A Planning Application by

THE ARCH COMPANY

In respect of

Arches 1-4 and 6-11, Corporation Street, MANCHESTER

Transport Statement

February 2023

Document Management

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[a] Minor Text Changes

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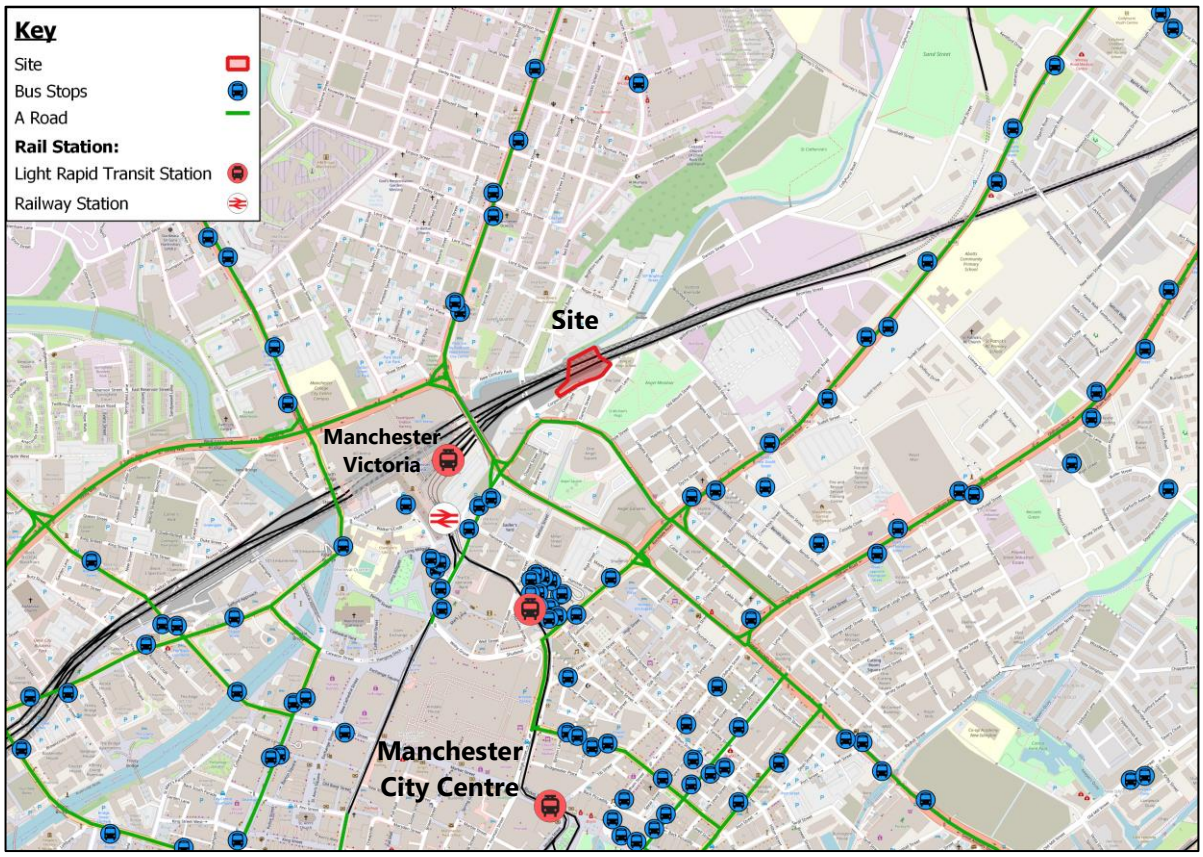
A Site Plans

1 Introduction

1.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to provide transport and highways advice in relation to the proposed change of use application at Arches 1-4 and 6-11 Corporation Street, Manchester (the site).

1.2 The site comprises 10 arches under the Manchester Victoria East Junction and falls within the jurisdiction of Manchester City Council (MCC). Its location is shown in **Figure 1.1** below.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors – Note: indicative Site boundary

Summary of the Proposals

1.3 The arches are predominantly empty (extant nil use), with Arch 5 (outside this application) currently in use as a cycle repair shop/ café. A planning application is now submitted, seeking the:

> *"Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along*

with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street, Manchester, M4 4DG".

1.4 The site boundary plan is presented in **Appendix A**. The proposed development is and will remain car free, although maintenance vehicle parking will be provided adjacent to the proposed substation, accessed from Dantzic Street. Cycle parking will be provided in accordance with the local policy requirements.

Report Scope and Structure

1.5 This Transport Statement 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.

1.6 The rest of this report is set out as follows:

- **Chapter 2** – Transport Baseline Conditions;
- **Chapter 3** – National, Regional and Local Transport Policy;
- **Chapter 4** – Development Proposals;
- **Chapter 5** – Traffic Impact; and
- **Chapter 6** – Summary and Conclusions.

2 Baseline Transport Conditions

The Existing Site

2.1 The site, currently vacant, is just outside Manchester City Centre and comprises 10 railway arches north-east of Manchester Victoria railway station. The total floor area is 2,961 m^2.

