

Transport Statement

Yard to the Rear of 48 Derby Street

Manchester

M8 8HN

Erection of a Storage Building

March 2023

Building Design Services (BDS)

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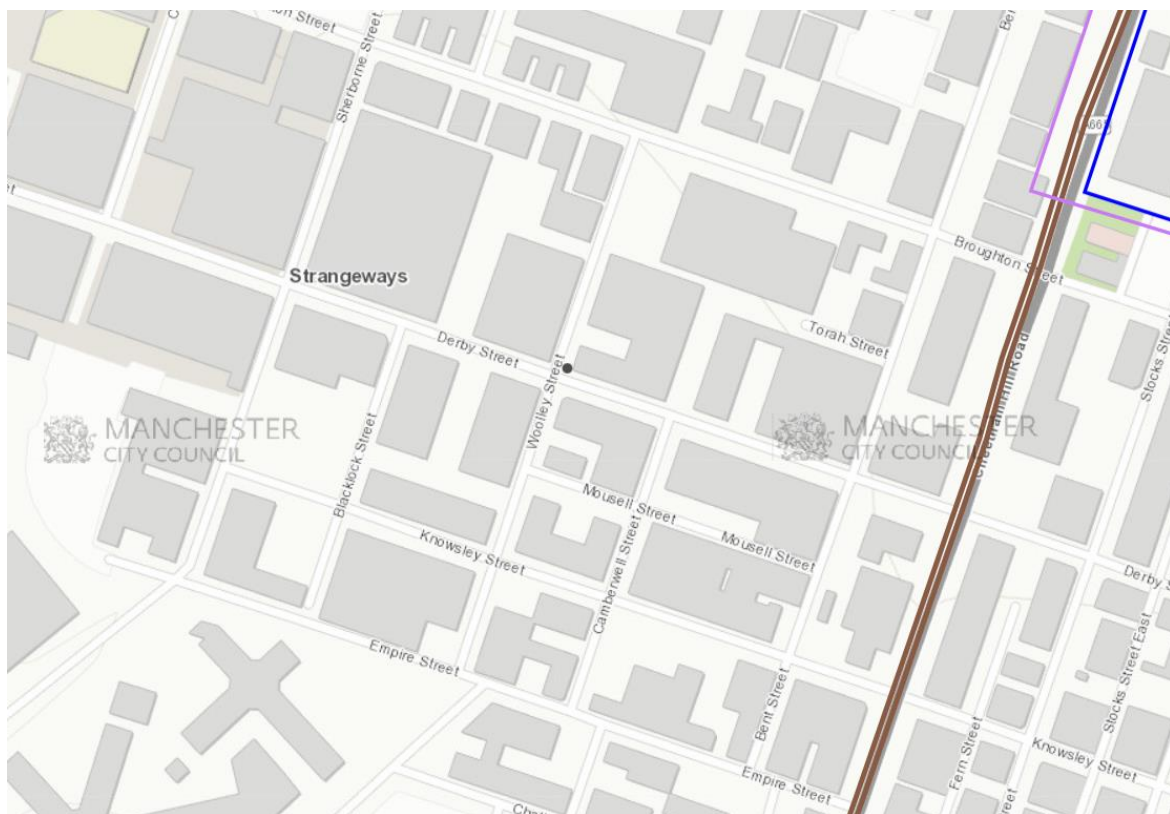
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1.0 INTRODUCTION

- 1.1 This Transport Statement is submitted by Building Design Services on behalf of the applicant Mehboob Subhani who occupies the building at 48 Deby Street, Manchester. The building is used as commercial sales and storage warehouse for the sale of fashion clothing, jewellery and shoes. The family have used the site for business for a number of decades.
- 1.2 North Manchester's role is predominantly as a residential area providing employees for employment mainly in Strangeways Employment Area, the City Centre, Central Park, Sportcity, Salford Quays and Trafford Park. Access to work is a key aspect of creating neighbourhoods of choice in North Manchester and planned improvements in public transport such as the Cross City Bus Package, extension to Metrolink and improvements to the open space network along the Irk Valley encouraging walking and cycling will be key to ensuring accessibility to employment opportunities.

