



**Report No. J311/TS
October 2017**

**LAND TO THE REAR OFF BROUGHTON LANE,
CHEETHAM (WILLOW STREET)**

TRANSPORT STATEMENT

**LAND TO THE REAR OFF BROUGHTON LANE,
CHEETHAM (WILLOW STREET)**

Transport Statement

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J311/TS	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	February 2022

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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CHEETHAM (WILLOW STREET)**

Transport Statement

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1. INTRODUCTION

DTPC has been appointed by The Burford Trust Ltd to prepare a Transport Statement to assess the highway access implications associated with their change of use from ground floor/undercroft bin storage to retail unit and reconfigured bin storage for a cash and carry uses at Land to the rear off Broughton Lane, Cheetham (Willow Street) for development purposes.

The report relates to site located in the heart of the settlement boundary, reference has been made to the historic data/applications, mapping and site photographs.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the site as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

The NPPF has been updated and sets out the policy framework for sustainable development and supersedes the previous advice.

The NPPF 2021 has replaced the previous version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. 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.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with **accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being**; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, **and mitigating and adapting to climate change**, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

11. Plans and decisions should apply a presumption in favour of sustainable development

8 Promoting healthy and safe communities

93. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy.

The following chapters of this report will show that the proposed land allocation is compliant with local and national policy in this respect.

The development is compliant with local and national policy for a number of reasons

The proposed development is located in the heart of the urban area and therefore benefits from the existing local sustainability levels appropriate for the location that which makes it a sustainable use of land as well as helping to maintain local amenity.

Also, the development is capable of incorporating good linkages which will help promote sustainability by reducing the number of car trips for staff and business customers.

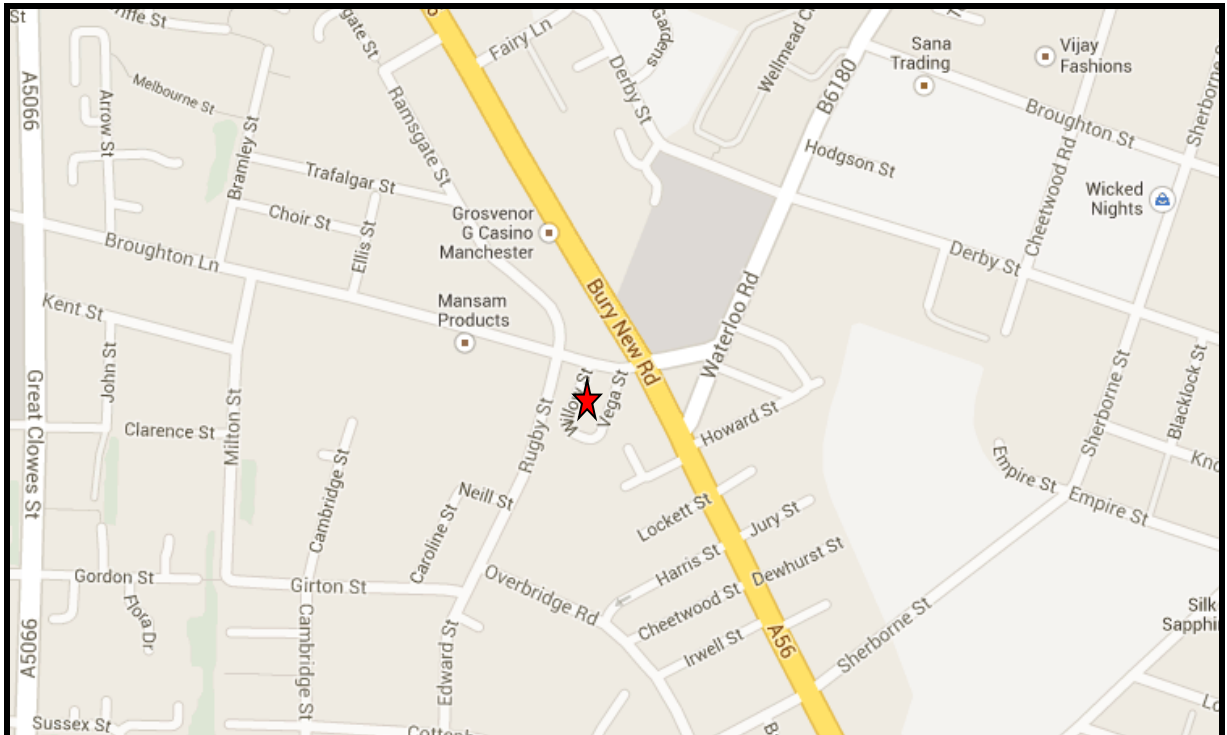
Furthermore, as set out in the following sustainability and parking section.