Table 2.1 Floor Areas (Existing and Proposed)

Description	GIA sqft	GIA sqm
Arch 1	1,050	98
Arch 2	1,132	105
Arch 3	1,219	113
Arch 4	1,752	163
Arch 6	738	69
Arch 7	4,491	417
Arch 8	5,631	523
Arch 9	5,819	541
Arch 10	5,240	487
Arch 11	4,677	435
TOTAL	**31,749**	**2,951**

Source: The Arch Company

2.2 The site has frontage to Corporation Street / Dantzic Street. Each of the arches is provided with a bell mouth vehicular access.

2.3 The area surrounding the site is mixed in character, with commercial, industrial and residential 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 Corporation Street ranges from circa 1.5 to 3 m in width, approximately. The same applies to adjacent roads such as Crown Lane and Dantzic Street. The footways above are well-lit and in reasonable condition. Pedestrian crossing facilities are limited and provided in places as dropped kerbs.

2.5 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport's (DfT) document "Building Sustainable Transport into New Developments" (2008), which states:

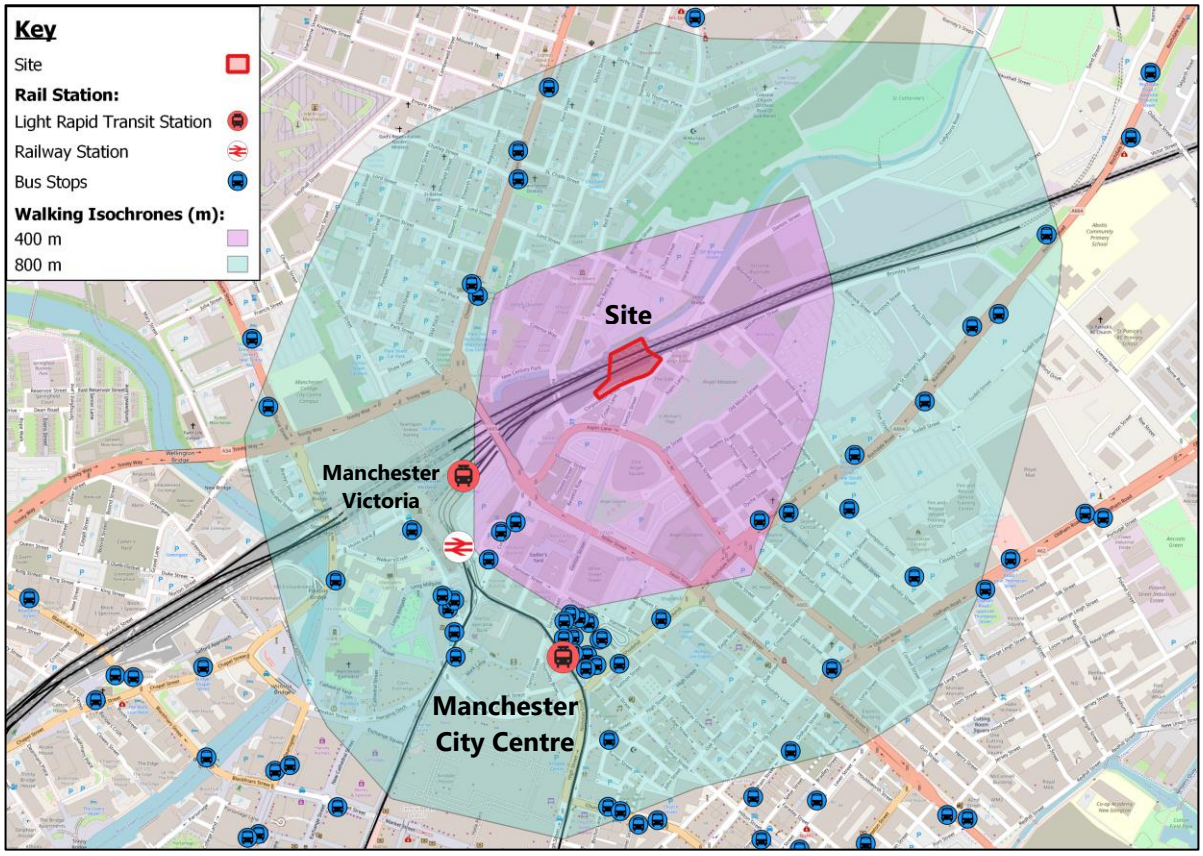
> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"*

2.6 The Institution of Highways and Transportation also advise that:

> *"New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station[1]".*

2.7 Based on the above, **Figure 2.1** shows the walking catchments within 400 and 800 m of the site, including the surrounding sustainable transport network.