2.0 SITE AND SURROUNDINGS

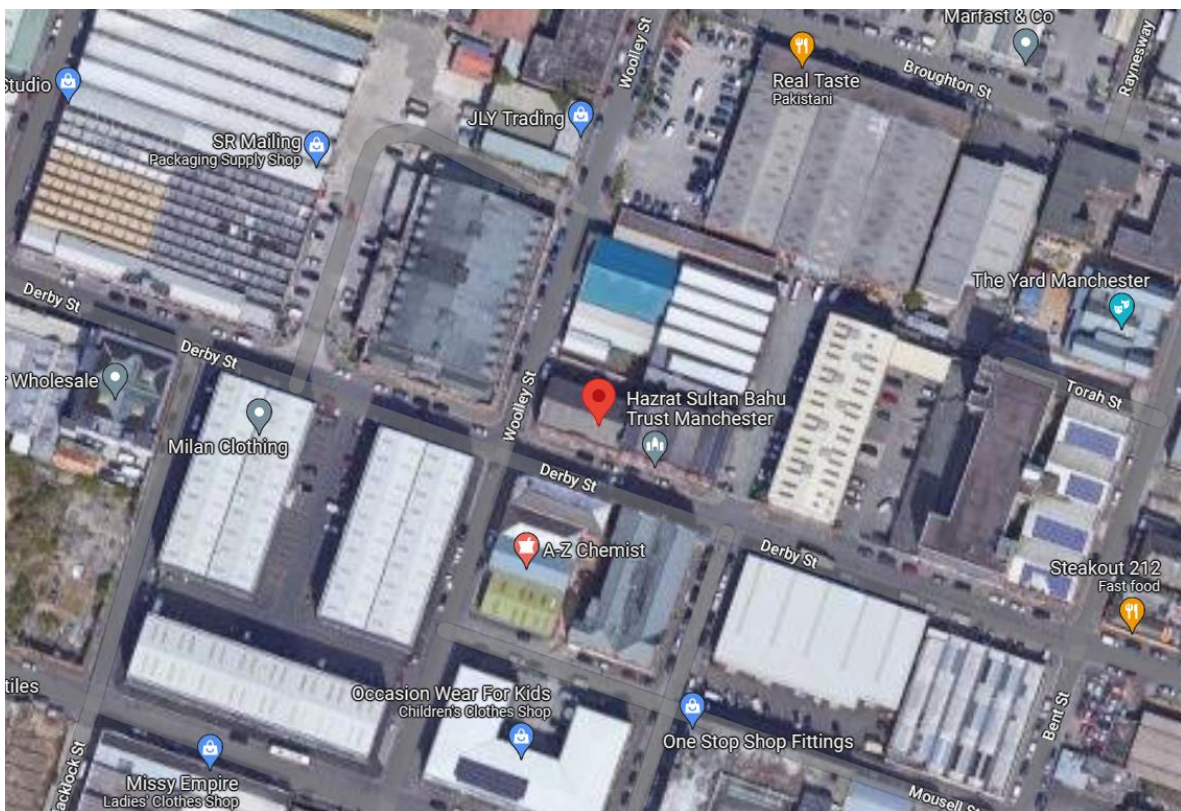
- 2.1 The application site relates to an existing yard area to the rear of 48 Derby Street. 48 Derby Street is located on a corner plot with Derby Street and Wooley Street. The yard area the subject of this application is accessed from Wooley Street. The building itself is historic and of red brick construction and three stories high. The building gable faces Wooley Street and is painted white.
- 2.2 The yard area to the rear is gated and provides both vehicular and pedestrian access. An external fire escape is also positioned on the rear elevation. The yard area is rarely used by the applicant and is not required for deliveries.
- 2.3 The surrounding area consists of similar large brick-built warehouses of differing heights, designs and materials. There are also a number of commercial units nearby which help support the functions of this large employment area to the north of Manchester.



UDP map showing the site dotted in the urban boundary with no specific designation.

3.0 PROPOSED DEVELOPMENT

- 3.1 The applicant is applying for planning permission to erect a new storage building within the yard area to the rear of the existing historic warehouse. The proposed building would be purpose built and make better use of the large yard area which has potential for further development. The building will be of simple construction and design, easily accessible and overall make good use of the site in this mixed use area.
- 3.2 The storage unit in total will be 5.5m x 17m. The building would offer further essential storage space for the existing unit at 48 Derby Street for them to store and display goods, this would mainly be heavy clothing which is difficult to store within the existing building due to them constantly being carried up and down the stairs.
- 3.3 The unit will provide secure storage in an inner urban area with good transport links. The building would have a shop front to display goods and for customers to pick up goods.
- 3.4 Two car parking spaces would be retained to the back of the new building in the yard area for staff to park or for customers to pick up heavy goods. Access will remain from Wooley Street.
- 3.5 There are no trees or bushes on site.



Aerial View of the site on the corner of Derby Street and Wooley.

