

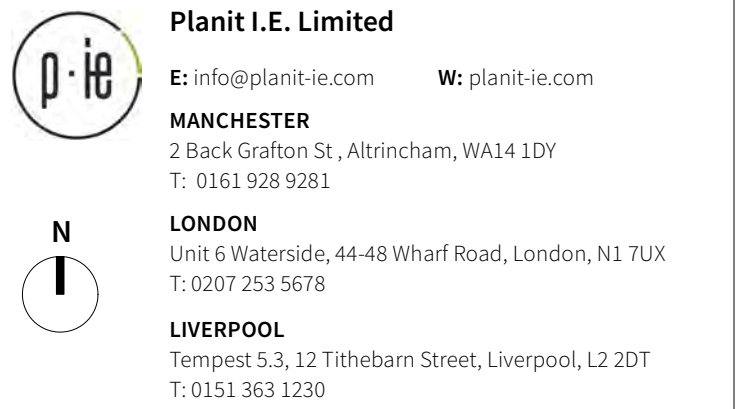
APPENDIX A: FIGURES AND DRAWINGS



KEY

	Project Redline Boundary
	Undeveloped Area
	Existing Site Structures - no proposed works

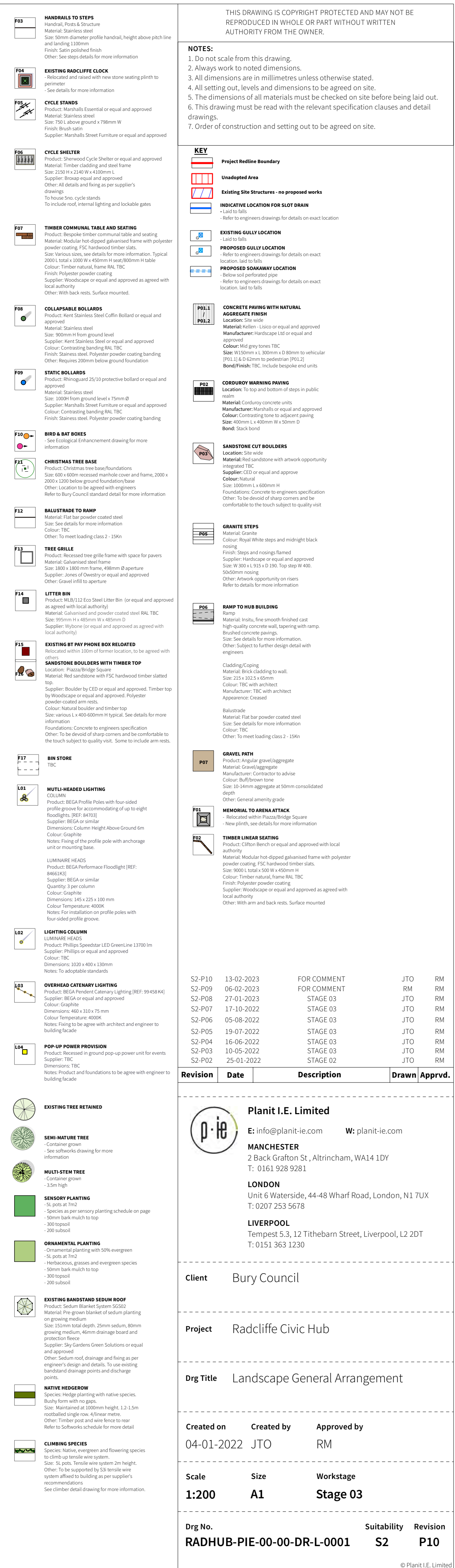
SZ-P10	13-02-2023	STAGE 03	JTO	RM
SZ-P09	27-01-2023	STAGE 03	JTO	RM
SZ-P08	24-01-2023	STAGE 03	JTO	RM
SZ-P07	17-10-2022	STAGE 03	JTO	RM
SZ-P06	05-08-2022	STAGE 03	JTO	RM
SZ-P05	19-07-2022	STAGE 03	JTO	RM
SZ-P04	16-06-2022	STAGE 03	JTO	RM
SZ-P03	10-05-2022	STAGE 03	JTO	RM
SZ-P02	25-01-2022	STAGE 02	JTO	RM
SZ-P01	20-01-2022	STAGE 02	JTO	RM