Good pedestrian and cycle linkages to a number of locations and facilities, public transport services to major centres and, and policy compliant parking provision all ensure that this development is sustainable, as required in local and national policy.

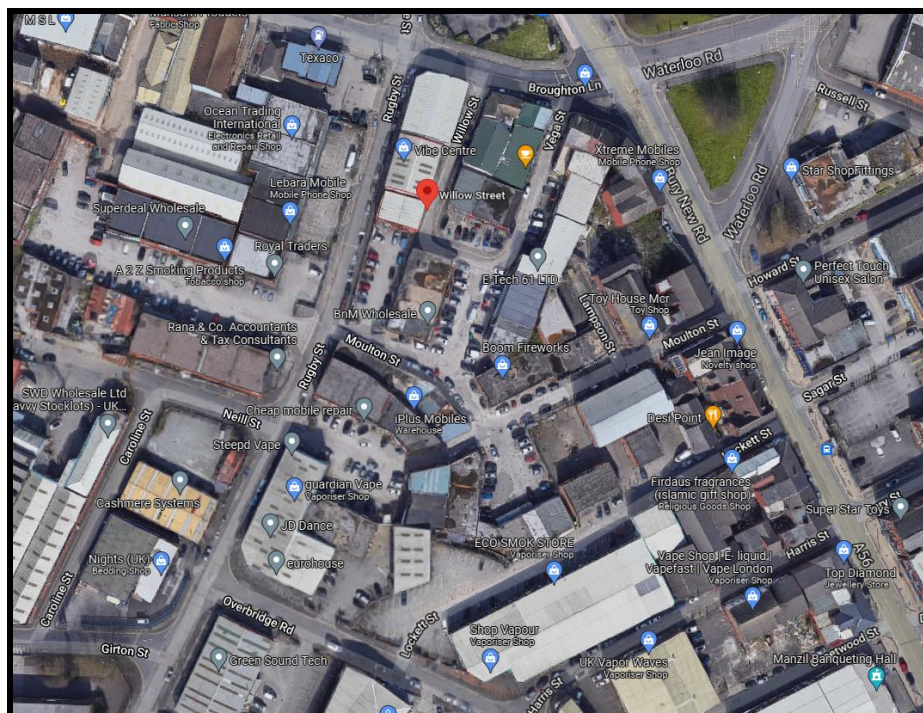
3. SITE DESCRIPTION

Site location context

The site lies to the north of the City centre along the A56 corridor at its junction with the A576/A6010.



More locally the area forms an existing mix of cash and carry, food retail; wedding reception type venues and leisure venues that form what could reasonably be described as a business to business local centre.



The A56 frontage on the westerly side has a mix of non food retail and service units such as computer repairs and clothing etc. These are served in terms of parking by on street parking bays with time limits to assist in short stay trips.

This extends into a central section where clusters of smaller units providing additional cash and carry offer with access along a number of adopted streets with some on street parking provision and a central area car park.

Local Highway network

The site forms part of an existing urban retail area with 30mph speed limits, some on street parking and areas of highway with waiting restrictions.