Figure 2.1 Walking Accessibility



Source: ©OpenStreetMap contributors & QGIS

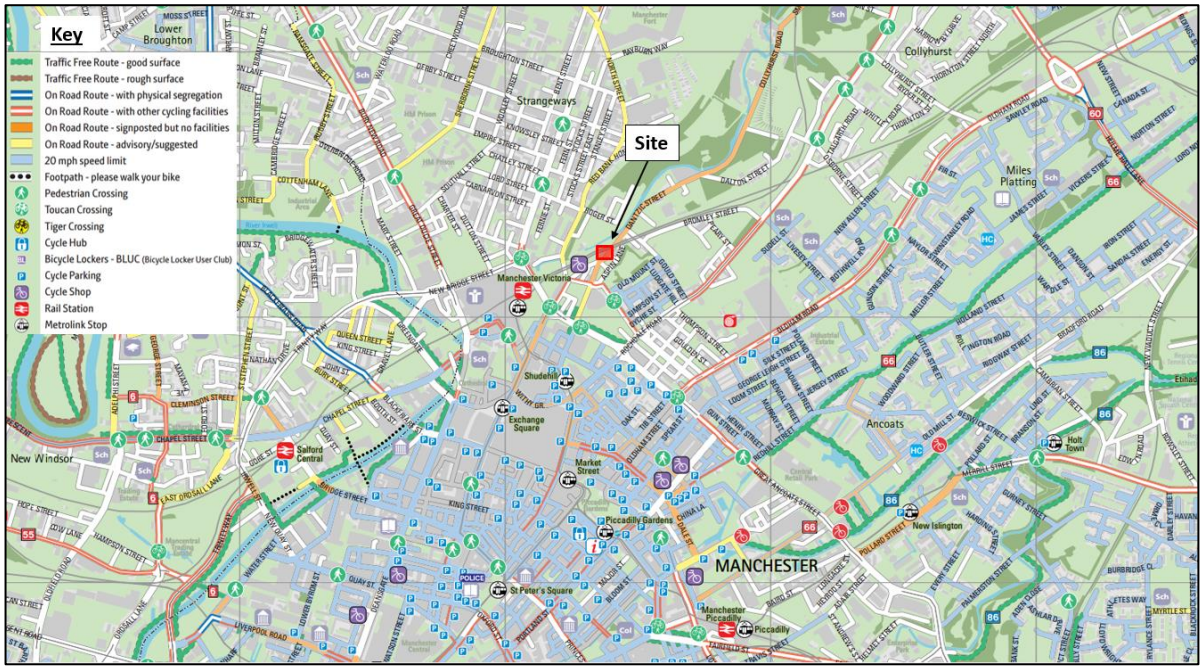
[1] *Planning for Public Transport in New Development (IHT, 1999, para 5.21)*

2.8 As can be seen above, the site lies within a close distance of sustainable transport infrastructure, and also within large residential areas. The various modes of transport accessible from the site are set out in detail later in this section.

Cycle

2.9 The local cycle network within the vicinity of the site is shown within **Figure 2.2**. An 'On Road Route – with other cycling facilities' runs along Aspin Lane to the south of the site, linking the site with residential commutable areas such as Rochdale Road. The nearest 'Traffic Free Route- good surface' is located south of the site on Trinity Way approximately 270m away.

Figure 2.2 **Cycle Network Map**



Source: Transport for Greater Manchester

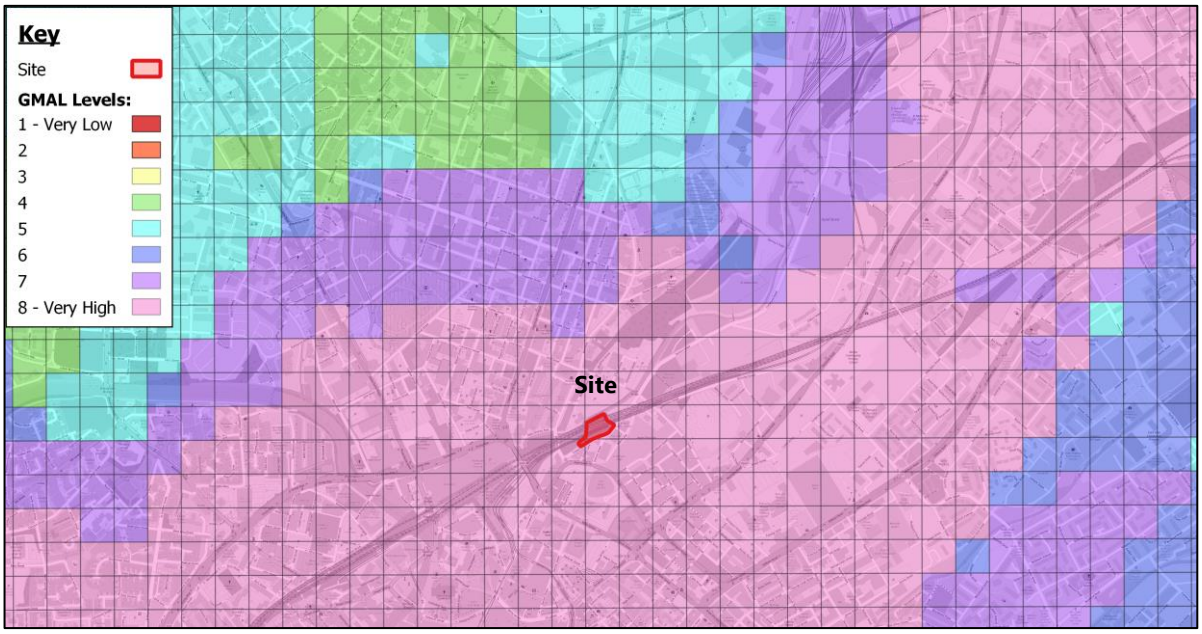
Public Transport

Greater Manchester Accessibility Level

2.10 The Greater Manchester Accessibility Level (GMAL) rating of a site within Manchester denotes the degree to which public transport services serve that 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 640 m and Metrolink/railway services available within 960 m.

