TECHNICAL NOTE

Job Name: 10-12 Whitworth Street West, Manchester

Job No: 330910278

Note No: TN02

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Subject: **Erection of a 39-storey purpose-built student accommodation building (Sui Generis)**

10-12 Whitworth Street West, Manchester, M1 5WY

Planning Application Reference: PLA-2026-000485

Transport Technical Note: National Planning Policy Framework Policy TR6 (TR3, TR4 & DP3(2)(d))

1. Introduction

1.1. Stantec UK Limited (Stantec) has been appointed by Fusion Group to provide transport and highways advice in relation to their proposed student accommodation development, located adjacent to Whitworth Street in Manchester (planning application reference: PLA-2026-000485).

1.2. At the time of submitting the planning application, the current version of National Planning Policy Framework (NPPF) was dated December 2024, amended in February 2025. This Technical Note [TN] has been prepared in relation to the updated August 2026 [NPPF] which is now a material consideration, specifically Policy TR6: 'Assessing Transport Impacts' and the alignment between this policy and the proposed purpose-built student accommodation development at 10 – 12 Whitworth Street West, Manchester. Where relevant, reference is also made to the related Policies of TR3, TR4 and DP3(2)(d).

1.3. The proposed development would provide 818 student bedspaces and would operate on a car-free basis. The planning application was supported by a Transport Statement [TS], Framework Travel Plan, Residential Management Strategy, Outline Construction Management Plan, Stage 1 Road Safety Audit, associated drawings and a supplementary Transport Technical Note (prepared post-submission in response to local authority comments). The aforementioned documents should be read in conjunction with this TN.

2. NPPF Policy TR6: Assessing Transport Impacts

2.1. In relation to each subsection of Policy TR6 of NPPF, inclusive of reference to TR3, TR4 and DP3(2)(d), Stantec has provided an accompanying commentary to outline how planning application reference: PLA-2026-000485 satisfies the respective requirements as necessitated by the updated August 2026 NPPF.

(1)"*Development proposals that are likely to generate significant amounts of movement should be supported by:*

a. *"A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored";* and

b*. "A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time".*

2.2. In support of the PLA-2026-000485 planning application, Stantec has produced a Transport Statement and Framework Travel Plan (both dated 14/05/2026). The scope of the Transport Statement has separately been agreed with Manchester City Council (MCC), with the agreement of scope detailed within Appendix A of the Transport Statement.

2.3. MCC, Transport for Greater Manchester (TfGM) and Active Travel England (ATE) have separately provided consultee comments in relation to the PLA-2026-000485 planning application. In reply, Stantec has prepared and submitted a responding technical note (TN01 – dated 14/09/2026) to address the comments raised by both MCC and TfGM, in addition to undertaking an ATE 'Junction Assessment Audit' to address the comments raised by ATE. The outputs of the Junction Assessment Audit have subsequently been accepted by ATE as confirmed via email correspondence (dated 06/10/2026).

2.4. With specific reference to the Framework Travel Plan (FTP), MCC's consultee response dated 29/07/2026 stated that: "*The FTP details objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and monitoring and review. This is acceptable to Highways".* In addition: *"The development, submission implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent"*.

2.5. It has therefore been demonstrated the proposed development aligns with Subsection 1 of NPPF Policy TR6.

(2)"*Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)".*

2.6. Stantec recognise that a vision-led approach to development planning centres on making places attractive, prosperous, safe and simple to navigate. As opposed to a more linear 'input' and 'output' modelled approach to development planning, a vision-led approach looks to shift focus away from exclusively cars and roads and aims to predict future demand and provide for that demand, with the approach underpinned by a collective ambition to create well designed, sustainable places. To summarise, as per the Annex B glossary of NPPF, a vision-led approach to transport planning "*sets outcomes for a development based on achieving well-designed, sustainable, inclusive and popular places, and provides the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')"*.