Drg Title Project Boundaries

Scale	Size	Workstage
1:200	A1	Stage 03

Drg No.	Suitability	Revision
RADHUB-PIE-00-00-DR-L-0007	S2	P10





DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

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KEY

PROPOSED PARKING BAY CHANGES

PROPOSED DISABLED PARKING BAY

15m 6WS Luxury Coach

Overall Length15.000m

Overall Width2.500m

Overall Body Height4.157m

Min Body Ground Clearance0.397m

Track Width2.500m

Lock to lock time5.00s

Wall to Wall Turning Radius12.490m

FTA Design LG Rigid Vehicle (1998)

Overall Length7.170m

Overall Width2.500m

Overall Body Height3.580m

Min Body Ground Clearance0.375m

Track Width2.160m

Lock to lock time3.00s

Kerb to Kerb Turning Radius7.000m

P01	27/01/2023	EJ	FIRST ISSUE	MS	MS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: VINCI CONSTRUCTION

ARCHITECT: -

SITE/PROJECT: RADCLIFFE CIVIC HUB

TITLE: VEHICLE TRACKING & PROPOSED PARKING SPACES

SCALE @ A1: #####

CHECKED: MS

APPROVED: MS

PROJECT NO: 70092923

DESIGNED: EJ

DRAWN: EJ

DATE: January 23

DRAWING No: 2923-SK-007

REV: P01

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File name: I:\UK\WSP\GROUP\COMMON\DATA\PROJECTS\70092923 - RADCLIFFE CIVIC HUB\03\WSP\DEVELOPMENT\03\DRAWINGS\AUTOCAD\2023-SK-007.DWG, printed on 27 January 2023 08:44:07, by: jayson, Edward

APPENDIX B: BREEAM ANALYSIS





BREEAM Tra01 Assessment

INTRODUCTION

This Technical Note represents the BREEAM Tra01 Assessment for the proposed Radcliffe Civic Hub in Radcliffe, Greater Manchester. This Technical Note should be read in conjunction with the Transport Statement and Interim Travel Plan prepared to accompany the planning application.

BREEAM – Transport Statement and Travel Plan

A Building Research Establishment Environmental Assessment (BREEAM) has been requested by the District Council in order to address both site-specific Transport Statement and Travel Plan.

The TRA01 BREEAM 2018 gives two credits to the Transport Statement and Travel Plan, which is divided in 5 sections.

1 Transport Statement and Travel Plan

Section 1 requires undertaking a site-specific Transport Statement and Draft Travel Plan, which can demonstrably be used to influence the site layout and built form.

A Transport Statement and Travel Plan have been produced and submitted as part of the planning application.

2 Site-specific Travel Statement

The TRA01 BREEAM 2018 identifies 7 minimum key points that the Transport Statement shall cover as a minimum as follows:

- 2.a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
- 2.b Predicted travel patterns and transport impact of future building or site users.
- 2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
- 2.d Reporting of the number and type of existing accessible amenities within 500m of the site.
- 2.e Disabled access accounting for varying levels and types of disability, including visual impairment.
- 2.f Calculation of the existing public transport Accessibility Index (AI).
- 2.g Current facilities for cyclists.

2.a Existing travel patterns and attitudes

Given the Interim status of the associated Travel Plan for the planning submission, information regarding existing travel patterns and attitudes will be captured as part of the delivery of a Full Travel Plan (FTP) and is addressed in Chapter 7 of the Travel Plan, whereby baseline travel surveys will be undertaken approximately three months post-opening and occupation.