4.0 TRANSPORT AND HIGHWAYS IMPACT

4.1 Policy T2 of the adopted Core Strategy states that the Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the **Regional Centre**, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

4.2 **Policy SO5** requires to Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

4.3 Paragraph 130 of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

4.4 Paragraph 111 of the NPPF states that 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.

Proposed Site Access Arrangements

4.5 The existing access to the proposed storage unit would be from Wooley Street, this will be maintained. 2 off road car parking spaces would be provided to the rear of the unit, in addition on street unrestricted car parking is also available in front of the site and on surrounding side streets. Double yellow lines are located on the corners of streets to avoid dangerous parking.

4.6 While there are two spaces proposed for staff car parking, the business would also allow customers to load to the back of the site when they have heavy bulky goods.

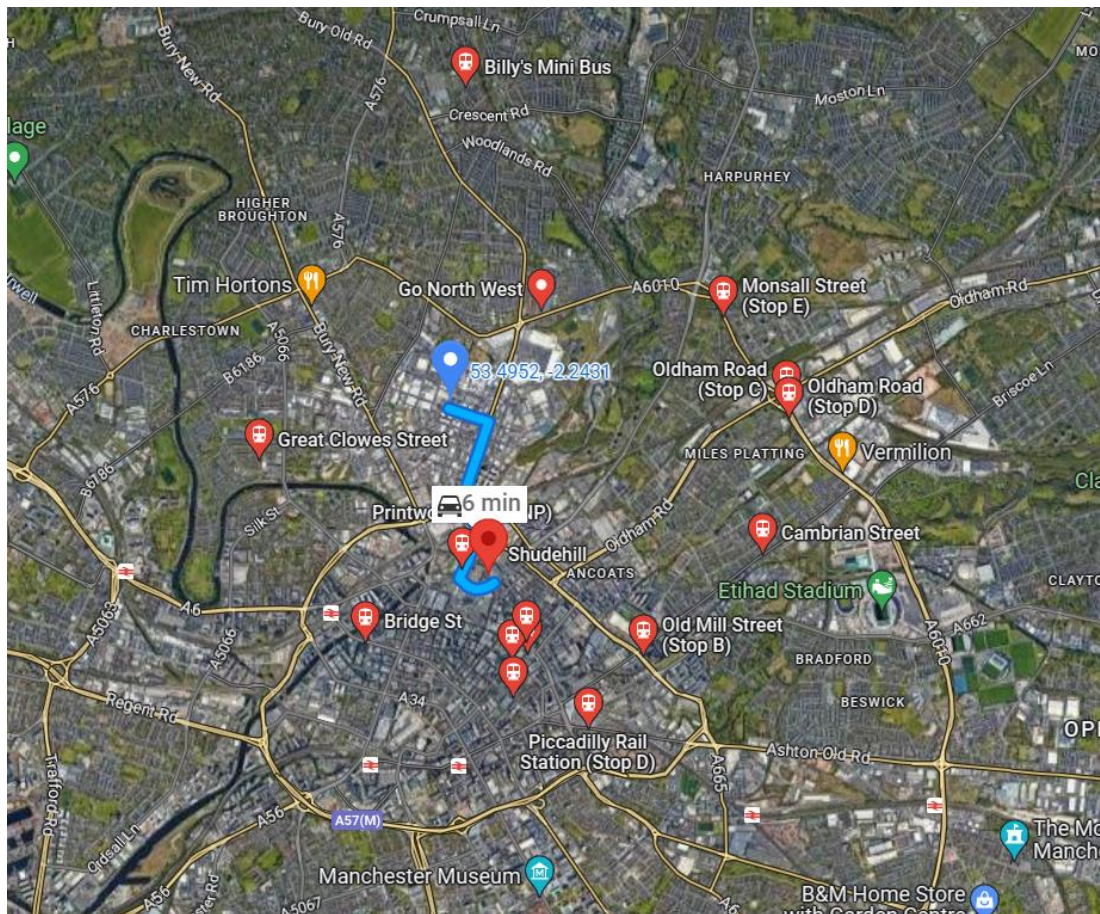
4.7 Pedestrian and cycle access to the site will be retained from the front and side of the building.

