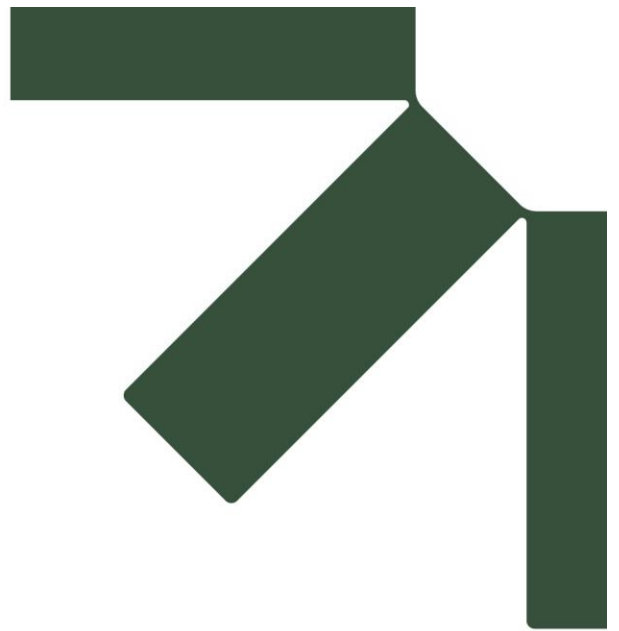




Transport Addendum

Cityside, Stocktons Site, Manchester

Liquid Business (Manchester) Limited

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SLR Project No.: VN232865

27 August 2026

Revision: 01

Transport Addendum

Overview

SLR has been appointed by Liquid Business (Manchester) Limited to provide This Transport Addendum has been prepared to update the Transport Assessment and Travel Plan submitted in support of the planning application, following the publication of the new National Planning Policy Framework (NPPF) on 17 August 2026. The 2026 NPPF supersedes the previous December 2024 Framework and is now the relevant national planning policy framework for the consideration of the application.

Chapter 2 of the latest Transport Assessment submitted included a summary of the relevant transport policies within the 2024 NPPF, which is now superseded by the text in this addendum. References to the 2024 NPPF could also be found at the 'Accessibility Conclusions' section in Chapter 4 of both the Transport Assessment and Travel Plan submitted.

'National Planning Policy Framework' Section in Chapter 2 of the Transport Assessment

That TA section should now read as follows:

In comparison with the 2024 NPPF, a significant structural change in the 2026 NPPF is the introduction of a clearer distinction between plan-making policies and national decision-making policies. For transport planning, this means TR1 and TR2 in Chapter 15 primarily inform Local Plans, Spatial Development Strategies and site promotion, while TR3 to TR6 provide the principal transport policy framework for determining planning applications, Transport Assessments, Transport Statements and Travel Plans, applying in this case.

Policy TR3 – Locating Development in Sustainable Locations

Development should be located in places that support sustainable patterns of movement, minimise the need to travel and provide genuine choice of transport modes. Development should make effective use of existing and planned infrastructure, with accessibility and connectivity informing site selection and density. Significant transport impacts should be appropriately mitigated. The Government's DfT Connectivity Tool should be used alongside other quantitative and qualitative evidence when assessing site connectivity.

TR4 – Street Design, Access and Parking

Transport should be integral to development design, prioritising walking, wheeling, cycling and public transport. Streets should be safe, inclusive, attractive and well connected, while accommodating servicing, emergency access and appropriate parking, including EV charging. Particular consideration should be given to disabled people, older people and children.

TR5 – Roadside Facilities

Supports new and improved roadside facilities where there is an identified need, including road-user welfare, EV charging, alternative fuels and lorry parking. Existing facilities should



generally be retained unless they are no longer needed or viable, or suitable replacement provision is secured.

TR6 – Assessing Transport Impacts

Developments likely to generate significant movement should be supported by a proportionate Transport Statement/Assessment and, where appropriate, Travel Plan. Assessments should consider the whole transport network, including multimodal trip generation, different times of day, cumulative impacts, sustainable transport opportunities and the development's transport vision. Development should only be refused on transport grounds where impacts are severe or highway safety would be unacceptable.

Summary of the Transport Planning Implications of the New NPPF

Policies TR3 to TR6 reinforce the NPPF's shift towards a vision-led approach to transport planning. The emphasis is increasingly on locating development in accessible locations, reducing car dependency, maximising sustainable transport, designing streets around people and assessing the development's effects on the whole transport network.

For Transport Assessments, the most significant practical change is under policy TR6, as assessments should consider multimodal trip generation, different times of day, cumulative impacts, sustainable transport measures and the development's transport vision, rather than simply demonstrating that individual junctions operate within capacity. At the same time, TR4 provides a stronger policy basis for integrating walking, wheeling, cycling and public transport into the development layout from the outset.

‘Accessibility Conclusions’ Section in Chapter 4 of the Transport Assessment and Travel Plan

The start of that section should now read as follows:

The National Planning Policy Framework (NPPF) states in Chapter 15 – Promoting Sustainable Transport that development should take place if is located where it can support sustainable patterns of movement, with the proposals reflecting the principles relevant for this planning application and contained in bullet points A, B and C from Paragraph 1 of Policy TR3:

- a) *“Development should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means Location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical.”*
- b) *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated indifferent locations, especially where this can support more walking, wheeling, cycling and public transport use.*



- c) *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach."*

Conclusion

The development proposals presented in the previous Transport Assessment and Travel Plan are still compliant with the new NPPF policies, with no car parking spaces, new secure cycle parking facilities, new pedestrian links across the site, and services provided within the buildings (gym, spa, breakout / coworking space, café, retail unit). The site is in a very sustainable location. This means that residents and visitors have genuine choice of transport modes in the way they travel to site.

Additionally, the Transport Assessment already included multi-modal trip generation calculations.





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