Technical Note

Date: 8 April 2025

Project: Cornbrook, Manchester

Title: Transport Statement Addendum Report (Section 73 Application)

1. Introduction

Background

1.1 In 2024 SK prepared a Transport Statement to accompany a planning application for a mixed-use development on a site bounded by Dinton Street and Cornbrook Road in Manchester city centre (139133/FO/2024). Planning consent was subsequently granted for the development of 224 residential apartments (Use Class C3a), 87 apart-hotel studios (Use Class C1), amenity space, 77sqm flexible commercial space (Use Class E), 185sqm café (Use Class E(b)) and associated infrastructure and landscaping.

1.2 Due to changes in legislation regarding fire escape the layout for the development has changed to allow two stair cores for separate means of escape to be provided from the apart-hotel. This has resulted in the following changes:

- Increase in building height
- Increase in number of apartments (13 additional)
- Removal of basement level
- Introduction of mezzanine level for plant and cycle stores relocated from basement level
- Increase in residential cycle spaces (8 additional)
- Removal of ground floor hotel cycle store (22 spaces)
- Removal of ground floor commercial unit
- Slight increase in café floor area (6sqm)

1.3 The external layout is not altered by the proposal and it is still the intention to provide the same highway and transport works as consented. The consented arrangements are summarised below and shown in Appendix A.

- Vehicle access from Dinton Street with dropped kerbs and tactile paving
- Loading/drop-off bay on Cornbrook Road
- Resident car parking (6 spaces including 2 accessible spaces)
- Hotel car parking (8 spaces including 2 accessible spaces)
- External visitor cycle parking shelter (6 stands/12 spaces)
- External staff cycle parking shelter (2 stands/4 spaces)
- 2m footway on Dinton Street site boundary
- Footway resurfacing
- Provision of double yellow line controls on Dinton Street and Cornbrook Road
- Reinstatement of redundant footways
- Repositioning of cycle hire stands
- Repositioning of connection to cycle track
- Adoption of a Travel Plan
- Commitment to review usage of cycle parking spaces annually

Purpose

1.4 This Addendum Report has been prepared to review the implications of the proposed changes in the layout from a transport and highways perspective.

2. Trip Generation & Impact Assessment

2.1 The change in layout will increase the number of residential units by 13. A review has been made of the traffic impacts of this based on the trip rates in the Transport Statement.

Consented	Vehicle Trips		
	In	Out	Total
AM Peak Hour	4	3	7
PM Peak Hour	3	2	5
S73	Vehicle Trips		
	In	Out	Total
AM Peak Hour	4	4	8
PM Peak Hour	4	2	6

Table 2.1: Residential Trip Generation

2.2 The assessment shows that the change in the layout will result in a negligible increase in traffic flows, with a change of 1 vehicle in each peak hour. When considered in the context of the total trip generation associated with the site (Table 2.2), it is shown that the level of change in traffic is still less than 30 vehicles per hour, which means the development will not have an impact on highway operation.

2.3 Based on this, the findings of the Transport Statement and conclusions drawn by the Local Highway Authority that the development will not have an impact on highway or pedestrian safety remain the same.

Consented	Vehicle Trips		
	In	Out	Total
AM Peak Hour	11	14	25
PM Peak Hour	10	6	16
S73	Vehicle Trips		
	In	Out	Total
AM Peak Hour	11	15	26
PM Peak Hour	11	6	17

Table 2.2: Total Trip Generation

3. Cycle Parking Assessment

3.1 The consented cycle parking arrangements are summarised in Table 3.1.

Land Use	Scale	Cycle Spaces	Rate	Location
Residential	224 dwellings	112	50%	Basement cycle store
Apart-Hotel	87 units	22	1 per 4 units	Ground floor cycle store
Commercial/Café	262sqm	16 (8 stands)	1 per 16sqm	External cycle stores (x 2)

Table 3.1: Consented Cycle Parking Arrangements

3.2 The new layout removes the basement and relocates the resident cycle store to mezzanine level, removes the internal hotel cycle store, removes the 77sqm commercial unit, and increases the café floor area by 6sqm to 191sqm. The new resident cycle store provides 120 spaces, an increase in 8 spaces when compared to the consented situation. The changes in layout does not alter the two external cycle stores.

3.3 The new layout continues to provide circa 50% cycle parking for the residential use and the usage of the store will be annually reviewed in line with the consented arrangements.

3.4 The consented scheme provided a hotel cycle parking in excess of adopted standards (1 space per 10 units). By standard the hotel requires a total of 9 spaces. The consented scheme also provided an excess of cycle parking for the commercial and café unit at the site (worst case E class standard 1 per 50sqm). Based on the standard the café requires 4 spaces.

3.5 For the revised proposal it is proposed that the hotel and the café will share the cycle parking spaces provided in the 2 external stores (16 spaces). By standard these two uses require 13 spaces.

Land Use	Scale	Cycle Spaces	Rate	Location
Residential	237 dwellings	120	51%	Mezzanine cycle store
Apart-Hotel	87 units	9	1 per 10 units	External cycle stores (x 2)
Café	191sqm	4	1 per 50sqm	External cycle stores (x 2)

Table 3.2: Revised Cycle Parking Arrangements

3.6 The assessment confirms that while the number of cycle parking spaces for the apart-hotel has reduced when compared to the consented situation, there is still sufficient space in a secure store to meet the minimum standards required for this type of use. This is due in part to the previous over-provision of cycle parking for these uses and the removal of the commercial unit from the layout.

3.7 The layout continues to provide the same level of provision for the residential dwellings and it is shown that there is sufficient space in the external stores to meet the needs of the apart-hotel and café uses, with 3 spaces spare for use by visitors to the residential scheme.

