



A Planning Application by
THE ARCH COMPANY

In respect of
**Arch 77 Whitworth Street,
MANCHESTER, M1 5WQ**

Transport Statement

August 2025



Document Management

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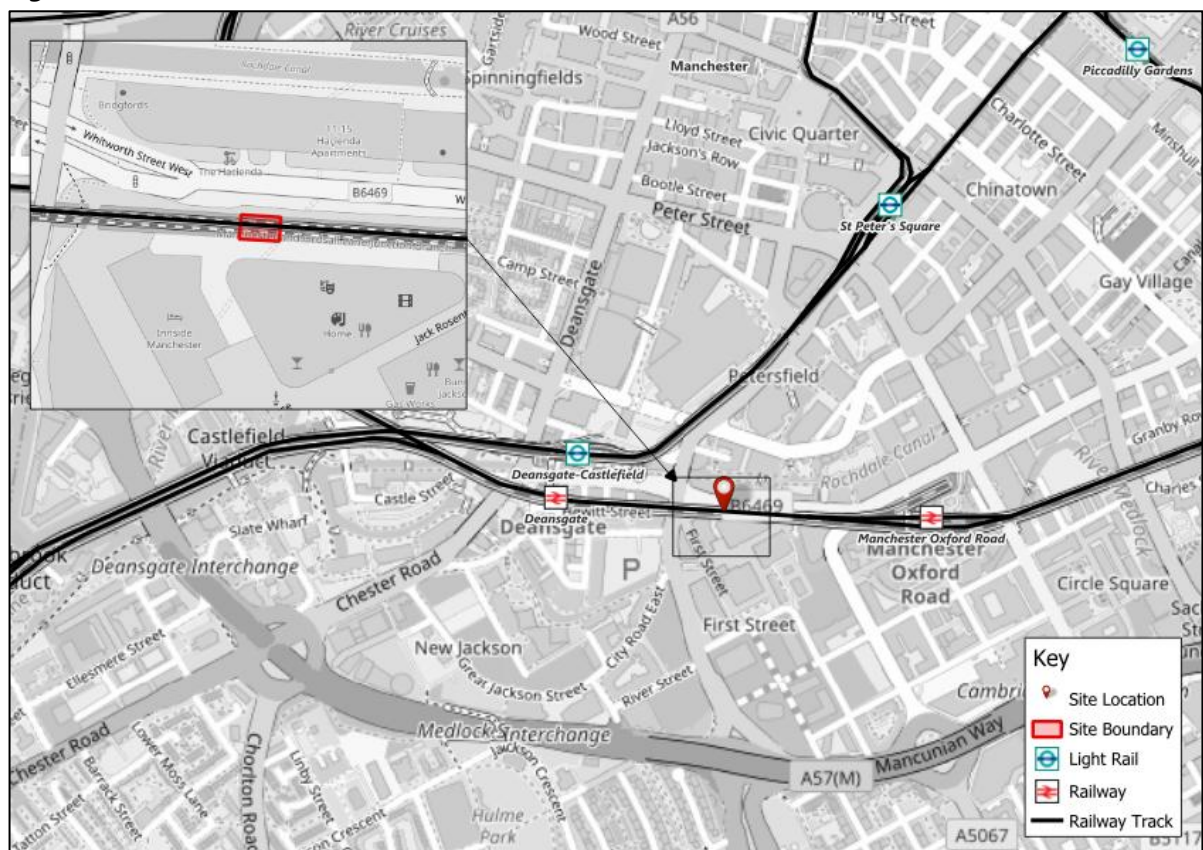
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1 Introduction

- 1.1 Transport Planning Associates (**us/we**) has been appointed by The Arch Company (**the client**) to provide a Transport Statement in relation to the proposed change of use application for 77 Whitworth Street, Manchester, M1 5WQ.
- 1.2 The site comprises one arch situated between Manchester Oxford Road and Deansgate stations, and falls within the jurisdiction of the Manchester City Council (MCC). The site's location in the context of local transport infrastructure is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors – Note: Indicative Site Boundary

Planning History

- 1.3 The site has been subject to two recent planning applications that were refused permission due to non-transport related matters. Both applications were submitted to the Council on 11 November 2022.

- 1.4 The first application¹ sought:

"Listed Building Consent for external alterations to the shop front including bringing forward entrance doors and forming new emergency exit as well as internal works"

- 1.5 It was subsequently rejected in February 2023 due to the appearance and architecture of the building resulting in an unduly harmful impact on the visual amenity and significance of the listed building in the street scene.

- 1.6 The second application² proposed:

"Alterations to the shop front infill comprising bringing forward the entrance doors and forming a new emergency exit"

- 1.7 It was subsequently rejected in February 2023 for reasons similar to the above, from the unsympathetic alteration to the character and appearance of the frontage of the arch, resulting in less than substantial harm to the listed building.

- 1.8 As noted, both applications were refused due to non-transport matters, hence it is not considered to be any outstanding transport concerns to be addressed as part of this new application.

Summary of Proposals

- 1.9 As noted, the site comprises one arch over ground and basement level, with a total Gross Floor Area (GFA) of 214m². The arch is currently under the existing use below:

*"For use as retail, storage and repair of motorcycles in connection with the Tenant's business as Motorcycle retailer or such other use within Class A1 & B8 of the Town and Country Planning (Use Classes) England Order 2005 as Network Rail may first approve in writing, such consent not to be unreasonably withheld or delayed."*³

- 1.10 The proposals seek to introduce the following land use classes at the site:

- Use Class E (Commercial Business, Services); and
- Use Class Sui Generis (drinking establishment with expanded food provision).