Parking

- 4.8 The anticipated number of trips to the proposed unit is not considered to be generally more than the existing host business at 48 Deby Street. This unit would provide additional storage and support the existing functions of the site. As such deliveries to the unit would be vey few, maybe 1 or 2 per week. Most deliveries would remain to be provided to the front of the host Building along Derby Street, stock would then be sorted, and items would be then sent to the new unit. Only the heavy bulky goods would be directly delivered to the unit where parking would also take place. Any additional parking created by this development can be comfortably accommodated to the surrounds of the site.
- 4.9 In regard to parking provision within the site, Manchester’s parking standards for new developments within the ‘Core Strategy’, states that for B8 uses 1 space per 100sqm should be provided. In this instance, the floor space created would be approximately 170sqm. As such, the parking provision of 2 spaces within the yard to the rear adhere to the standards set out by Manchester City Council. However, consideration needs to be given to the highly sustainable location of the site which can be accessed by varied modes of transport.

Accessibility

- 4.10 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:-
- Motorised modes are rarely used for trips of around 800m or less
 - Walking offers the greatest potential to replace short car trips, particularly those under 2km
 - Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport
 - Train and tram modes are also available with station within a 6 min walking distance



Shudehill Tram Stop is 6 mins from the site. The aerial image also shows the bus stops available around the site which are within walking distance.

- 4.11 The site is within a 4min walking distance of the city centre of Manchester. Residential areas to the north of the site are also within a 5 min walking distance where workers could easily cycle or walk to the site from.
- 4.12 There are bus stops located close to the site including the City centre.
- 4.13 It should be noted that due to the site functioning as storage mainly, there will be very little traffic generated as part of this proposal.
- 4.14 Overall, the site is considered to be well located in terms of its accessibility by non-car modes of transport. These findings demonstrate that prospective site users will not be reliant on private cars in order to access the site. Bike stands are also proposed to the rear of the site to encourage less reliance on cars.

Summary

- 4.15 The site is considered to be well located in terms of its accessibility by non-car modes of transport. These findings demonstrate that prospective site users will not be reliant on private cars in order to access the site.
- 4.16 It is estimated that the scheme will generate approximately 2 trips per week in terms of deliveries. There will be 1 additional staff member required who will probably be local to the site. The effect of this additional traffic on the local highway network will be barely perceptible.
- 4.17 With consideration to the above, the proposed building is acceptable with regard to transport.

Conclusions

- 4.18 As part of the strategy to reduce reliance on the private car, the Council is keen to encourage the use of sustainable modes of transport. Walking, particularly over shorter distances, is an important mode of transportation for journeys such as visiting shops and going to school. It is beneficial to personal health and is environmentally friendly. There is a need to ensure that routes for pedestrians are pleasant and direct as well as safe. Encouraging walking can reduce the number of car journeys made and thus contribute to reducing congestion and pollution levels.
- 4.19 The proposed development would provide two parking spaces. It should be noted that Manchester Victoria Train Station and the tram stop is a short walking distance from the site which has recently undergone infrastructure and service improvements. In addition, the role of the bus to enhance linkages to the rail stations is also readily available in this area from various surrounding roads, as well as its role as a transport mode more generally is also important.
- 4.20 Part of the current site has been vacant, as such the proposed development would be intensive by comparison. The site is located close to the city centre of Manchester which provides a number of car parks, and therefore the site is in an accessible location. Given its location close to a main road, with excellent bus links and parking available on side streets and in the surrounding vicinity. As such, although only two parking spaces are proposed, this would be sufficient provision for a development in a location as sustainable as this (close to a city and bus route); as such the parking is justified and adheres with the aims of Manchester's Local Plan.

Furthermore, bicycle stands would also be provided for staff or people who would use cycles as an alternative mode of transport. It is not expected that this proposal would impact negatively upon the surrounding highway network by future occupiers, parking restrictions are in place where poor and awkward parking would be avoided.

- 4.21 A push towards greener methods of transport such as walking, and cycling is the aim for this proposal.
- 4.22 Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. As set out above, the site is located within a highly sustainable and accessible location, amongst amenities such as rail and bus transport facilities and within reasonable walking distance of public car parks and these factors would be considered favourably in determining the acceptability of the scheme. The presence of parking restrictions in the area would also control any potential increases in on-street parking.
- 4.23 As demonstrated, this would be in accordance with Policies of the Councils Local Plan and the NPPF where the proposal would not have a **severe** cumulative impact to warrant refusal of the application.
- 4.24 It is not expected that this proposal would impact negatively upon the surrounding highway network.
- 4.25 Bin storage would be provided in the rear storage area where refuse would also be collected from.
- 4.26 Therefore, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The proposed development as demonstrated would be in accordance with Policies T1 and T2 of the Councils Local Plan and the NPPF where the proposal would not have a severe cumulative impact to warrant refusal of the application.