2.11 As shown in **Figure 2.3**, the GMAL of the site is 8 (very high), which reflects the availability of Manchester Victoria station and several bus routes within walking distance of the site.

Figure 2.3 GMAL Analysis

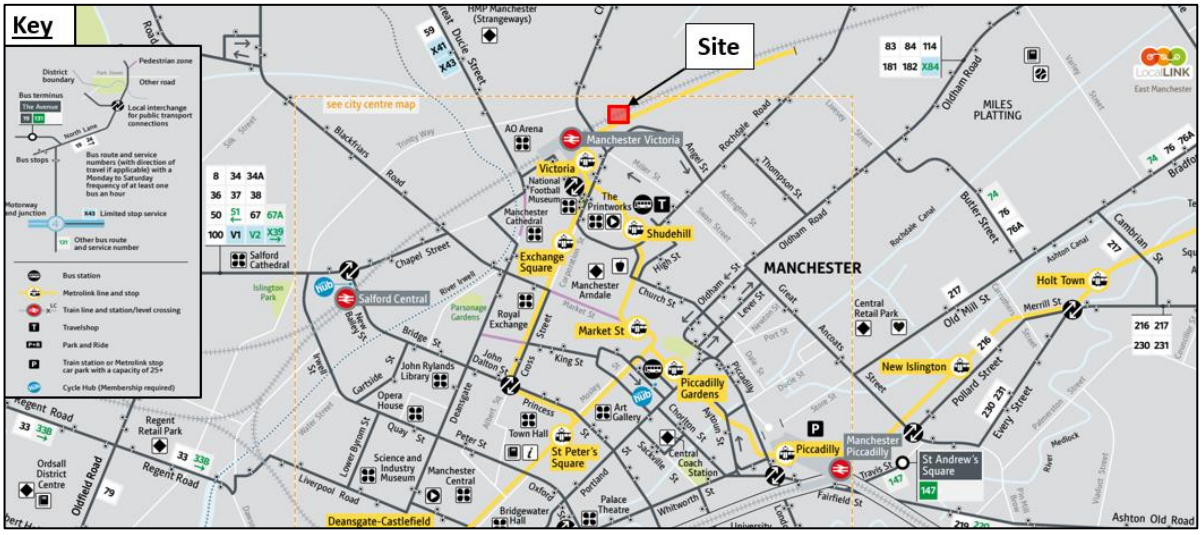


Source: Transport for Greater Manchester

Bus Services

2.12 The nearest bus stops to the site are approximately 300 m to the south-west, on the A664 Corporation Street, served by two bus routes (41 and 135). In addition, eleven other bus routes can be accessed from stops on the A664 Rochdale Road, approximately 400 metres to the south of the site. **Figure 2.4** illustrates a spider map of bus routes available from the site.