¹ Planning reference: 135325/LO/2022

² Planning reference: 135151/FO/2022

³ Client email received 17 July 2025

- 1.11 The proposed site plan is presented in **Appendix A**. The proposals seek no changes to the floor area.
- 1.12 The proposed development will be car-free with servicing conducted via the loading bay on the B6469 Whitworth Street. Cycle parking will be provided in accordance with policy requirements, and the final locations will be confirmed by future occupiers.

Report Scope and Structure

- 1.13 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposed change of use as part of a suite of documents supporting the above planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.
- 1.14 The rest of this report is set out as follows:
- **Chapter 2** – Baseline Transport Conditions;
 - **Chapter 3** – National, Regional and Local Transport Policy;
 - **Chapter 4** – Development Proposals;
 - **Chapter 5** – Traffic Impact
 - **Chapter 6** – Summary and Conclusions

2 Baseline Transport Conditions

The Site

- 2.1 As noted, the site comprises one arch over ground and basement level, with a total Gross Floor Area (GFA) of 214m². The arch is currently under the existing use below:

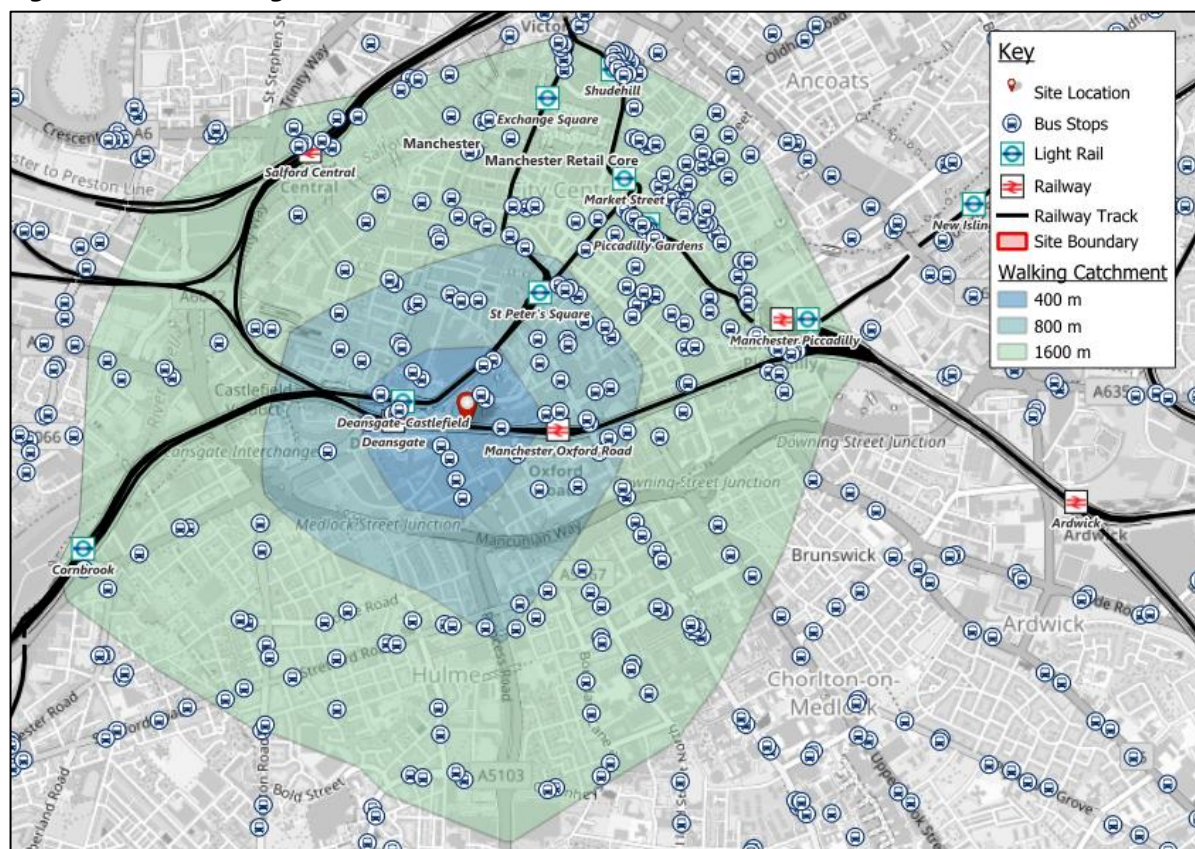
"For use as retail, storage and repair of motorcycles in connection with the Tenant's business as Motorcycle retailer or such other use within Class A1 & B8 of the Town and Country Planning (Use Classes) England Order 2005 as Network Rail may first approve in writing, such consent not to be unreasonably withheld or delayed."

- 2.2 The site can be accessed by pedestrians and cyclists from the southern footway, adjoining the B6469 Whitworth Street.
- 2.3 The area surrounding the site is mixed in character, with commercial, residential, and institutional uses situated in the local vicinity. The site benefits from excellent accessibility by all modes of transport, including walking, cycling, bus and rail, as explained in greater detail in this chapter.