2.b Predicted travel patterns and attitudes

Parking demand and traffic generation of the site has been identified in Chapter 5 of the Transport Statement. A maximum parking demand of between 185 and 231 parking spaces have been estimated as part of three scenarios. Modal share values have also been estimated.

2.c Current local environment for pedestrians and cyclists

The existing environment for pedestrians and cyclists is identified in Chapter 4 of the Travel Plan and Chapter 6 of the Transport Statement.

2.d Existing accessible amenities

Figure 1 below shows the current number and type of key existing accessible amenities within 500 metres of the site as per BREEAM [Table 7.1](#).

2.e Disabled accessibility

Disabled accessibility and provision have been addressed in Chapter 4 of the Transport Statement and Chapter 4 of the Travel Plan.

2.f Accessibility Index

The existing public transport Accessibility Index (AI) has been calculated as **8.36** as per the BREEAM methodology. A copy of the calculation tool is included below.

2.g Current facilities for cyclists

Existing facilities for cyclists are addressed in Chapter 4 of the Travel and Chapter 6 of the Transport Statement.

3 Site-specific Travel Plan

Section 3 requires the production of a Travel Plan that provides a long-term management strategy which encourages more sustainable travel.

Given the 'Interim' status of the Travel Plan, it is stated in Chapter 8 of the Travel Plan that a site-specific communication, marketing and monitoring strategy will be developed as part of a Full Travel Plan.

4 Travel Plan Occupier

Section 4 requires involvement of the occupier (if known) in the development of the Travel Plan. Bury Council have been involved in the production of the Travel Plan and will be extensively involved over the long-term day-to-day operations of the Civic Hub and will therefore be the designated Travel Plan Occupier.

5 Travel Plan Implementation

The implementation of the Travel Plan will occur under a 'Full Travel Plan'. More detail can be found in Chapter 1 of the Travel Plan.

Figure 1 (2.d): Local Amenities Map



- Key
- Major Transport Node
 - ✚ Health Facility
 - Library
 - ⬡ Open/Green Space
 - Supermarket
 - Education Facility

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Rail										
Distance to node (m)	500										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	5	5									

NODE 2

Public transport type	Bus										
Distance to node (m)	150										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2	1	1	5	0.18	0.09	0.09				

Accessibility Index

8.36

BREEAM Tra02 Assessment: Sustainable Transport Measures

INTRODUCTION

This Technical Note represents the BREEAM Tra02 Assessment for the proposed Radcliffe Civic Hub in Radcliffe, Greater Manchester. This Technical Note should be read in conjunction with the Transport Statement and Interim Travel Plan prepared to accompany the planning application.

The aim of Tra02: Sustainable Transport Measures is to maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site. The additional value that this creates includes:

- Encourages improvement of public transport provision;
- Reduces building users' carbon footprint and associated negative environmental impacts, improving local air quality and reducing local congestion;
- Encourages reliance on active travel and engagement with local authorities;
- Promotes provision of electric car recharging stations and reduced reliance on cars; and
- Increases provision of local amenities.

METHODOLOGY

For Tra02, a total of five credits have been targeted from an available 10. This is based on Table 7.4: Sustainable Transport Measures. A full copy of this table is located at the bottom of this document. The following table indicates where five credits have been located as part of the Tra02 assessment.