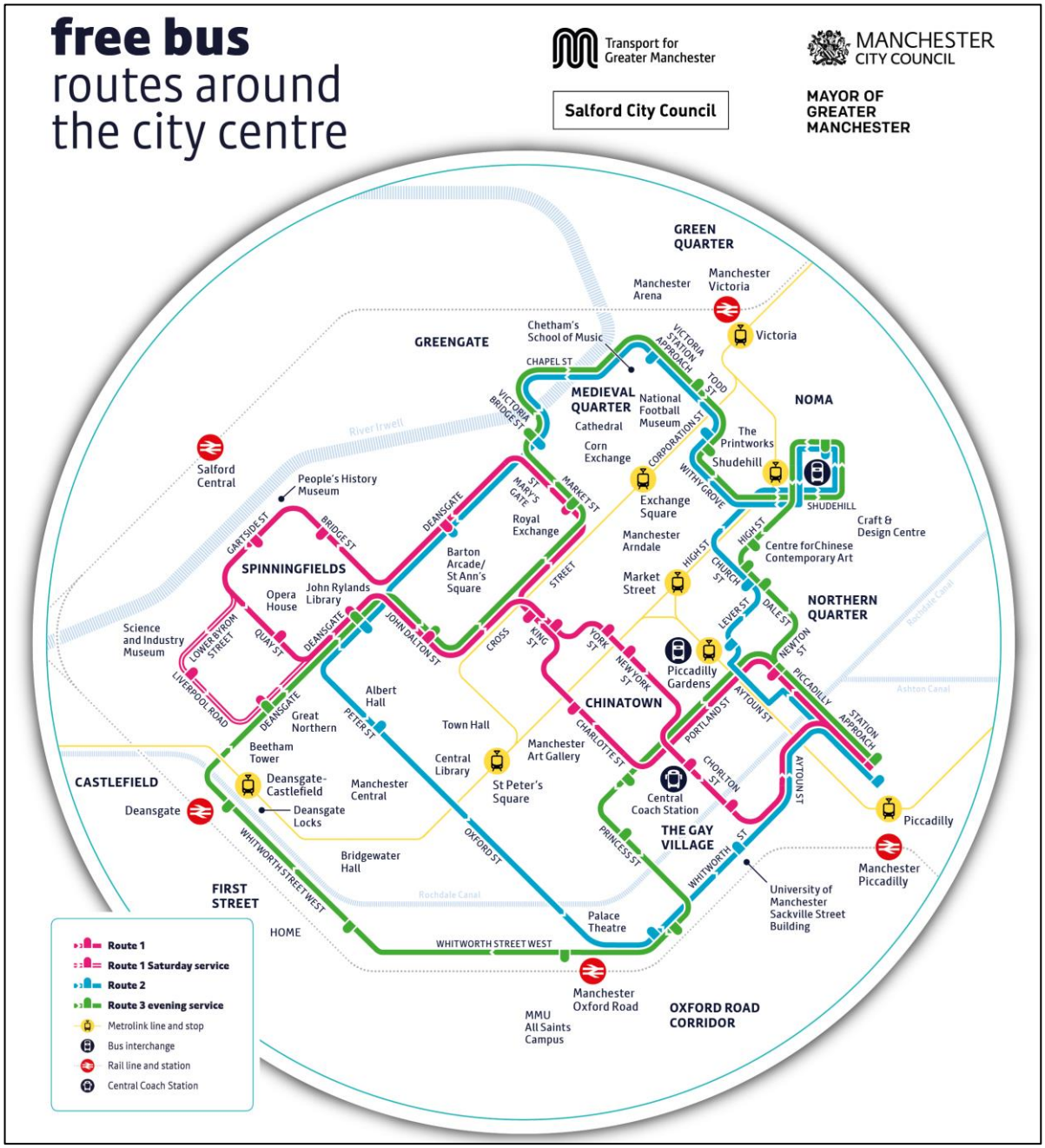
Figure 2.4 Local Bus Network



Source: https://tfgm.com/public-transport/bus/free-bus

2.13 The site is also within a short walk from the Free Bus network, covering a large part of Manchester City Centre, with a frequency of up to one service every 10 minutes. The nearest stop to the site is on Todd Street, around 500m (a 7-minute walk) from it, and it is served by two routes.

Figure 2.5 Free Bus Network



Source: tfgm.com

Rail and Metrolink Services

2.14 Rail services are provided from Manchester Victoria station, situated 500 m to the west of the site. Northern and Trans Pennine lines operate from the station with a number of the services[2] outlined below:

- Two trains per hour to Liverpool Lime Street;
- Two trains per hour to Manchester Airport;
- One train per hour to Edinburgh via Leeds and Newcastle;
- Three trains per hour to Leeds; and
- One train per hour to Newcastle via Leeds.

2.15 Metrolink (tram) services are also provided from Manchester Victoria station with services to Altrincham, Bury, East Didsbury, Manchester Airport, Oldham and Rochdale and Piccadilly. Services mostly run every six to twelve minutes on all routes[3]

Local Highway Network

2.16 The site fronts Corporation Street, which is a two-way road linking with Dantzic Street to the east, which then connects to the A6042 Trinity Way.

2.17 Within the vicinity of the site, Corporation Street is a two-lane single-carriageway road, with a width of approximately 7.5m. Corporation Street runs roughly southwest to northeast between Manchester City Centre and Dantzic Street, although the section along the site frontage only runs for approximately 130m between Red Bank and Dantzic Street.

2.18 As with Corporation Street, Dantzic Street is a two-lane single-carriageway road, with a width of approximately 7.5m. Dantzic Street runs roughly southwest to northeast between Manchester City Centre and Colleyhurst Road. A section of Dantzic Street between Miller Street and Angel Street is pedestrianized.

2.19 Access to the wider road network can be achieved via either Corporation Street or Dantzic Street with these roads providing access to the A664, A665 and A6010 from where the Strategic Road Network can be accessed (M60, M602, A57(M) and M62).

2.20 There are single yellow line parking restrictions along the entity of the site frontage, no signage with regards to operation times is provided due to the presence of a 'Controlled Zone' along Corporation