Pedestrian and Cycle Accessibility

Pedestrian

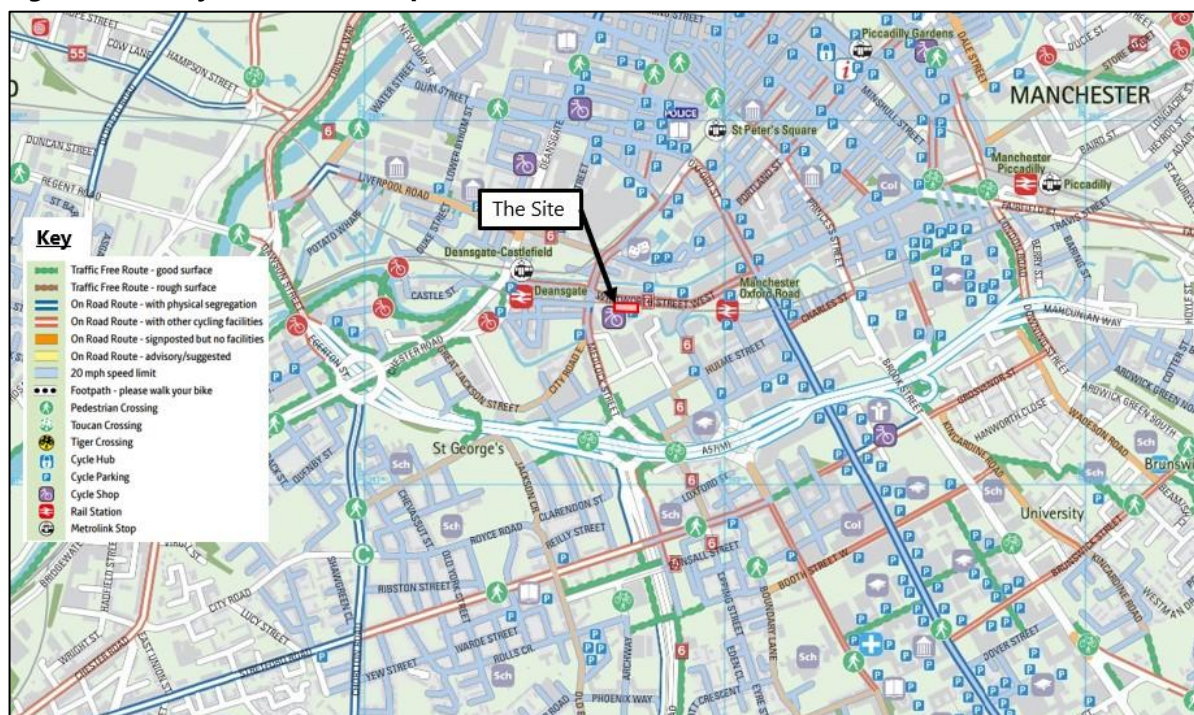
- 2.4 The footway adjoining the site on Whitworth Street varies between 1.5 and 2.3 m in width. To the rear of the site, a wide plaza is seen, connecting to the pedestrianised Tony Wilson Place and First Street to the southern side of the plaza. The pavements in the vicinity are lit, and tactile paving and dropped kerbs are available at pedestrian crossing facilities.
- 2.5 The 'Building Sustainable Transport into New Developments' (DfT, 2008) document gives the following advice on pedestrian catchment areas: *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"*. That concept is expanded further in other documents such as CIHT's guidance 'Planning for Walking' (2015), in addition to the 'Manual for Streets' (2007).
- 2.6 Based on the above, **Figure 2.1** shows the walking catchments within 400 m, 800 m and 1200m of the site. As shown, many bus services, light rail services, and rail services are available within short walking distance of the site.

Figure 2.1 Walking Catchment

Source: © OpenStreetMap Contributors

Cycle

- 2.7 The local cycle network within the vicinity of the site is shown in **Figure 2.2**. An 'On Road Route – with other cycling facilities' runs along Whitworth Street, connecting to Medlock Street to the west which has an On Road Route – with other cycling facilities, and Oxford Street to the east, which has an On Road Route – with physical separation.
- 2.8 National Cycle Network Cycle Route 6 passes by the site on Albion Street to the west. The immediate section of Route 6 connects Reddish to the south and Blackburn to the northwest via Bury and Ramsbottom.
- 2.9 A Beryl Bike docking station is available immediately across Whitworth Street and is accessible by a circa 120 m walk via a pedestrian crossing to the west. The docking station has 12 bike docks available.
- 2.10 Ample on-street cycle parking (circa 23 cycle parking spaces) is accessible via Whitworth Street, circa 50 m west of the site and is located within an arch.

