph FOR FORWARD MOVEMENTS AND 2.5kph FOR REVERSE MOVEMENTS.

VEHICLE TRACKING PROFILES



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

Rev	Amendments	Date	By	Chk	Auth
P01	FIRST ISSUE	16/07/26	JA	RF	RF

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Drawing Status & Suitability Code: FOR INFORMATION S2

Client: CARTER JONES

Project: BAIRD STREET, MANCHESTER

Drawing Title: VEHICLE TRACKING

Scale	Project No.
1:100 @ A1	A26039

Designed	Drawn	Checked	Authorised
JA	JA	RF	RF
Date 16/07/26	Date 16/07/26	Date 16/07/26	Date 16/07/26

Drawing Number: **A26068-ATP-HGN-ZZ-DR-CH-00001** Rev. **P01**

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