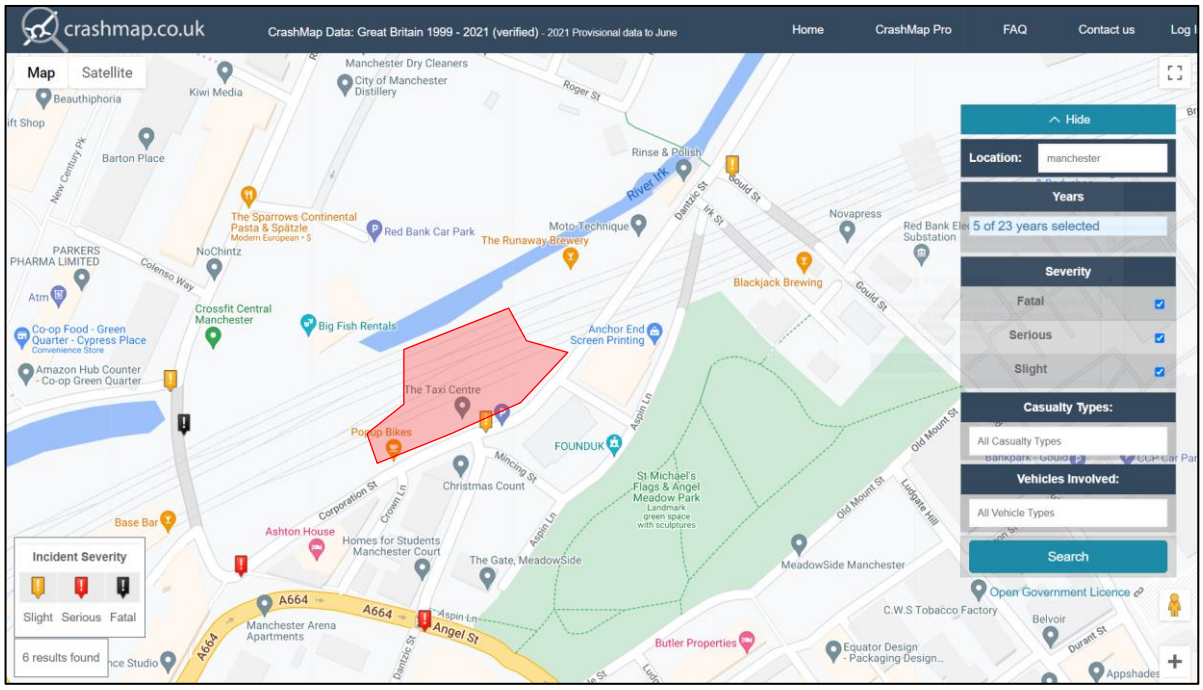
[2] Frequencies taken from https://www.nationalrail.co.uk/
[3] https://tfgm.com/public-transport/tram/stops/victoria-tram

Street / Dantzic Street. The Controlled Zone is subject to a No Waiting restriction and operates Monday to Friday between 08:00 and 18:00 and Saturday between 08:00 and 12:30.

Road Safety

2.21 This report includes Personal Injury Collision (PIC) data from CrashMap for the most recent five years up to 2021 near the site. CrashMap compiles data collected by the police, when a road traffic collision occurs on British roads results in injury, into an easy-to-use format showing each collision on a map. **Figure 2.6** shows the nearby PICs.

Figure 2.6 CrashMap Data



Source: © CrashMap – Note: indicative site boundary

2.22 The search revealed that six PICs were recorded within 150 m of the site over a five-year period, including three slight, two serious and one fatal PICs.

2.23 The above recorded PICs are interspersed throughout the five-year period and do not form a cluster that could potentially be attributed to the highways layout.

2.24 Details of the fatal PIC revealed an accident involving two vehicles, whereby one vehicle collided with a permanent object within or near the bridge underpass.

2.25 Therefore, it is considered that there are no road safety concerns in the vicinity of the site related to the operation of the site itself or any that the 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 documents that TPA used in this process include:

- The National Planning Policy Framework (July 2021); and
- Manchester's Core Strategy Development Plan Document (July 2012).

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF), updated in July 2021, 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. 73).*

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 113).*

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 112).

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 111).

3.8 **Chapter 2** shows the site is in a sustainable location and benefits from good accessibility by all modes of travel. 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 was adopted on the 11 July 2012 and is the key document in the Local Plan. It sets the out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

3.11 Policy T1 'Sustainable Transport' states the following:

"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- *Improve choice by developing alternatives to the car.*

- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
    1. *pedestrians and disabled people,*
    2. *cyclists, public transport,*
    3. *commercial access,*
    4. *general off peak traffic,*
    5. *general peak time traffic."*

3.12 In line with Policy T1, the car-free nature and location of the development itself will encourage travel to and from the site by sustainable modes. The hierarchy set out above is also respected.

Parking Standards

3.13 Appendix B of the Core Strategy includes the Parking Standards.

3.14 The car parking standards are all maximum standards. Given that no on-site car parking will be provided under the proposals, this requirement is clearly met. 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
A1	Non-food retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 200m^2 – minimum of 2
A1	Food Retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 140m^2 – minimum of 2
A3	Restaurant and cafes	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 50m^2 – minimum of 2
B1	Standalone offices	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 200m^2 – minimum of 2
B2	General Industry	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 450m^2 – minimum of 2

Source: Local Plan, Annex C Parking Standards

3.15 For disabled parking, the policy requires "*3 spaces or 6% of the total, whichever is greater*" – which equates to 3 spaces in this case. However, it should be noted that blue badge holders can park on permit holder bays or yellow lines free of charge[4]. There is also a disabled parking bay provided opposite Ashton House on Corporation Street. Given that the 10 arches will realistically be occupied by different uses, with different visitors / customers patterns across the day, it would be unlikely that all the peaks for disabled parking demand would coincide. As such, the existing on-street parking provision is considered to be sufficient in satisfying the demand for disabled parking generated by the proposed development.