4. Car Parking Assessment

4.1 MCC's parking standards are set out in the Core Strategy[1]. Policy T2 of the Core Strategy states that developments in the City Centre should:

'… provide a level of car parking which reflects the highly accessible nature of the location.'

4.2 In line with this, it was agreed with the Local Highway Authority during consideration of the planning application that the site is a suitable location for low-car/car-free life styles. In line with this the consented scheme provides a residential parking rate of 2.7% (6 spaces) and hotel parking rate of 9.2% (8 spaces).

[1] MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

4.3 No changes are proposed to the hotel parking provision and this is retained as consented. The number of residential units has increase by 13 and therefore the revised residential parking rate is 2.5%.

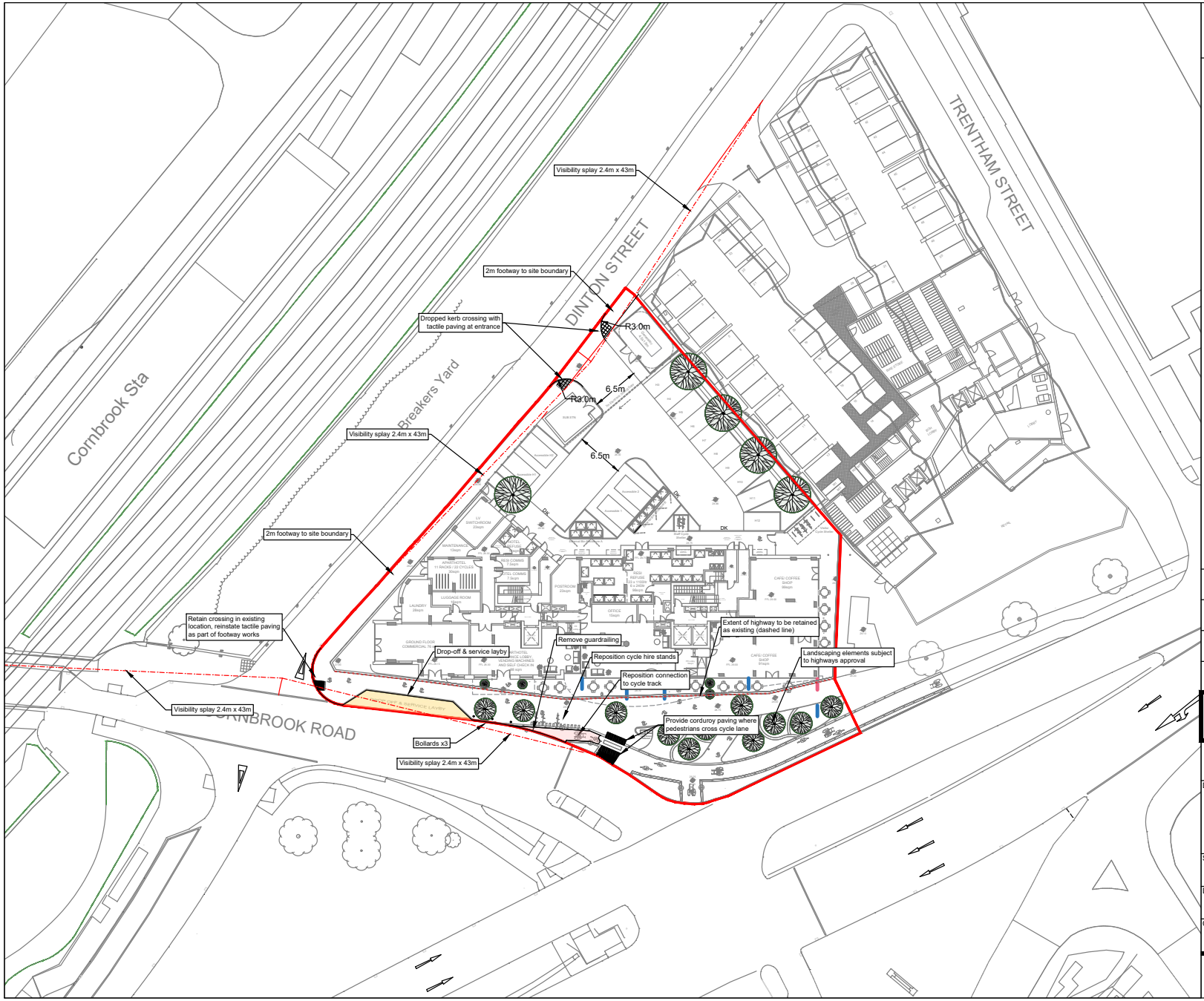
4.4 The level of change is not numerically significant, and the same conclusions can be drawn as set out in the Transport Statement, that the high accessibility level of the site means that residents will be able to live at the site without needing to use, or even own, a private car. The requirement to modify TRO in the area to reinforce the proposed parking level still forms part of the proposal.

5. Conclusions

5.1 SK has reviewed the changes proposed to the development layout as a result of the revised fire escape strategy for the building and can confirm that changes will not result in a significant difference to those set out in the Transport Statement. The development will continue to have no impact on highway operation and road safety and still provides sufficient cycle and car parking provision to accord with local parking policy.

5.2 The changes do not impact on the external aspects of the development and these remain the same as previously agreed with the Local Highway Authority.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Check	Date	Suffix
Site layout & landscape proposals updated, visibility splays added	JAT	LGS	21.05.24	D
Updated following RSA1 Site Layout Updated	JAT	LGS	22.01.24	C
Site layout updated	JAT	LGS	18.12.23	B
Layby & cycle track entry modified to match previously approved scheme	JAT	LGS	15.12.23	A

Drawing Number

SK22387-001

Cornbrook

Drawing Title

Proposed Site Access & Associated Highway Works General Arrangement

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	28.11.23

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