View to Willow Street from either side approach



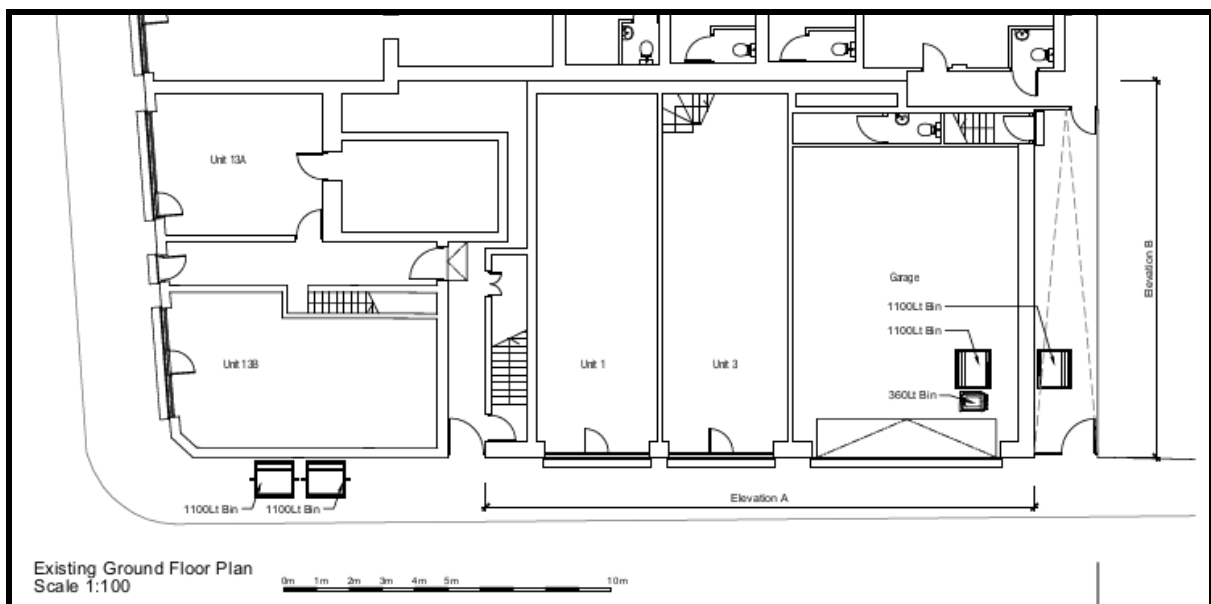
View along Willow Street towards site from either side approach



View along Vega Street.

Fallback/approved use

Part Retrospective application for the erection of 2 wholesale warehouse units (sui generis) at ground floor with storage facility to first floor above and associated ground floor car parking. Application 122637/FO/2019 approved.



Summary

The local area forms a retail/mixed use area reflective of a local centre but in this case with a wider catchment beyond the City itself.

There is a range of parking available in the area from off street car parking, on street uncontrolled parking and parking bays with time limits.

It is in the urban area along a principal highway corridor with a high frequency bus service with bus lanes provided along significant part of the route.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should 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.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located in the urban area with a range of local land uses, services and facilities. Footways are provided which extend to the wider highway network, allowing pedestrian connectivity to the surrounding area the local centre.

The site lies within the 400m/5min walk distance to a public transport facility on the Bury New Road; the maximum distance is some 200m.

Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified. The pedestrian catchment area for the proposed development site extends to cover the neighbouring settlements indicated by the blue area below.



2km Walk Catchment

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 2km walk catchment also extends to cover the residential area. There are, therefore, significant opportunities for travel on foot.

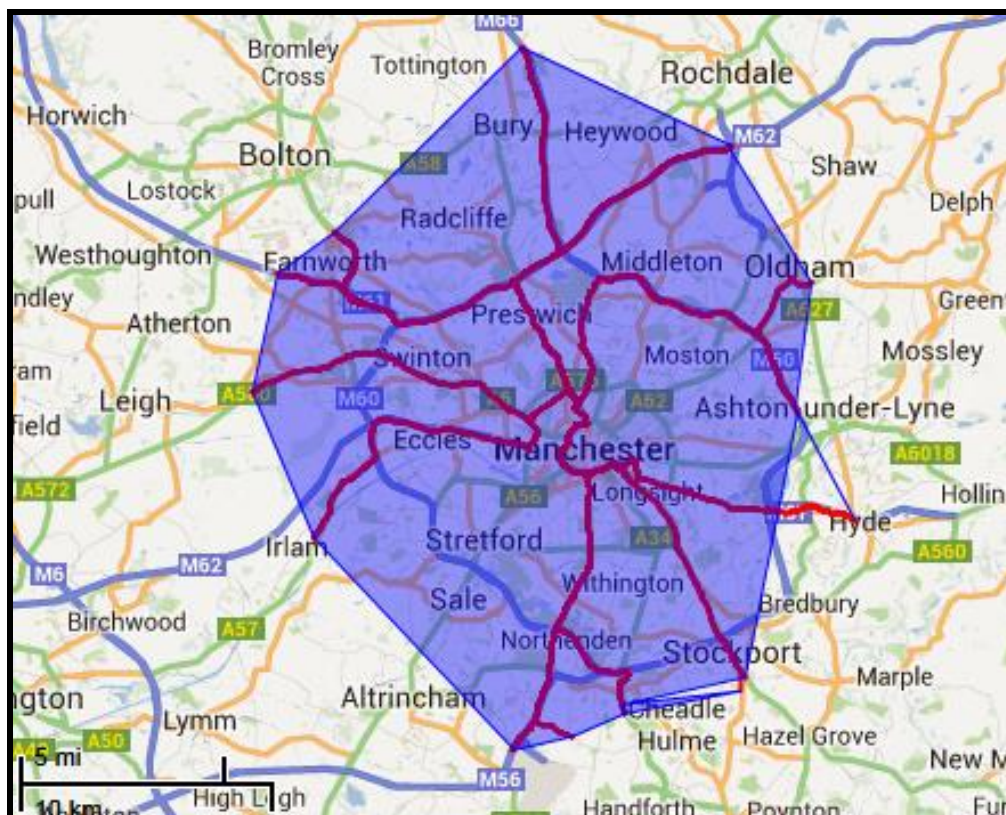
There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians.