Table 1: Tra02 Credit Accumulation

Assessment Option	Description	Reason for Acquiring Points	Points (Credits)
1	The existing AI calculated in Tra01 achieves the following: ■ Greater than four for prison or MOD sites, rural location sensitive buildings, and other building group 3; ■ Greater than 8 for all other building types.	The Radcliffe Civic Hub has been designated as 'other building group 2' category (<i>A building occupied by a number of core staff or employees with a larger number of consistently frequent visitors or users (either resident or non-resident)</i>). A score of 8.36 was recorded on the Public Transport AI.	1
5	■ Set up a car sharing group or facility to facilitate and encourage building users to car share. ■ Raise awareness of the sharing scheme with marketing and communication materials. ■ Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. ■ Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	These measures have been addressed in Chapter 7 of the Travel Plan under 'Travel Plan Measures' and Chapter 4 of the Transport Statement under 'Proposed Development'.	1

7	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 .	Information regarding cycle storage spaces has been addressed in Chapter 4 of the Transport Statement, whereby six new cycle stands to the south of the development will be created and three existing cycle stands that are being retained in the public realm redevelopments. This is proportionate to the guidelines in Table 7.5	1
8	Option Z has been achieved and to provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type): ■ Showers ■ Changing facilities ■ Lockers ■ Drying spaces.	This has been addressed in Chapter 4 of the Transport Statement. Given the nature of the development, all four facilities will be available for cyclists.	1
9	At least three existing accessible amenities are present, see Table 7.6 , where relevant for a Building Group.	As identified in Figure 1 in Tra01 and Chapter 3 of the Transport Statement, there are various amenities within 500m of the site that are accessible. These include: ■ Radcliffe Library ■ Coronation Park ■ Radcliffe Primary Care Centre	1
Total			5

Table 7.4 Sustainable public, private and active transport measures

Sustainable transport measures			
Assessment option	Public transport measures	Applicable building types	Points
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	All	1
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development;	All	2
	OR 3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.		3
	OR 4. Provide a dedicated service, such as a bus route or service (See Definitions).		3
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	All	1
Assessment option	Private transport measures	Applicable building types	Points
4	6. Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	All	1
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share. 8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	All	1
Assessment option	Active travel measures	Applicable building types	Points
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	All	2
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 .	All	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility: • Showers • Changing facilities • Lockers • Drying spaces.	All	1
9	Existing amenities: 16. At least three existing accessible amenities are present, see Table 7.6 , where relevant for a Building Group.	All	1
10	Enhanced amenities: 17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 , for the relevant Building Group, is provided. OR 18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.		2
			3
Assessment option	Alternative transport measures	Applicable building types	Points
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	All	1-3

APPENDIX C: PARKING TECHNICAL NOTE



TECHNICAL NOTE

DATE:	12 July 2022	CONFIDENTIALITY:	Internal
SUBJECT:	Civic Hub Parking Options		
PROJECT:	Radcliffe Car Parking Strategy	AUTHOR:	John Sellors / Peter Ng
CHECKED:	Andrew Watkin	APPROVED:	Jim Outterside

OVERVIEW

This short technical note summarises the potential parking requirements for the proposed Civic Hub in Radcliffe, and possible solutions for managing car parking demand depending on whether the actual parking demand at the Hub ends up being as currently forecast, or higher or lower than this forecast.

CIVIC HUB PARKING REQUIREMENT

The *Radcliffe Car Parking Strategy* report (June 2022) assessed the likely future car parking requirements for the Radcliffe Civic Hub. Key inputs for this exercise were the occupancy schedule for the Civic Hub provided by Pozzoni, dated May 2022, as well as user modal share figures from the Transport Assessment for Levenshulme Leisure Centre, which has been used as a proxy due to the similar nature of the development and similar urban location. Following an exercise to filter and convert the Civic Hub occupancy schedule data into a likely maximum number of people in the hub at any one time, three Hub occupancy scenarios and a set of modal splits for the Hub were developed as follows:

Civic Hub Occupancy Scenarios

- Scenario 1 – 80% of maximum occupancy = 547 people
- Scenario 2 – 80% of maximum occupancy + swimming pool spectator seating in use = 697 people
- Scenario 3 – 100% occupancy = 684 people

Civic Hub Modal Splits

- Public Transport – 23%
- Walking – 23%
- Cycling – 4%
- Car – 50%

Applying an average car occupancy of 1.48 (taken from Transport for Greater Manchester's 2019 SRAD findings on average car occupancy for trips made in Bury) to a 50% car modal split for each of the three scenarios, the total range in likely peak parking demand for the Civic Hub is between **185 spaces** and **231 spaces**.