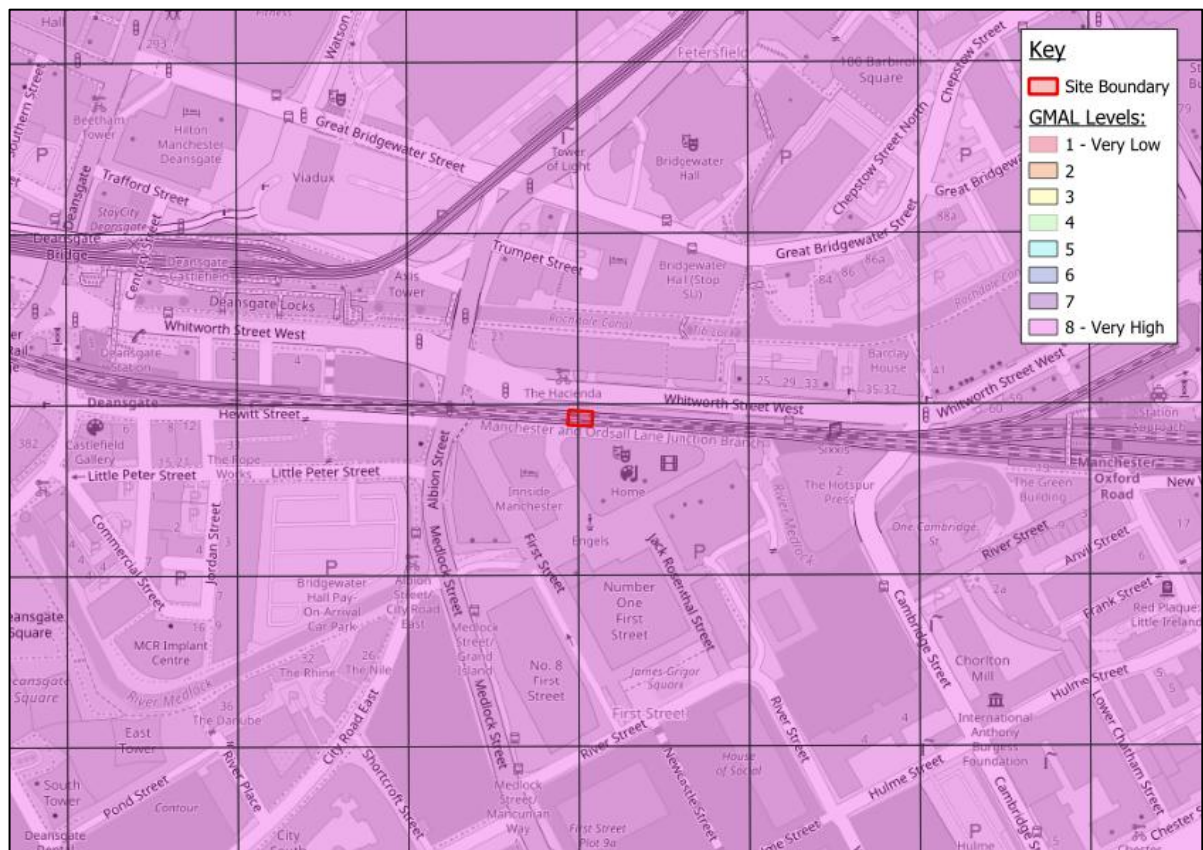
Figure 2.2 Cycle Network Map

Source: Transport for Greater Manchester

Public Transport

Greater Manchester Accessibility Level

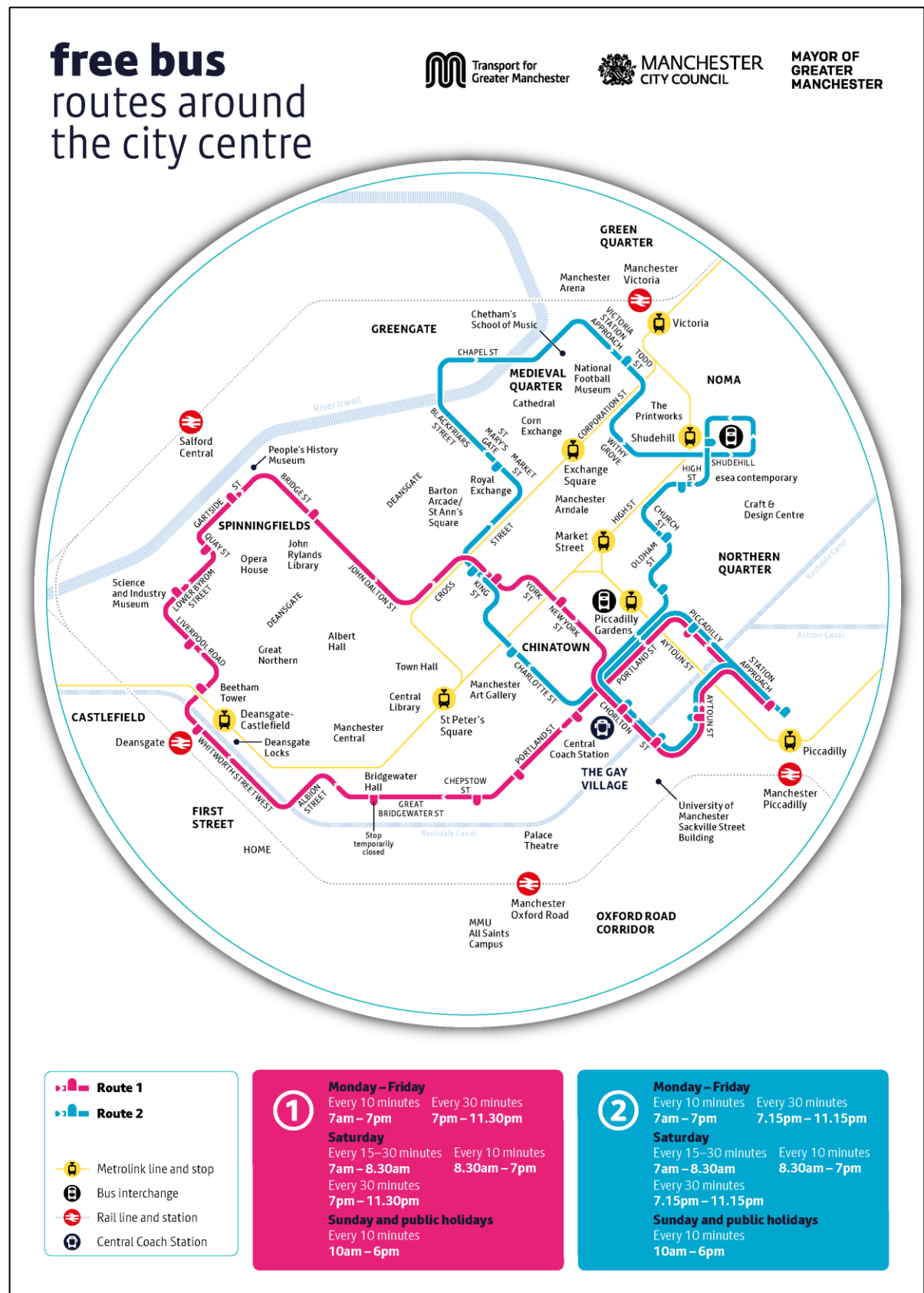
- 2.11 The Greater Manchester Accessibility Level (GMAL) denotes the degree to which public transport services serve a given site, via a score between 1 (very poor access to public transport services within GMAL thresholds) and 8 (very high accessibility). The GMAL is a function of the distance and frequency of bus services available within 640m and Metrolink/railway services available within 960m.
- 2.12 As shown in **Figure 2.3**, the GMAL of the site is 8 (very high), which reflects the availability of transport services at Deansgate-Castlefield and Manchester Oxford Road stations within walking distance of the site.

