

Proposed Ancillary Storage Building
Strawberry House, New Smithfield Market

BARTON & REDMAN LTD

Transport Statement

March 2022





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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Barton & Redman to advise on the traffic and transport issues relating to a planning application for an ancillary storage building at Strawberry House on New Smithfield Market in Manchester.

1.1.2 The location of the site is shown in **Plan 1**.

1.1.3 The proposals will provide an extension to the existing Strawberry House, the extension will be ancillary to the existing warehouse building.

1.1.4 The report provides information on the traffic and transport aspects of the proposals and will form supplementary information to assist in the determination of the planning application.

1.2 Scope of Report

1.2.1 Following this introduction, Section 2 will provide a detailed description of the existing site and the proposed development and describe the proposed vehicular access strategy to the adjoining highway network.

1.2.2 Section 3 will analyse the existing accessibility of the site by a range of travel modes, whilst Section 4 will discuss the traffic impact of the proposed development on the local highway network. Finally, Section 5 will draw together the conclusions to this report.

2 APPLICATION SITE AND PROPOSALS

2.1 Site Location

- 2.1.1 The site is located in the Openshaw area of Manchester approximately 4 kilometres east of the city centre.
- 2.1.2 It is located in the south-east corner of the New Smithfield Market site, to the north it is bound and east it is bound by the Smithfield market site, whilst Strawberry House bounds the site to west. Lawton Street and the Greater Manchester Police Complex bound the site to the south.
- 2.1.3 **Plan 1** illustrates the location of the site.
- 2.1.4 The site is currently occupied by Strawberry House which is operated by Barton & Redman, who operate as wholesale fruit and vegetable retailer from the site. The application site forms part of the service yard located to the east of the building.
- 2.1.5 Vehicular access into the site from the north is provided via two locations off the Smithfield Market internal road layout. Whilst access from the east is provided for via a gated access off Lawton Street. All of the existing access points are used for the daily operation of the site.

2.2 Existing Highway Network

- 2.2.1 As stated previously, the site is located within the New Smithfield Market and vehicular access into the Market is provided via two locations. The main vehicular access is to the north off Whitworth Street East whilst a secondary access is provided to the south off Lawton Street adjacent to the application site. Access to the site via both locations is gate or barrier controlled.

- 2.2.2 Whitworth Street East has an approximate carriageway width of 5.8 metres and runs in approximate east-west alignment along the northern boundary of the wider market site. It operates a one-way system in a clockwise direction from its junction with the A635 Ashton Old Road.
- 2.2.3 Lawton Street which bounds the site to the south has an approximate carriageway width of 7.3 metres and runs in an approximate east-west alignment. To the west it provides vehicular access to the Greater Manchester Police Complex. Whilst to the east it provides the major arm of the Lawton Street/Press Street priority controlled junction, Press Street is one-way for vehicles travelling southbound.

2.3 Planning History

- 2.3.1 Although there is no relevant planning history for the application site, it is important to note planning consent has been granted for the redevelopment for an area of Smithfield Market to the north of the application site (Planning Ref:122231/FO/2018);
- 2.3.2 As part of the consented development, amendments would be made to the internal road layout of the Smithfield Market and therefore any vehicle exiting the application site would be required to access and egress the site to the west. This will be taken into consideration when undertaking swept path analysis of the application site.

2.4 Development Proposals

- 2.4.1 The development proposals are for the erection of a storage building which would be ancillary to the existing commercial operations of Strawberry House.