PARKING SURVEY RESULTS

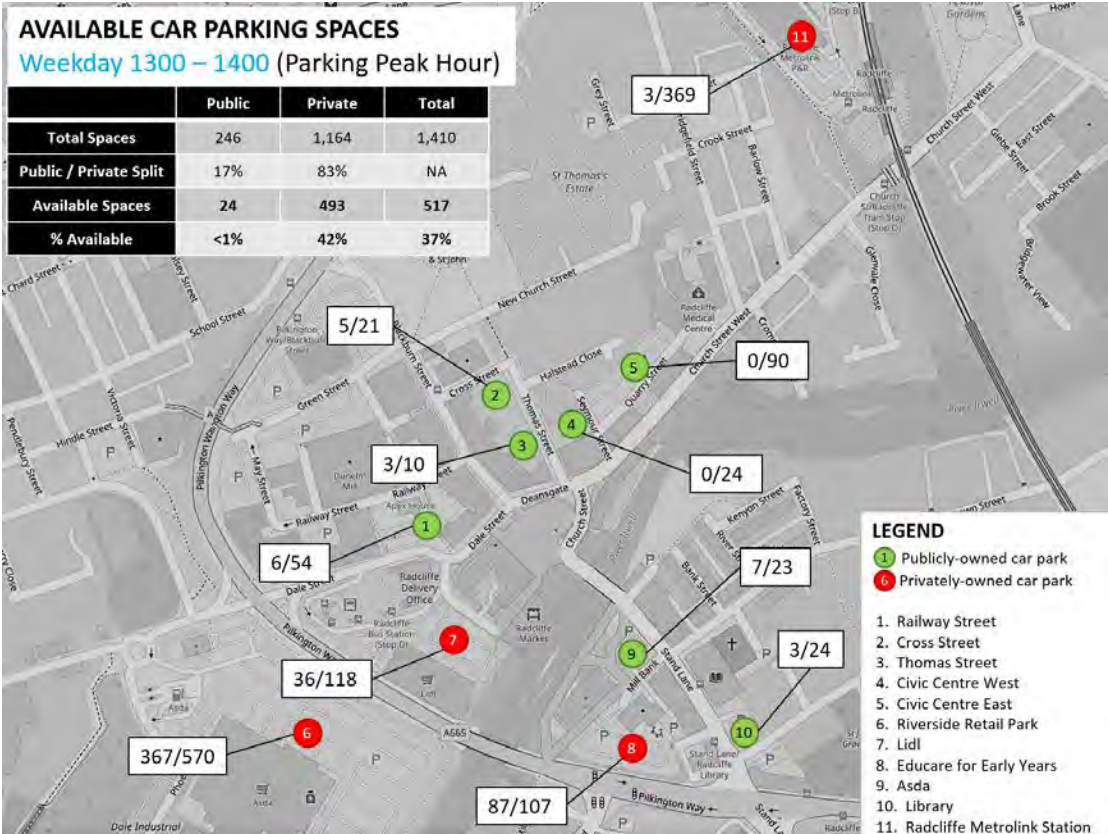
Parking surveys to assess existing off-street car parking demand in Radcliffe were undertaken by Streetwise Services on a weekday (Thursday) and Saturday in December 2021. The full results of these surveys are documented in the *Radcliffe Car Parking Strategy* report (June 2022), with the summary maps below showing available car parking spaces at peak times.