Figure 2.3 GMAL Analysis

Source: Transport for Greater Manchester, © OpenStreetMap Contributors

Bus Services

- 2.13 The nearest bus stop to the site is Bridgewater Hall on Great Bridgewater Street to the north of the site. Both east and westbound stops are to the north of the site, circa 280 m away from the site by walking. Routes 1 and 33 are available at the westbound stop (Stop SU), and routes 33, 33B, X50, 255 and 256 are available at the eastbound stop (Stop ST).
- 2.14 Route 1 is a part of the Free Bus Network, covering a large part of Manchester City Centre, with a frequency of up to one service every 10 minutes. **Figure 2.4** shows the free bus route network in Manchester.

Figure 2.4 Free Bus Network

Source: tfgm.com

- 2.15 Manchester Oxford Road station (Stop A and Stop E), along Whitworth Street, is within close proximity of the site; both east and westbound stops are circa 300m east of the site. Routes 101, 102 and 103 are available at the stop.

Rail and Metrolink Services

- 2.16 Rail services are provided from Manchester Oxford Road station, situated circa 300m to the east of the site. Northern Trains, TransPennine Express, Transport for Wales, and East Midland Railway provide various railway services to the following destinations: Barrow-in-Furness, Blackpool North, Bolton, Carlisle, Chester, Cleethorpes, Darlington, Edinburgh, Glasgow Central, Holyhead, Lancaster, Liverpool Lime Street, Llandudno, Macclesfield, Manchester Airport, Manchester Piccadilly, Norwich, Nottingham, Preston, Rhyl, Saltburn, Southport, Warrington Central, Wigan Wallgate, Windermere, and York.
- 2.17 Metrolink (tram/light rail) services are provided from Deansgate-Castlefield tram stop, near Deansgate Railway Station, circa 300m to the northwest of the site. Services from Deansgate-Castlefield connect to the entire Metrolink network, with direct services to Manchester Airport, East Didsbury, Altrincham, The Trafford Centre, Eccles, Media City UK Bury, Rochdale Town Centre, Ashton-under-Lyne, Manchester Piccadilly, and Manchester Victoria.

Local Highway Network

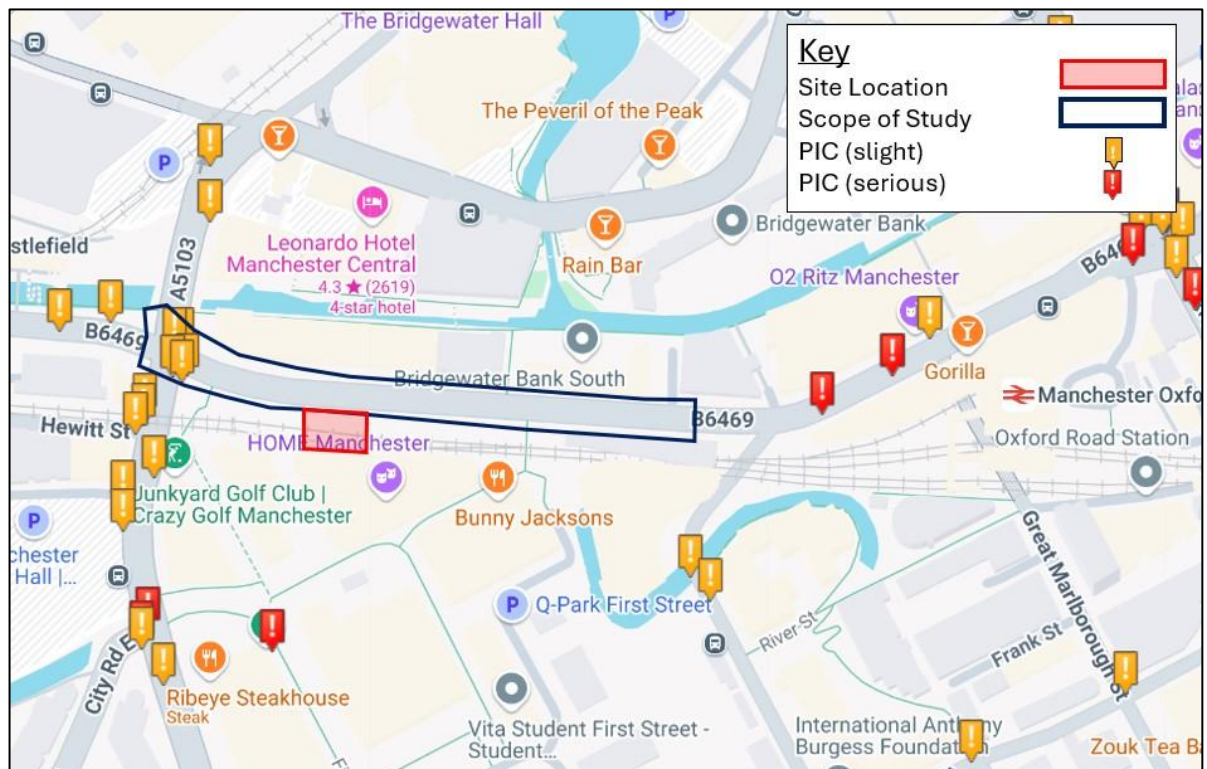
- 2.18 B6469 Whitworth Street is subject to a 20 mph speed limit. In the vicinity of the site, the street is a two-lane single-carriageway road, with a width of approximately 15.2m. The B6469 connects to the A5103 Medlock Street, circa 80m west of the site, and A56 Deansgate, circa 440 m west of the site, connecting to the A57(M) to the south. To the east, the A6 London Road is connected circa 1.2 km east of the site.
- 2.19 Pay and Display Parking bays, and one loading bay are available just outside the site on Whitworth Street. Additional parking spaces are available at the Q-Park First Street multi-storey car park. 700 parking spaces are available, with 28 disabled spaces and 18 electrical charging points⁴. The car park is circa 100m east of the site and is conveniently located in the nearby First Street development. The car park has variable pricing and is open 24 hours, seven days a week.
- 2.20 Several car club bays are also available 120m east of the site on the opposite side of the road.