- 2.4.2 The development proposals will provide an ancillary storage building with a gross internal floor area of 500sqm.
- 2.4.3 The proposals will ensure a more effective use of the existing developed site and allow the business to operate more efficiently, providing greater storage capacity and sheltered loading, without impacting on the areas currently used for car parking or service vehicle movements within the site. The proposals will not result in any increase in vehicle movements to and from the site when compared to the existing site.
- 2.4.4 As part of the proposals the existing parking provision of 19 parking spaces, including 2 mobility impaired spaces, 4 cycle parking space and 4 motorcycle spaces will be retained.
- 2.4.5 Vehicular access into the site will be retained from the north from the Smithfield Market internal road layout. The proposed ancillary storage unit will be serviced via the eastern elevation with vehicles side loading via the proposed roller shutters.
- 2.4.6 The proposed site layout is displayed in **Plan 2**.
- 2.4.7 Information provided by the applicant indicates that the largest vehicle to visit the site be that of 16.5 metre articulated vehicle. Deliveries by such vehicles are undertaken when demand for parking is at its lowest and therefore the 7 parking spaces adjacent to the loading area will be kept clear for servicing.
- 2.4.8 To demonstrate that the proposed development can be accessed in a safe and efficient manner, swept path analysis for a 16.5 metre articulated HGV has been undertaken from the access points on the Smithfield Market internal road layout. The resultant swept path analysis is shown in **Plan 3**. As detailed previously all three of these access points are used for the day to day operation of the site and these will be retained as part of the proposed development.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. One of the core principles of the NPPF is to 'ensure opportunities to promote walking, cycling and public transport use are identified and pursued.'

3.1.3 To achieve this objective, paragraph 108 of the NPPF states when making decisions it should be ensured that:

"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up given the type of development and its location."

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and

- accessibility by rail.

3.2 Accessibility on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Existing footways of around 2 metres in width are located on Lawton Street along the southern boundary of the site. To the east these link with the existing pedestrian infrastructure located on Press Street, Cornwall Road and Ogden Lane which provide pedestrian access to the residential areas located with Openshaw.
- 3.2.3 To the north pedestrian footways with an approximate width of 2 metres are located on either side of Whitworth Street East. These footways provide access to the pedestrian infrastructure located on either side of the A635 Ashton Old Road. Safe pedestrian movement across the A635 Ashton Old Road is provided for at its signal controlled junction with Victoria Street.
- 3.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres.
- 3.2.5 Good practice suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.



- 3.2.6 **Plan 4** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.7 As can be seen, the 800-metre catchment includes the existing residential areas in the vicinity of the development site and the bus stops located on the A635 Ashton Old Road. Whilst the 2 kilometre catchments encompasses the entirety of Openshaw and as well as the nearby areas of Ryders Brow and Fairfield. These catchments demonstrate that the proposed development is within walking distance of a large catchment of residential properties.
- 3.2.8 It is therefore concluded that the application site is highly accessible by foot.

3.3 Accessibility by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Failsworth, Denton, Droylsden and Audenshaw.
- 3.3.3 National Cycle Route 60 is located approximately 350 metres to the east of the site. This cycle route runs which is known as the Fallowfield Loop. This is an off-road cycle path, pedestrian and horse riding route from Chorlton-cum-Hardy through Fallowfield and Levenshulme to Gorton and Fairfield in Manchester
- 3.3.4 To east Blessemer Street is designated as an advisory on-carriageway route on the Greater Manchester cycle map. To the south this route provides access to Gorton and Belle Vue.

3.3.5 The site can, therefore, be considered as being accessible by cycle.

3.4 Accessibility by Bus

3.4.1 The nearest bus stops to the site are located to the east of the site on Ogden Lane, with a walking distance of approximately 290 metres from the centre of the site, further bus stops are situated on the A635 Ashton Old Road which provide access to high frequency bus services.