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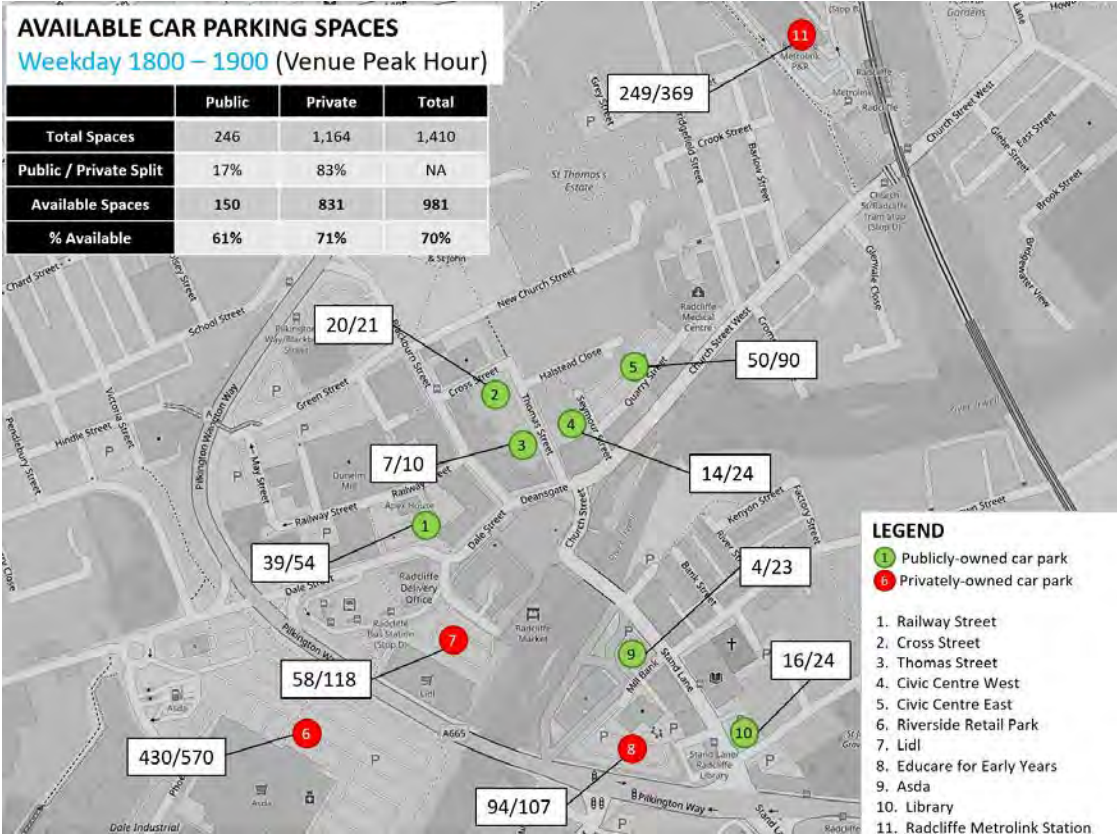
WEEKDAY PARKING AVAILABILITY

On the assessed weekday, the peak hour for car parking (i.e. when most car parking spaces were occupied) was 1300-1400. The TRICS trip rate database suggests that the weekday peak hour for car parking demand for leisure centres is 1800-1900, so available car parking spaces in Radcliffe for both hours are presented below.