2.7. The collective vision for the Whitworth Street development is reinforced by the 'car-free' principle of its design, as detailed within the Transport Statement. This car-free principle aligns to the following four core goals of the Whitworth Street vision:

- **Sustainable Mobility** – Prioritising walking, wheeling, cycling and public transport over private car use.
- **Place-making** – Contributing to an attractive, safe and prosperous neighbourhood where daily needs are easy to reach without reliance upon vehicle trips.
- **Decarbonisation** – Reducing greenhouse gas emissions through transport and aligning local growth with net-zero environmental targets.
- **Adaptability** – Managing modern uncertainties like new technology, shifting work habits and climate change through a diversity of flexible sustainable transport options.

2.8. The above vision has been considered in relation to the Manchester City Centre Transport Strategy (2040) and the Greater Manchester Transport Strategy (2040), which is inclusive of Greater Manchester's '*Right Mix'* target, which represents a broader transport vision for achieving policy objectives across the region, opposed to a specific forecast. This vision identifies a target of 50% of all daily journeys in the city-region to be made by sustainable modes by 2040. The car-free design of the development therefore takes a critical step towards ensuring the Right Mix vision can be met.

2.9. The identified vision for Whitworth Street is ultimately intended to be delivered in direct partnership with the development Travel Plan and the associated sustainable transport measures and promotions as detailed within the document. At this stage of the planning process, a Framework Travel Plan has been submitted to inform the production of a detailed Travel Plan, which will be conditioned as part of any permission granted for the proposed development. As noted in Paragraph 2.4 of this TN, the Framework Travel Plan has been accepted by MCC.

2.10. As identified as part of the submitted Framework Travel Plan, should targets not be met as per the detailed Travel Plan, appropriate amendments will be made to the detailed Travel Plan in partnership with MCC to ensure any necessary remedial measures are as targeted, specific and effective as possible.

2.11. It has therefore been demonstrated the proposed development aligns with Subsection 2 of NPPF Policy TR6.

(3)"*In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d))".*

2.12. Principally, the PLA-2026-000485 planning application represents a car free development. While it must be acknowledged that a limited number of servicing trips will be associated with the development, in addition to taxi drop-off and pick-up trips, the anticipated traffic impact associated with the proposed development is expected to be immaterial in terms of impact on the local highway network. The September 2026 transport TN01 prepared by Stantec forecast that over a 14 hour weekday assessment period (0700 – 2100), a total of 42 vehicle arrival trips (*inclusive of private car, taxis, LGVs & OGVs*) and 43 vehicle departure trips (*85 two-way trips total*) would be generated. This equates to an approximate weekday total average of six additional two-way vehicle trips per hour between 0700 – 2100. Accordingly, the additional development vehicle trips will not materially impact either conventional weekday AM (0700 – 0900), PM (1600 – 1800) or inter-peak periods.

2.13. With reference to trip generation associated with specific student move in / move out periods, MCC Highways have accepted (*as per the consultation response dated 29/07/2026*) that a 'Student Move-In / Move-Out Strategy' will be required to manage the trip generation and parking directly associated with this process, with the strategy to be conditioned on any planning permission granted for the development.

2.14. The Stantec transport TN01 also undertook a multi-modal trip generation assessment for sustainable modes over the same 14 hour assessment period. A maximum weekday peak hourly generation of 152 trips is forecast between 1700 – 1800. This equates to anticipated split of 78 pedestrians, 4 cyclists, 36 bus / tram trips and 34 rail trips. With reference to the accessibility of public transport services immediate to the development site (*as detailed within Stantec TN01*), 14 individual bus services stop at existing Whitworth Street bus stops over the AM and PM peak hour network periods, Deansgate Metrolink stop is situated opposite the site at a distance of 70m, while Deansgate and Oxford Road railway stations are both situated well within an acceptable walking distance (approximately 150m and 600m walking distances respectively) and provide extensive regional and national service connections.

2.15. Accordingly, the forecast level of sustainable trip generation directly corresponds in scale to the accessibility of the site in terms of the volume of high-quality, public transport services available to serve the development. Moreover, the development site's position within central Manchester directly aligns to the projected level of pedestrian trips, with an extensive diversity of attractive education, retail, and leisure amenities situated within a 2km walk of the site.

2.16. The position of the site in terms of overall accessibility therefore also directly aligns to the following NPPF policies supplementary to TR6 (*TR3, TR4 & DP3(2)(d)*), insofar that development proposals are situated within a particularly sustainable location, seek to give priority first to walking, wheeling and cycle movements, and ultimately limit the need to travel by private car whilst offering immediate access to a highly viable diversity of public transport services. Brief commentary is therefore provided below to demonstrate the alignment between the proposed development and the following supplementary policies.