3.4.2 All the nearest bus stops to the site are shown on **Plan 4**.

3.4.3 A summary of the services available from these bus stops are provided in **Table 3.1** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
171	Newton Heath – Gorton - Levenshulme – West Didsbury - Withington	2	1	0	0	1	0
172	Newton Heath – Gorton - Levenshulme – West Didsbury - Withington	0	1	3	1	1	1
219	Manchester – Openshaw – Ashton- Stalybridge	6	6	6	3	6	6
220/221	Manchester – Openshaw – Dukinfield- Stalybridge	4 Services per day in each direction				0	0

Table 3.1 - Bus Service Provision in the Vicinity of the Site

- 3.4.4 As can be seen from Table 3.1, the nearest bus stops to the site provide services to a range of local destinations such as the city centre, Gorton, Levenshulme and Ashton-under-Lyne.
- 3.4.5 The 219 bus service is a high frequency route to and from Manchester city centre providing up to 6 services an hour, the first service leaves the city centre at 5am whilst the last service back to the city centre is around 2345. This service together with the other services in the area provide the opportunity for staff and visitors to travel to and from the site by bus.
- 3.4.6 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

- 3.5.1 The most accessible train station from the site is Gorton which is situated approximately 850 metres to the east. This train station is managed by Northern and has 2 platforms, offering 4 services per hour to destinations such as Manchester Piccadilly, Hyde Central and Rose Hill Marple.
- 3.5.2 This provides opportunities for commuter and visitors to travel to and from the site by rail.

3.6 Accessibility Summary

- 3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.
- 3.6.2 The following conclusions can be drawn from this section of the report:
- The site is accessible by foot. The existing infrastructure will provide excellent pedestrian linkages with the surrounding areas located within Openshaw.



- The site is accessible by bus with services operating in the vicinity of the site from existing bus stops located along the A635 Ashton Road and Ogden Lane.
- The site is accessible by rail, with Gorton train station being located within close proximity of the site.

3.6.3 In light of the above, it is considered that the site is highly accessible by non-car modes and will cater for needs of the facility's staff and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

- 4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Development Proposals

- 4.2.1 As previously stated, the proposals are for storage area which will be ancillary to the existing Strawberry House operation. The proposals will ensure a more effective use of the existing site and allow the business to operate more efficiently, providing greater storage capacity and sheltered loading.
- 4.2.2 Based on the above the proposals will not result in any increase in vehicle movements to and from the site when compared to the existing operation of Strawberry House.
- 4.2.3 It is therefore concluded that that the proposals will not result in a material increase in traffic generation when compared to the existing operation and that no further analysis is required as part of this Transport Statement



5 CONCLUSIONS

5.1.1 Eddisons have been instructed to advise on the traffic and transport aspects of a planning application for an ancillary storage building at Strawberry House on New Smithfield Market in Manchester

5.1.2 The following conclusions will be drawn with regard to the proposed development:

- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The development site can be serviced in a safe and efficient manner from the existing highway network.
- The proposed benefits from being accessible on foot with the existing pedestrian footways providing access to a number of local services;
- The proposed development is located to encourage journeys by bus via the bus services available within a short walk of the site;
- The proposed development will have an imperceptible impact on the local highway.