⁴ <https://www.q-park.co.uk/en-gb/cities/manchester/first-street/>

Road Safety

- 2.21 Personal Injury Collision (PIC) data has been obtained from CrashMap for the most five-year period to 2022 for the area surrounding the site. CrashMap compiles data collected by the police, when a road traffic collision results in injury, into an easy-to-use format showing each collision on a map. The PICs occurred in the vicinity of the site are illustrated in **Figure 2.5**.

Figure 2.5 PIC Data



Source: CrashMap – Note: Indicative site boundary

- 2.22 The data revealed a total of five PICs within the area of interest, over the five-year period considered. All five PICs were classified as 'slight' in nature and were located at the intersection between Whitworth Street and Albion Street.
- 2.23 The figure above shows that no PICs throughout the five-year period form a cluster of incidents in proximity to the site. Therefore, it is considered that there are no road safety concerns in the vicinity of the site related to the operation to the site itself or any that the car-free proposals would exacerbate.

3 National, Regional and Local Transport Policy

3.1 This chapter will outline the transport planning policy and guidance background for the scheme. The policy and guidance document that Transport Planning Associates used in this process include:

- The National Planning Policy Framework (December 2023);
- Greater Manchester Authorities' Place for Everyone Plan (2024); and
- Manchester's Core Strategy Development Plan Document (July 2012).

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF), updated in December 2023, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 76).

3.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

3.5 Regarding transport assessments/statements and travel plans, it states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed" (para 117).

3.6 According to the NPPF, applications for development should, inter alia:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality

public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

[...]” (para 116).

3.7 Considering development proposals:

“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” (para 115).

- 3.8 The baseline review included in **Chapter 2** has concluded that the site is in a suitable location and benefits from great accessibility from all modes of transport, including public transport, cycling, and walking. As set out within **Chapter 4**, the scheme is car-free, in line with regional and local policy standards, and we have prepared this report to assess the potential impact, which showed that it would not be severe. Therefore, the scheme is in line with the guidelines, recommendations, and prescriptions included in the NPPF.

The Manchester Local Plan

- 3.9 The Manchester Local Plan guides development within Manchester. It was previously known as the Local Development Framework.
- 3.10 The Core Strategy and Greater Manchester Authorities’ ‘The Places for Everyone Plan’ are the key documents in the Local Plan.

- 3.11 On March 13th 2024 MCC approved the formal adoption of the Places for Everyone Joint Development Plan, with effect from 21st March 2024. Places for Everyone Plan replaces some, but not all Core Strategy policies.
- 3.12 Policy JP-C8 of the Places for Everyone Plan addresses the 'Transport Requirements for New Development'. Regarding 'Parking Infrastructure' the document states the following:

"7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:

- i. Showers, changing facilities and lockers for cyclists and walkers*
- ii. Pool or hire bikes for use by occupiers*
- iii. Information in advance about facilities to visitors;*

10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;

11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans."

- 3.13 As mentioned above, "Promoting alternatives to car ownership" is a target in the Places for Everyone Plan. The location of the site itself will encourage uptake in alternative modes to single occupancy vehicle trips through great accessibility to public transport, cycling and walking routes.

Parking Standards

- 3.14 Appendix B of the Core Strategy includes the parking standards adopted by MCC.
- 3.15 The car parking standards prescribed in the Core Strategy are all maximum standards. Reflective of the city centre location of the site and excellent accessibility by sustainable modes of transport, the proposed development will be car-free, in accordance with adopted parking standards.

- 3.16 The minimum disabled and cycle parking standards applicable to the potential uses covered under the proposals are shown in Table 3.1

Table 3.1 Cycle and Disabled Parking Standards

Use Class		Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision
E(a)	Non-food retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 200m ² – minimum of 2
E(a)	Food Retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 140m ² – minimum of 2
E(b)	Restaurant and cafes	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 50m ² – minimum of 2
E(d)	Other Leisure Facilities	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 140m ² – minimum of 2
E(e)	Medical and Health facilities	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	2 spaces per consulting room
E(g)	Standalone offices	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 200m ² – minimum of 2
E(g)	General Industry	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 450m ² – minimum of 2

Source: Core Strategy, Appendix B Parking Standards

- 3.17 While blue badge holders are unable to use the multi-storey car park, it should be noted that blue badge holders can park on permit holder bays or yellow lines free of charge⁵. Parking bays are readily available in front of the site and are available for blue badge holders. As such, the existing on-street parking provision is considered to be sufficient to satisfy the demand for disabled parking generated by the proposed development.
- 3.18 The cycle parking requirements for A3 'restaurants and cafes' are the most onerous standards that could be applied to the proposed development.
- 3.19 In accordance with the most onerous standards, a total of five secure sheltered covered cycle storage spaces will be provided within the arch, the location of which is subject to final tenant requirements.

⁵ https://www.manchester.gov.uk/info/500345/parking_restrictions/328/parking_restrictions/7

- 3.20 Future site users will also benefit from available on-street cycle parking (circa 23 cycle parking spaces) accessible via Whitworth Street, circa 50 m west of the site, located within an open arch. Additionally, a Beryl Bike docking station is available immediately across Whitworth Street and is accessible by a circa 120 m walk via a pedestrian crossing to the west. The docking station has 12 bike docks available.

Summary

- 3.21 The proposed development is compliant with the policy requirements set out within this Chapter. Design details regarding the proposed development are set out in the following Chapter.

4 Development Proposals

- 4.1 As previously noted, the proposals seek to introduce Land Use Classes E (commercial, business and services) and Sui Generis (drinking establishment with expanded food provision) at the site. The proposals seek no change to total floor area of the arch.