- **Policy TR3: '*Locating development in sustainable locations'*;**

(1) "*So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location":*

a. "Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, 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 the 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";

2.17. The proposed development is car-free by design and therefore directly limits the need to travel by private car, whilst providing immediate access to a diversity of high-quality sustainable transport options. Moreover, the development site's position within central Manchester provides access to an extensive range of education, retail, and leisure amenities situated within a 2km walk of the site.

b. "Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use";

2.18. The proposed development represents a densely occupied development that would be situated within an densely built up area of central Manchester, whereby immediate access to established and highly frequent public transport services is facilitated, in addition to extensive, high-quality cycle and pedestrian networks.

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";

2.19. As detailed within development Transport Statement and Framework Travel Plan, it is not forecast that the proposed development will incur any adverse impact on the local transport network in terms of either capacity or congestion. Nevertheless, a vision-led approach has been identified (within this TN) to reinforce the car-free principle of the site.

d. "The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution"; and

2.20. Owing to the car-free principle of development design, no direct environmental impacts have been forecast as a result of the daily transport movements associated with the site.

e. *"In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed".*

2.21. It is considered that Policy TR3 (1)(e) is not applicable to the proposed development.

(2) *"The Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development".*

2.22. The DfT's Connectivity Tool has been used to inform the assessment of the accessibility of the site. The assessment identifies an overall connectivity score of 89, demonstrating that the site benefits from a high level of connectivity. The results indicate that the site is well connected to the surrounding area, with access to a range of local destinations by public transport, walking and cycling. These results demonstrate that the site benefits from a high level of accessibility and a range of sustainable transport opportunities, supporting the suitability of the location for development and facilitating sustainable patterns of movement.

- **Policy TR4: '*Street design, access and parking';***

(1) *"To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:"*

a. *"Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services";*

2.23. Extensive, high-quality cycle and pedestrian networks are accessible directly immediate to the site frontage, which further facilitate access to high-quality public transport services (tram, train and bus) which are all available within a very short walk or cycle of the site.

b. *"Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport";*

2.24. Owing to the position of the site within Central Manchester, a high-quality network of permeable streets, continuous footways, segregated cycle facilities and highly accessible public transport services exist immediate to the site. Nevertheless, the development is committed to ensuring the quality of existing sustainable provision is either maintained or enhanced as a result of the development. The development is therefore committed to ensuring a continuous 2m footway is provided along the site frontage (*excluding loading bay*), implementation of accessible external Sheffield stand cycle parking for eight visitors, and 139 secure, internal, and accessible cycle parking spaces for site residents.

c. *"Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to":*

i. *"Minimise the scope for conflict between pedestrians, cyclists and vehicles";*

ii. *"Meet the needs of disabled people, older people and children in relation to all modes of transport", and*

iii. *"Avoid unnecessary street clutter".*

2.25. As identified within this TN, Stantec have undertaken an ATE Junction Assessment Audit as part of the proposed development assessment, with the audit subsequently accepted by ATE on 06/10/2026. This audit provides an objective, measurable quality threshold to assess whether the streets, routes and junctions immediate to the site are of a sufficient quality and safety for the most vulnerable of road users.

d. *"Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2))"; and*

2.26. As identified within the development Transport Statement, following discussions with the MCC Highway's team, it is proposed to provide a dedicated loading bay along the site frontage on Whitworth Street. The loading bay will be constructed flush with the adjacent footway. This ensures that when not in use, the full effective width of the footway is retained for pedestrian movement, maintaining continuity of the pedestrian environment in accordance with current streetscape design principles.

e. *"Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements".*

2.27. The development has committed to delivering the implementation of accessible external Sheffield stand cycle parking for eight visitors along the site frontage, in addition to 139 secure, internal, and accessible cycle parking spaces for site residents.

- **Policy DP3(2)(d)**: "*Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport".*

2.28. As per the commentary provided in relation to TR3 and TR4, in relation to DP3(2)(d), it is considered that the proposed development provides a diversity of high-quality transport choices to support the design vision for the site, and prioritises walking, wheeling, cycling and public transport trips.