3.16 The cycle parking requirements for A3 'restaurants and cafes' are the most onerous standards that could be applied to the proposed development. As such, providing cycle parking in accordance A3 parking standards accounts for a worst-case scenario in terms of cycle parking demand. The long-stay requirements are set out as follows:

- Arch 1 – 98 m^2 GIA - 2 spaces;
- Arch 2 – 105 m^2 GIA - 3 spaces;
- Arch 3 – 113 m^2 GIA - 3 spaces;
- Arch 4 – 163 m^2 GIA - 4 spaces;
- Arch 6 – 69 m^2 GIA - 2 spaces;
- Arch 7 – 417 m^2 GIA - 9 spaces;
- Arch 8 – 523 m^2 GIA – 11 spaces;
- Arch 9 – 541 m^2 GIA - 11 spaces;
- Arch 10 – 487 m^2 GIA - 10 spaces; and

[4] https://www.manchester.gov.uk/info/500345/parking_restrictions/328/parking_restrictions/7

- Arch 11 – 435 m^2 GIA - 9 spaces.

3.17 Required cycle parking numbers will be provided within each respective arch.

Summary

3.18 The proposed development is considered to be 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

Scheme

4.1 As detailed in the Introduction, the planning application seeks the:

> *"Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street, Manchester, M4 4DG".*

4.2 It should be noted that the development does not propose any increase in floor space, just a change of use.

Access

4.3 The scheme will be car free and proposes to retain the existing pedestrian access arrangement, although maintenance vehicle parking will be provided adjacent to the proposed substation, accessed from Dantzic Street. Refer to **Appendix A** for the location of the substation and maintenance parking.

4.4 **Chapter 2** of this report has demonstrated that the site benefits from good pedestrian infrastructure and is easily accessible from the surrounding cycle network. The site also benefits from a very high level of public transport (GMAL score of 8) as it sits within walking distance of Manchester Victoria station 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

4.5 In accordance with A3 'Restaurant and Cafes' use cycle parking standards set out in Table 3.1, secure and sheltered storage spaces will be provided within each respective arch as per paragraph 3.16. Cycle parking spaces are expected to be provided in the form of Sheffield stands (or equivalent) within each respective arch.

Car

4.6 The proposed development will be car-free, which complies with local parking standards. This is due to the site benefiting from a very high level of public transport accessibility, as well as from good pedestrian and cycling links, as demonstrated in **Chapter 2**.

Disabled

4.7 Disabled users will be able to use the existing disabled bay located on the opposite side of Corporation Street or the adjacent parking bays, free of charge and without any time limits.

Servicing

4.8 Servicing to the development will be undertaken on-street from the single yellow line kerb adjacent to each respective arch, as per the existing arrangements. Further details are included in the Framework Delivery and Servicing Plan that was prepared in support of the application.

5 Traffic Impact

5.1 The review set out in **Chapter 2** has demonstrated that the site, located just outside Manchester City centre, is served by good walking infrastructure, as well as cycle routes, and is easily accessible by public transport services, being within a short distance of Manchester Victoria station (GMAL 8 – the highest). Free bus services connecting to Manchester City Centre and the surrounding area are also available within a short walking distance.

5.2 Therefore, we conclude that the site is situated in a suitable location for a car-free development, with the vast majority of trips likely to be made on foot, cycle, or via public transport. The car-free nature of the proposed scheme is therefore entirely appropriate and would encourage the use of active and sustainable modes of transport.

5.3 For completeness, the TRICS database was consulted, with the aim to estimate the trip generation associated with the proposed change of use. Sites in England, excluding Greater London, were selected for a number of possible future uses. The selection was then narrowed down to sites in Town Centres or Edge of Town Centre locations, without dedicated off-street parking provision and situated within existing Controlled Parking Zone's. This exercise has not revealed any comparable sites, having had regard to the selection above and best practice guidance. A more qualitative assessment will therefore be made.

5.4 The proposals seek an Open E use class, and, as such, a variety of uses can then be implemented in the future. The intention is to have a variety of uses on site, including small shops, restaurants and employment uses. What is certain is that, given the scale, any of these possible uses would serve the local community and therefore, it can be expected that their catchment would be the local area. As demonstrated in the Pedestrian and Cycling Accessibility section of **Chapter 2**, the site lies within proximity to a variety of local services and amenities, in addition to being within a residential area (the walking neighbourhoods referred to in the DfT's and CIHT's guidance) which would effectively be the catchment of the new uses. That is before considering the excellent accessibility by public transport.

5.5 The car free nature of the scheme and its accessible location would inherently reduce vehicular movements to and from the site to servicing vehicles and the occasional car movements of blue badge holders. The vehicular trip generation would therefore be negligible, and well within daily fluctuations of traffic in the local area.

5.6 In conclusion, in consideration of the highly accessible nature of its location (by all modes), and also the small scale of each of the arches, the multi-modal trip generation associated with the proposed change of use would be accommodated within the existing transport network. Hence it would not result in any material impact on any modes of transport.

6 Conclusion

6.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to provide transport and highways advice in relation to a new planning application seeking the:

> *"Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street, Manchester, M4 4DG".*

6.2 The site achieves a GMAL score of 8 that indicates a very high level of public transport accessibility as it lies a walking distance of Manchester Victoria station and several bus routes. Additionally, it benefits from good pedestrian links and is served by on-street cycle routes.

6.3 The scheme will be accessed on foot from the northern footway of Corporation Street as per the existing arrangement. In line with regional and local policy standards, the development will be car-free, although maintenance vehicle parking will be provided adjacent to the proposed substation, accessed from Dantzic Street. Cycle parking facilities will be provided within each respective arch, in line with policy requirements.