Access

- 4.2 The scheme will be car free and proposes to retain the existing access arrangement via B6469 Whitworth Street.
- 4.3 **Chapter 2** of this report has demonstrated that the site benefits from suitable pedestrian infrastructure and is easily accessible from the surrounding cycle network. The site also benefits from a very good level of public transport accessibility (GMAL score of 8) as it sits within walking distance of Deansgate and Manchester Oxford Road stations, and several bus routes. The review of historic collisions did not indicate any highway safety concerns in the vicinity of the site that should prevent the proposed, car free, change of use.

Parking

Cycle

- 4.4 In accordance with the 'retail' cycle parking standards set out in Table 3.1, a total of five secure sheltered covered cycle storage spaces will be provided within the demise of the arch, the final location of which is subject to final tenant requirements. The location of the cycle parking spaces is shown indicatively in **Appendix A**.
- 4.5 Prior to first occupation, details of the facilities to be provided for the secure and covered storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the cycle parking facilities provided shall be retained and the space used for no other purpose, and the development shall not be carried out otherwise in accordance with any such approval given.
- 4.6 Future site users will also benefit from available on-street cycle parking (circa 23 cycle parking spaces) accessible via Whitworth Street, circa 50 m west of the site, located within an open arch. Additionally, a Beryl Bike docking station is available immediately across Whitworth Street and is accessible by a circa 120 m walk via a pedestrian crossing to the west. The docking station has 12 bike docks available.

Car

- 4.7 The proposed development will be car free, which accords with the local (MCC) parking standards. This is due to the site benefiting from excellent public transport accessibility, as well as from good pedestrian and cycling links, as demonstrated in Chapter 2.

Disabled

- 4.8 Blue badge holders are permitted to park in pay and display car parks free of charge with no time limitations as per MCC guidance⁶.
- 4.9 Disabled users will be able to use their blue badges in parking bays found on Whitworth Street.

Servicing and Refuse Collection

- 4.10 It is understood that the neighbouring existing arches along B6469 Whitworth Street are serviced by delivery vehicles and refuse collection on-street using the available parking/loading facilities. In contrast, the neighbouring arches to be delivered under the Manchester Home application⁷ will be serviced from the rear via an alternative loading bay, hence they're unlikely to generate any demand for the use of on-street facilities.
- 4.11 Servicing and refuse collection to the proposed development will be undertaken from the existing loading bay located 15m to the west of the site on B6469 Whitworth Street, as per the likely existing arrangement for the existing neighbouring uses.
- 4.12 Most servicing activities are expected to be made by light good vehicles (box, transit vans) and associated with supplies for the possible uses.

⁶ https://www.manchester.gov.uk/info/500345/parking_restrictions/328/parking_restrictions/7