5.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



Key

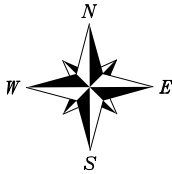
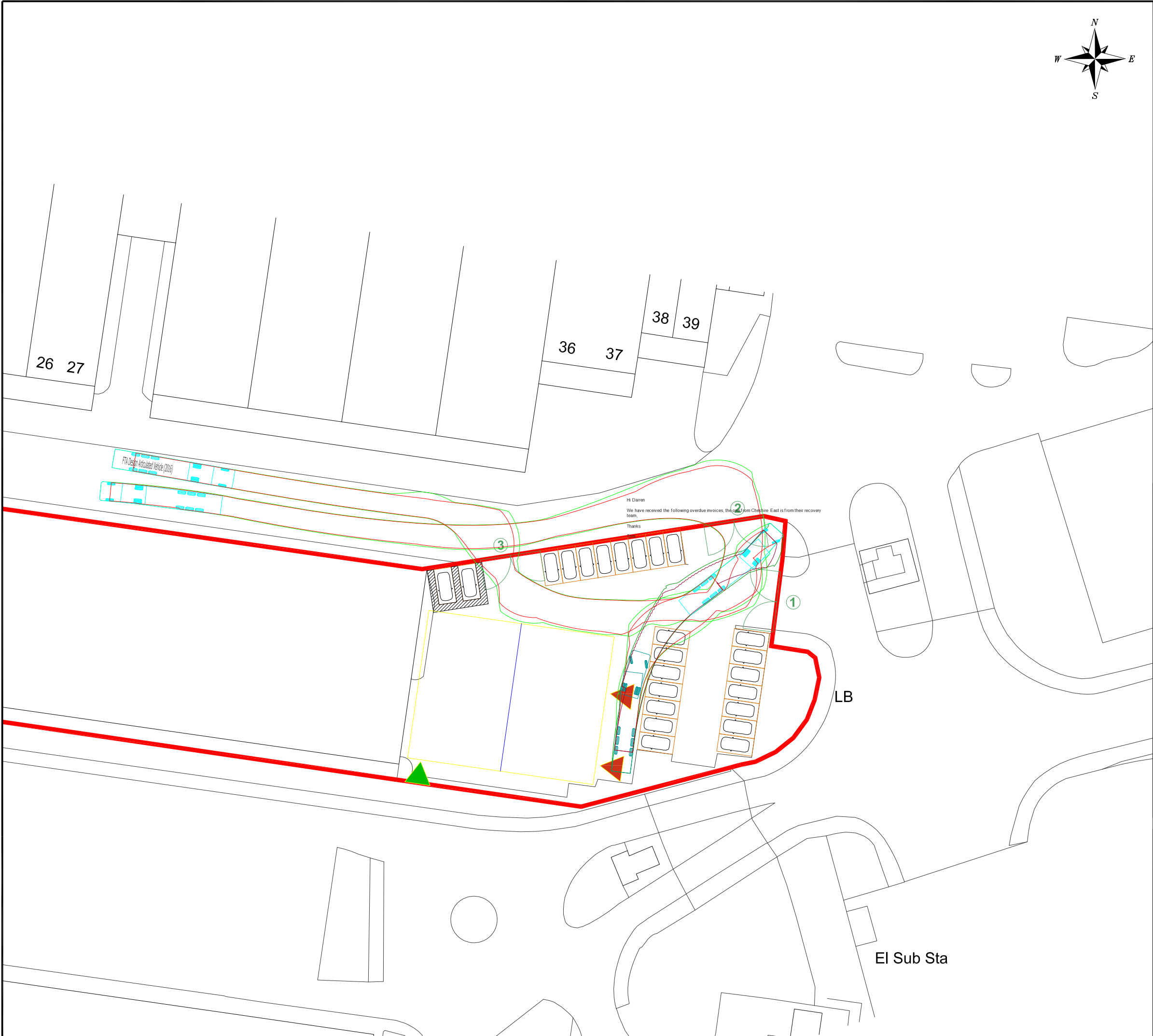
- Site Boundary
- Existing Buildings
- Existing Parking Spaces
- Existing Servicing Area

PLAN 2

 Site Boundary
 Existing Buildings
 Existing Parking Spaces
 Proposed Servicing Area

Twitter: @phangseon | P112.683

Z:\projects\3693 Strawberry House, Smithfield Market, Manchester\CAD\Croft Drawings\3693-SP04.dwg



NOTES

PLAN 3

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

BARTON & REDMAN

PROJECT:

**STRAWBERRY HOUSE,
SMITHFIELD MARKET**

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

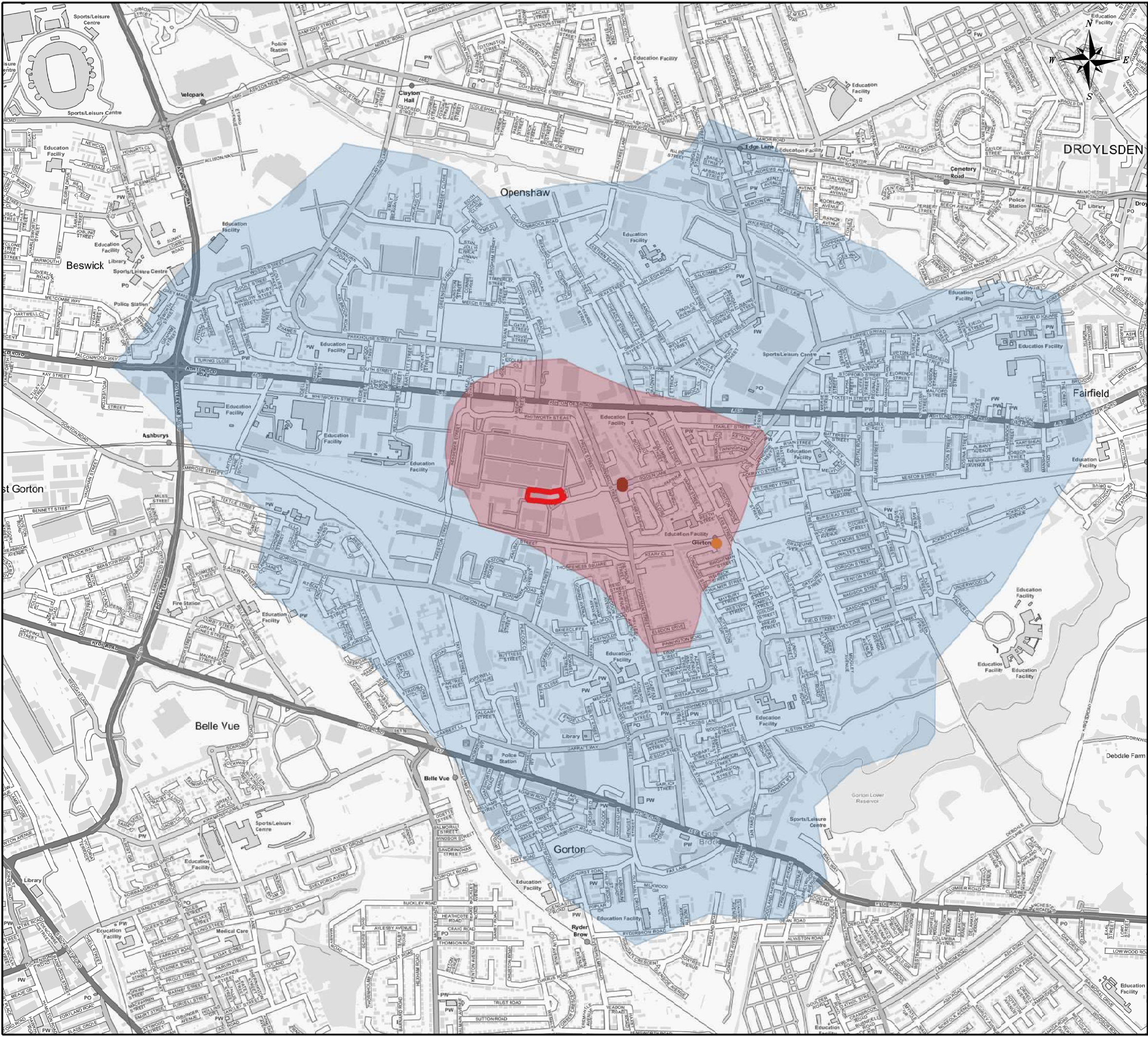
DRAWN:	GM	CHECKED:	TSB	DATE:	MAR 22
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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Bus Stop
- Train Station

PLAN 4

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BARTON & REDMAN

PROJECT:
STRAWBERRY HOUSE, SMITHFIELD MARKET, MANCHESTER

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT

SCALES:	NTS @ A3		
DRAWN:	HZ	CHECKED:	GM
		DATE:	MAR 22

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