6.4 The proposals seek an Open E use class, and, as such, a variety of uses can then be implemented in the future. The intention is to have a variety of uses on site, including small shops, restaurants and employment uses, which would serve the local community and the walking neighbourhood. The car free nature of the scheme and its accessible location would inherently reduce vehicular movements to and from the site to servicing vehicles and the occasional car movements of blue badge holders. The vehicular trip generation would therefore be negligible, and well within daily fluctuations of traffic in the local area.

Conclusion

6.5 The proposal complies with national, regional, and local policies and good practice. It will not result in a severe impact, especially considering its car-free proposal and limited expected increase of vehicle trips associated with the change of use. Hence, there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A

19-259-014 MANCHESTER CORPORATION STREET

PLANS AS PROPOSED

SGP
Architects + Masterplanners

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Project No:	19-259-014	**Drawing No:**	GAP001
Drawn By:	SRC	**Rev:**	P03
Date:	14.09.2022	**Scale:**	1:200 @A1
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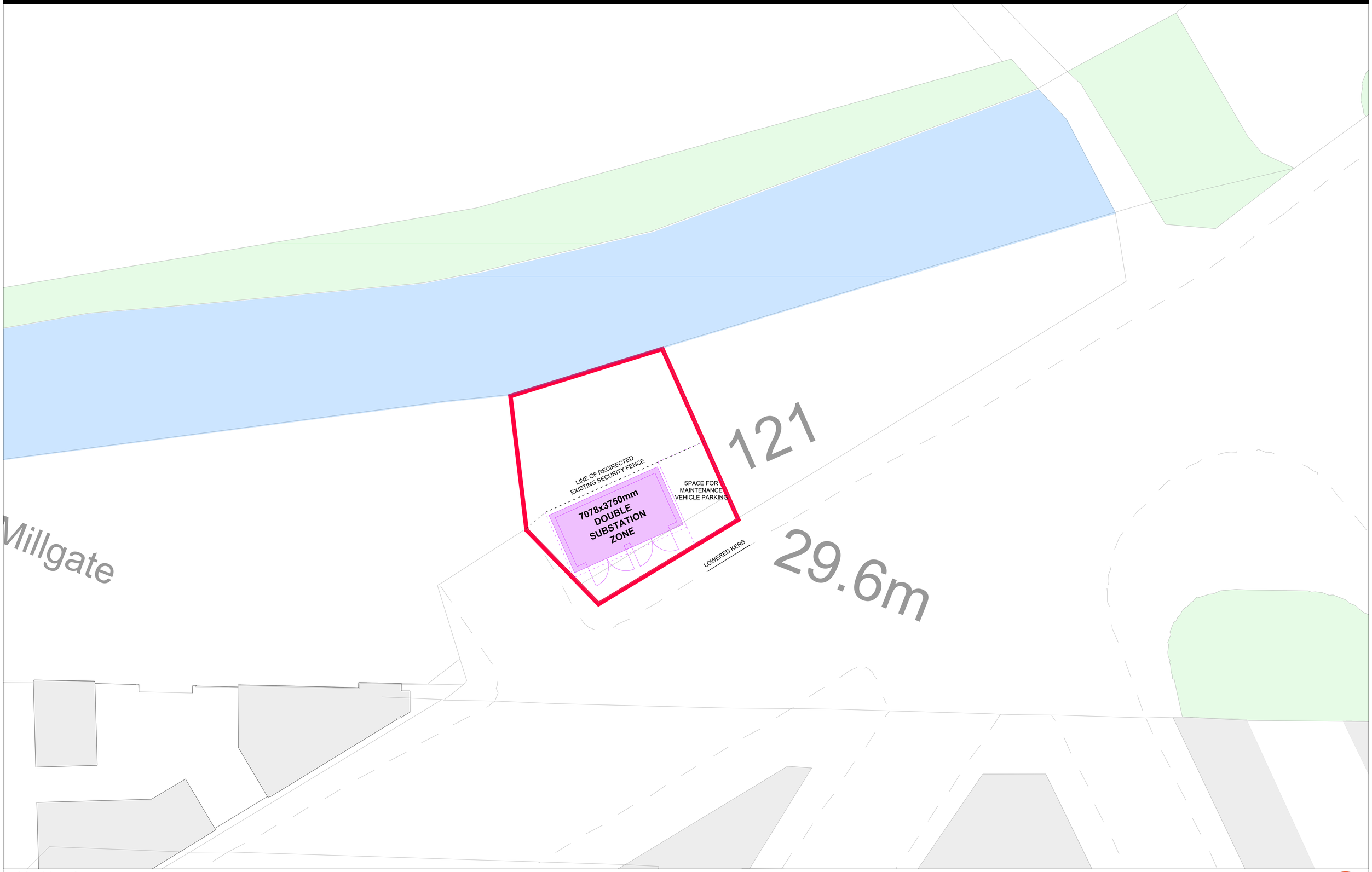

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Project No:	19-259-014	**Drawing No:**	SUB001
Drawn By:	SRC	**Rev:**	**P04**
Date:	04.07.2022	**Scale:**	1:100 @A1
SGP File Ref:	19-259-014 Corporation Street.dwg		

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