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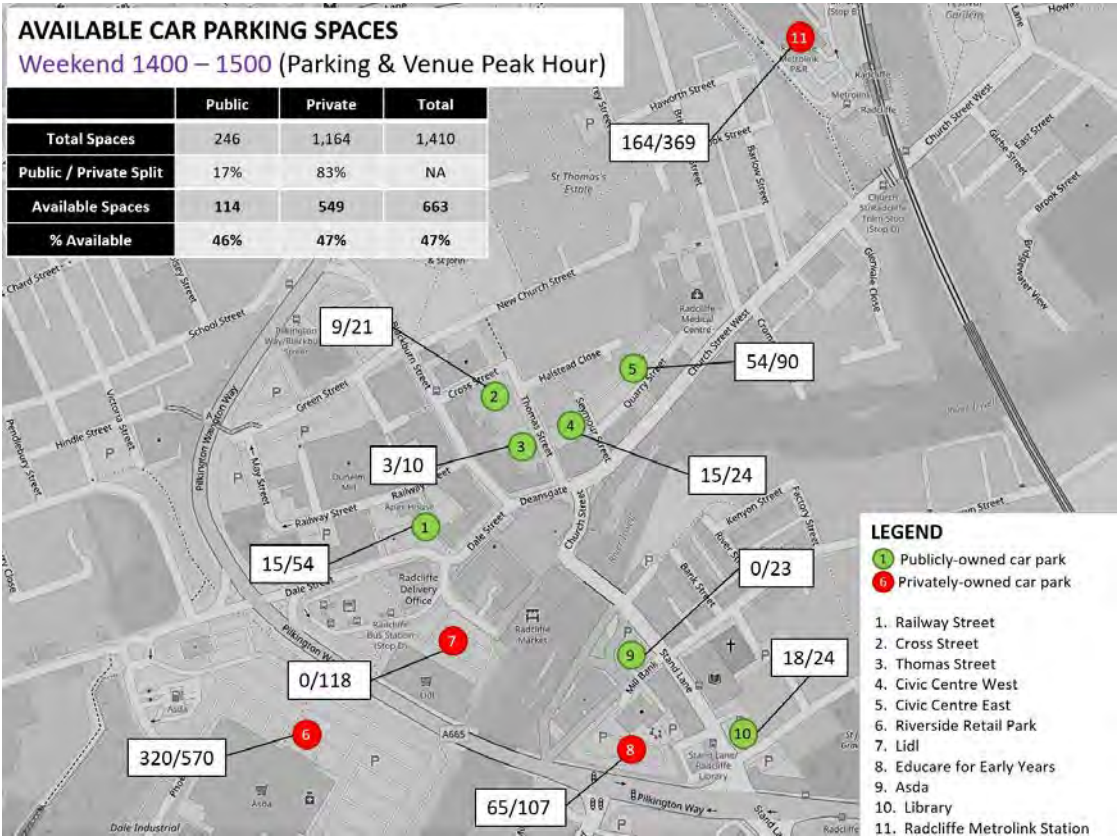


WEEKEND PARKING AVAILABILITY

The completed results showed that the peak hour for car parking in Radcliffe town centre on the assessed Saturday was 1400-1500. This also corresponds to when the TRICS trip rate database suggests that the peak hour for car parking for leisure centre car parking on a Saturday occurs.

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PARKING SURVEY RESULTS SUMMARY

Looking at available public car parking spaces, in the weekday parking peak hour in Radcliffe, only 24 car parking spaces are available in the town centre. This is some way short of the potential peak car parking demand associated with the Civic Hub of 185-231 spaces. Further still, in the expected peak hour for the Hub, between 1800-1900, the number of free publicly owned car parking spaces in the town centre is only 150. **This information suggests that public parking in Radcliffe town centre will not be of sufficient capacity to support weekday parking demand from the new Civic Hub.** In the peak hour for the venue, there is a shortfall of at least 35 car parking spaces.

At weekends, the expected peak hour for car parking in the town centre, and the peak hour for parking demand from the Civic Hub, is between 1400-1500. The survey results suggest that there are only 114 free publicly owned car parking spaces in the town centre. Again, this is well short of the peak car parking demand associated with the Hub of between 185 and 231 spaces. **This information suggests that public parking in Radcliffe town centre will not be of sufficient capacity to support weekend parking demand from the new Civic Hub.** In this peak hour, there is a shortfall of over 70 car parking spaces.

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CAR PARKING MANAGEMENT OPTIONS

The table below sets out potential actions over the short, medium and longer term to manage car parking for the Civic Hub, depending on whether parking demand for the Hub is at the level currently forecast, or ends up being higher or lower than this forecast.