2.29. It has therefore been demonstrated the proposed development aligns with Subsection 3 of NPPF Policy TR6, inclusive of Policies TR3 and TR4.

(4)"*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion".*

2.30. As referenced within Paragraph 2.12 of this TN, the May 2026 Stantec Transport Statement and the subsequent September 2026 TN01 demonstrates that the proposed development will not incur a severe impact on the transport network, with the development generating an average of an additional six two-way vehicle trips per hour (*weekday*) between 0700 – 2100, exclusively as a result of servicing and taxi drop-offs / pick-up trips. To reiterate, the limited vehicular trip generation forecast is a direct consequence of the 'car-free' design of the development and the excellent multi-modal accessibility of the site across walking, cycling and public transport modes.

2.31. A maximum weekday peak hourly generation of 152 trips is forecast between 1700 – 1800. This equates to anticipated split of 78 pedestrians, 4 cyclists, 36 bus / tram trips and 34 rail trips. As identified within this TN, the forecast level of sustainable trip generation directly corresponds in scale to the accessibility of the site in terms of the volume of high-quality, public transport services available to serve the development. Moreover, the development site's position within central Manchester directly aligns to the projected level of pedestrian trips, with an extensive diversity of attractive education, retail, and leisure amenities situated within a 2km walk of the site.

2.32. With reference to trip generation associated with specific student move in / move out periods, MCC Highways have accepted that a 'Student Move-In / Move-Out Strategy' will be required to manage specific trip generation and parking associated with this process, with the strategy to be conditioned on any planning permission granted for the development.

2.33. With regards to highway safety, as detailed within Stantec TN01, based on the most recent five year data available via the Crashmap database (2021 – 2025), no collision clusters (*three or more collisions within the same location*) have occurred within the vicinity of the site. Accordingly, accounting for the forecast vehicular development trip generation, in addition to associated construction trip generation (*as discussed subsequently*), it can be concluded that the occupation and daily operation of the proposed development will not exacerbate any local highway safety issues associated with either driver behaviour or highway capacity / arrangement.

2.34. An outline Construction Management Plan (CMP), dated 21/04/2026, has separately been produced by DOMIS in support of the proposed PLA-2026-000485 planning application. The purpose of the outline CMP is to provide an initial framework and strategy for managing vehicle, machinery, and pedestrian movements during the development construction phase whilst safely minimising disruption to the local highway network.

2.35. While it is not envisaged that the development construction phase will incur a severe impact on the local highway network, detailed specifics applicable to construction vehicle movements, distribution and their associated management have not yet been quantified at this initial planning stage. Nevertheless, the production of a detailed CMP will be conditioned on any permission granted for the proposed development. This detailed document will be inclusive of a range of comprehensive mitigation measures and management strategies to ensure construction traffic will not incur a material impact on the highway network: For reference, MCC confirmed as part of their July 2026 consultation response that the production of a detailed CMP should be conditioned on any permission granted for the development site.

2.36. It has therefore been demonstrated the proposed development aligns with Subsection 4 of NPPF Policy TR6.

3. Summary and Conclusion

3.1. In relation to each subsection of Policy TR6, inclusive of reference to TR3, TR4 and DP3(2)(d), Stantec has provided an accompanying commentary to outline how planning application reference: PLA-2026-000485 satisfies the respective requirements as necessitated by the updated August 2026 NPPF.

3.2. The collective vision for the Whitworth Street development is reinforced by the 'car-free' principle of its design, as detailed within the Transport Statement. The car free principle aligns to the four core goals of the Whitworth Street vision: 1) *Sustainable Mobility*, 2) *Place-making*, 3) *Decarbonisation* and 4) *Adaptability.*

3.3. In conclusion, this Technical Note has demonstrated that the proposed development aligns to NPPF Policy TR6, in addition to associated Policies TR3, TR4 and DP3(2)(d), owing to the fact that development proposals are situated within a particularly sustainable location, seek to give priority first to walking, wheeling and cycle movements, and ultimately limit the need to travel by private car whilst offering immediate access to a highly viable diversity of public transport services.