⁷ Planning reference: 131992/FO/2021

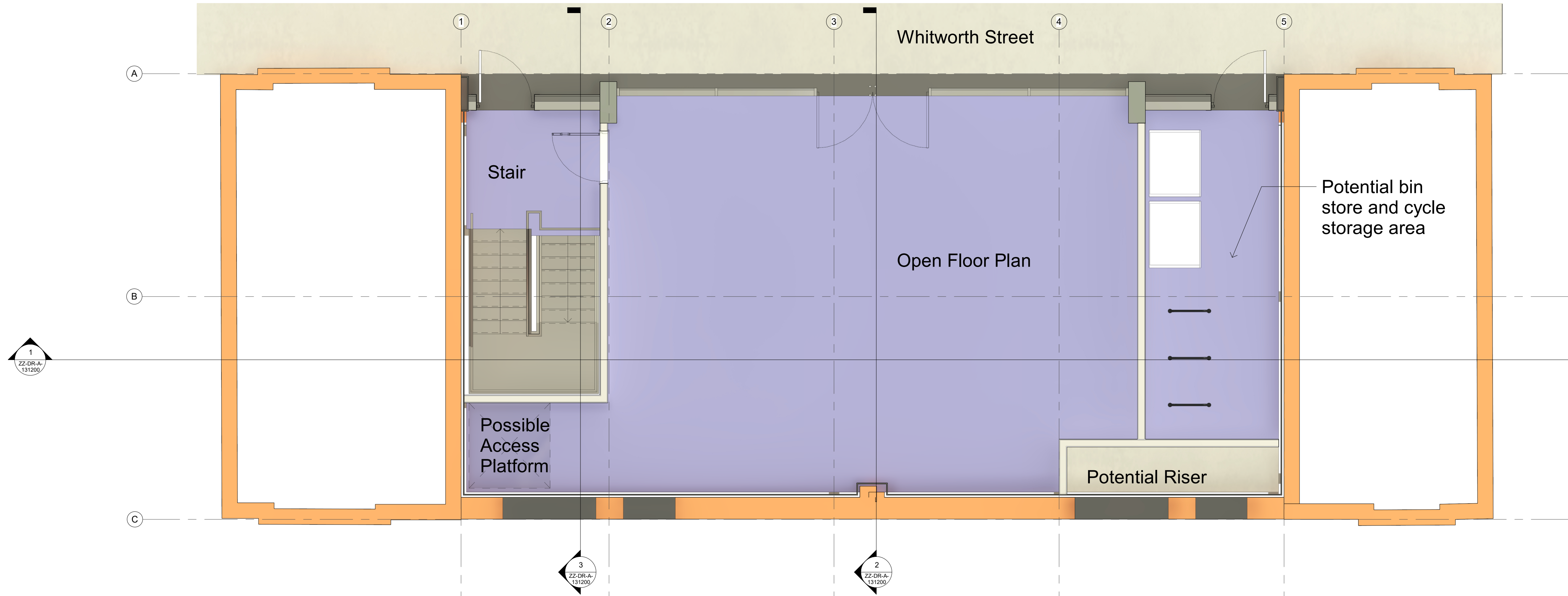
5 Traffic Impact

- 5.1 **Chapter 2** shows that the site is served by good walking infrastructure as well as cycle routes and is easily accessible by public transport services (GMAL 8). Therefore, the site lies in a suitable location for a car free development scheme, with most trips likely to be made on foot while reaching or leaving Deansgate and Manchester Oxford Road stations, or one of the several bus routes.
- 5.2 As previously noted, has historically been let for use as retail, repair and storage of motorcycles or such other use within Class A1 & B8. As such, the site would likely have previously generated a level of vehicle activity. Considering the above, any potential traffic impact generated by the proposals would be negligible and absorbed within daily fluctuations of traffic.
- 5.3 In consideration of the highly accessible nature of its location (by all modes and the pass-by nature of a large proportion of the trips, the trip generation associated with the proposed change of use would be sufficiently accommodated within the existing transport network. Hence it would not result in any material impact on any modes of transport.

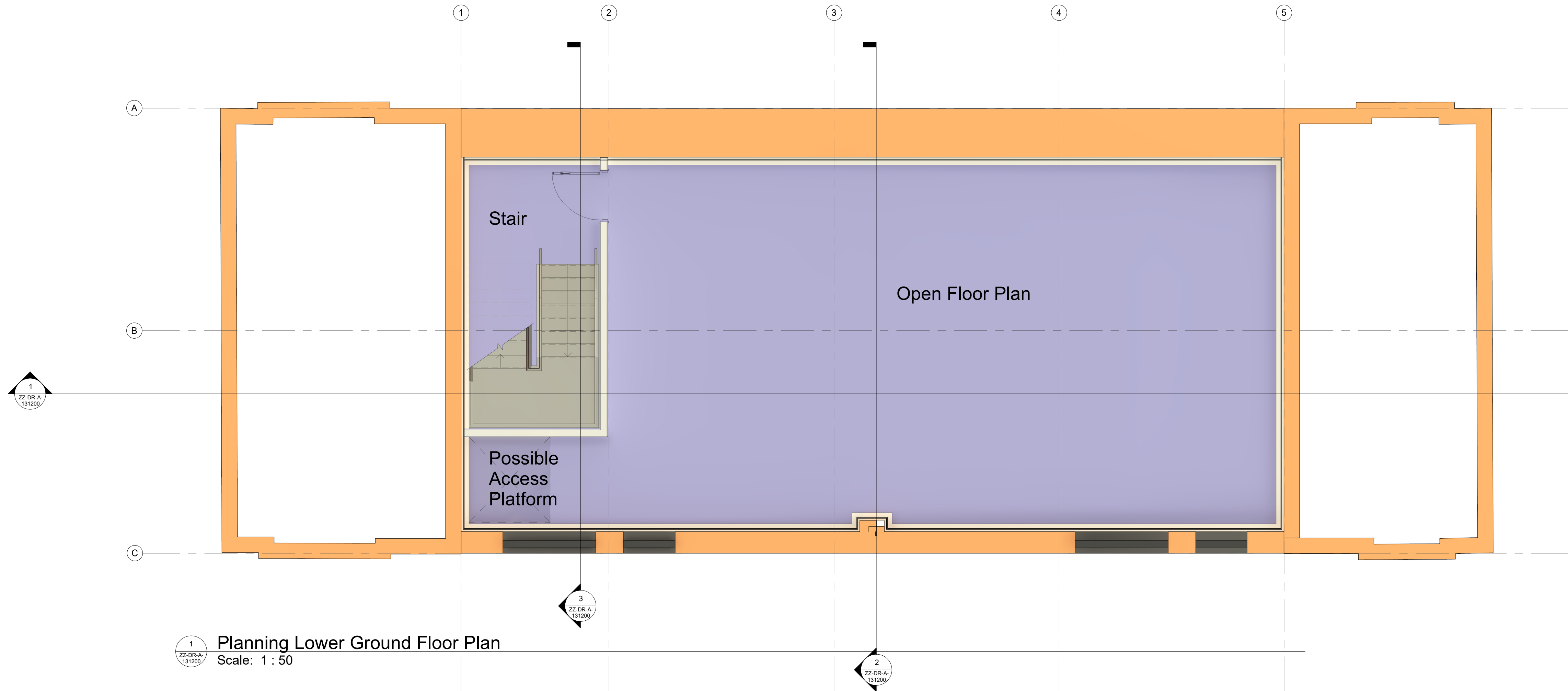
6 Conclusions

- 6.1 The site is served by good walking infrastructure as well as cycle routes and is easily accessible by public transport services (GMAL 8). Therefore, the site lies in a suitable location for a car free development scheme, with most trips likely to be made on foot while reaching or leaving Deansgate and Manchester Oxford Road stations, or one of the several bus routes.
- 6.2 In line with local policy standards, the development will be car free. A total of five secure sheltered covered cycle storage spaces will be provided within the demise of the arch, the final location of which is subject to final tenant requirements.
- 6.3 The car free nature of the scheme and its accessible location would inherently reduce the propensity for vehicular movements to and from the site to servicing vehicles using the nearby loading bay, and the occasional car movements of blue badge holders. The vehicular trip generation would therefore be negligible, and as well within daily fluctuations of traffic in the local area.
- 6.4 The proposals have been developed in the context of national, regional and local policies and good practice. It will not result in a severe impact, so in conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A



2 Planning Upper Ground Floor Plan
Scale: 1 : 50



1 Planning Lower Ground Floor Plan
Scale: 1 : 50

SGP

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Drawing Name:
Proposed Floor Plans

Drawing Stage: Planning

Status: S0

SGP File Ref: 19-259-031

19-259-031 10/28/20 Author Leeds 1 : 50 @ A1 P01

SGP Project No Date Drawn Team Scale Rev

Drawing Number: Project-Originator-Functional-Spatial-Form-Description-Number

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