Parking Demand	Timescales		
	Short (0-2 Years)	Medium (2-5 Years)	Long (5 Years +)
Lower	Improve condition of - and wayfinding to - public car parks such as Civic Suite East/West	Release least efficient/least well used public car parks for development for alternative uses; invest available transport funding on schemes to improve active travel and public transport links to the Civic Hub	Continue to invest in enhanced active travel and public transport links to the Civic Hub; potential further release of public car parking land for alternative development is car parking is not being well used
Current Forecast	As above, and remodel existing public car parks where possible to increase capacity; initial discussions with private landowners regarding lease of car parking spaces	If work to increase capacity of existing public car parks is still not meeting demand, secure lease on additional car parking spaces from private landowners	Continue to lease car parking spaces from private developers; explore options and business case for increasing numbers of publicly owned car parking spaces vs option of continuing to lease spaces privately
Higher	As above, but secure early lease on privately owned car parking spaces for use for Civic Hub parking	As above and undertake optioneering, appraisal and funding identification exercise for a new town centre car park	If there is a business case to do so, and the council wishes to have more control over parking, deliver new public car park for the town centre and release privately leased spaces back to landowners
Initial Recommendation	Deliver wayfinding and quality improvements to existing public car parks; monitor car parking demand for the Civic Hub; if existing public car parking is not meeting demand, undertake discussions with private landowners i.e. Educare/Lock Keeper car park, to determine if they have spaces for lease	Spaces will need to continue to be leased from private owners if public car parking does not meet demand for parking at the Hub; if public car parking is meeting demand for parking at the Hub, any available transport funding should be spent on improving active travel and public transport links to the Hub	If low parking scenario is being realised, there should be opportunities to rationalise existing car parking stock in the town; in a high parking scenario, if it makes economic sense to do so, funding should be used to invest in public car parking numbers, whilst ending agreements on privately leased spaces

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SUMMARY

The data presented in this technical note suggests that publicly owned car parking in Radcliffe town centre will not be sufficient to accommodate the increase in parking demand that is generated by the proposed new Civic Hub. In the peak hour for the venue on a weekday, there would be a shortfall in public parking supply by at least 35 spaces, and this increases to a shortfall of at least 70 car parking spaces on a Saturday. Whilst freely available private car parking in the town (such as the Asda car park) could accommodate much – if not all – of the shortfall in the capacity of public car parking once the Civic Hub is developed, rather than an assumption that these spaces could just be used informally, these spaces should be secured by a lease agreement if this is an option that the council wishes to progress.

At this stage, it is still relatively difficult to predict levels of car parking that will be associated with the Civic Hub. Work to date has used available data and evidence to make some high-level assumptions about how people will travel to the Hub, and how many people will travel to the hub. Key areas for consideration include:

- Land uses and services in the Hub may still be subject to change as the planning application for the scheme progresses.
- Car parking associated with users of the leisure centre and the swimming pool is particularly difficult to predict until more information is known about the likely programme of usage of the pool, including hours of operation.
 - To give one example, organised swimming lessons for children on every night of the week would be likely have a much larger impact on car parking requirements than if the pool was just left open in the evenings for the public to use freely.
- The Civic Hub cannot be considered in isolation in respect of future car parking requirements in Radcliffe. Other proposed developments, including both the Market Chambers redevelopment and proposed new business centre in the former library, will need to be subject to further assessment to determine if these uses will have a greater or lesser impact on parking demand compared to the current use.
- Wider proposed housing schemes, such as at Elton Reservoir and East Lancashire Paper Mill, will also need to be assessed in time to determine the impact that these schemes might have on parking demand in the town centre.

As more information on the above bullet points is known, it will be important to re-run the existing forecasts for future parking requirements. Given the extent of proposed land use change across Radcliffe and the surrounding area, it is considered likely that demand for car parking in Radcliffe will increase rather than decrease over the coming years.