In conclusion, the proposed application site can be considered as being accessible on foot.

The 2005 National Travel Survey NTS (undertaken annually by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography.

For the purposes of this report the national guidance of 5km will be used and is indicated by the blue area in the figure below.

As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. In order to demonstrate the catchment area obtained by cycling, a 5 km catchment area plan has been produced.



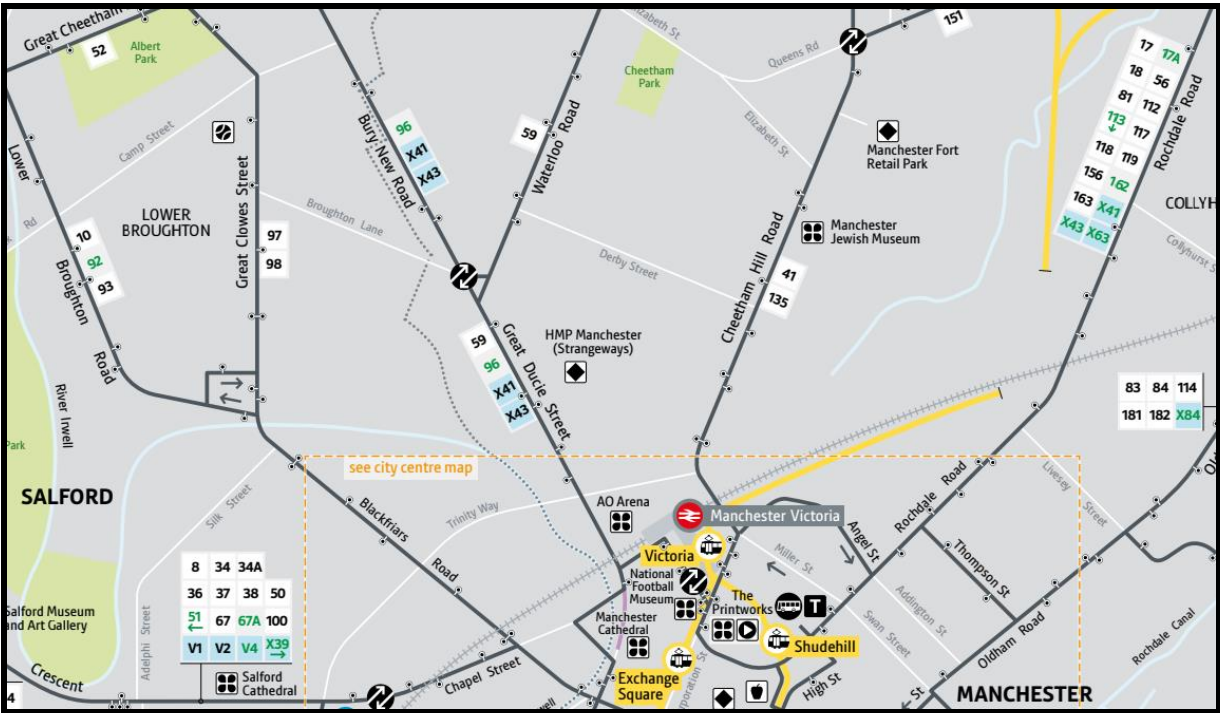
Cycle Catchment

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown above.

In conclusion, the proposed application site can be considered as being well served by the cycle network and is accessible by cycle.

Travel by public transport

Bury New Road forms a high frequency corridor.



Bus route adjacent to the site with stops and the wider network.



The proposed development site is therefore well located to bus stops that have a regular daily level of service to a number of communities in the vicinity of the site. These services provide the opportunity for those working or visiting the proposed development site to travel via public transport.

The proposed application site is therefore considered as being highly accessible by bus.

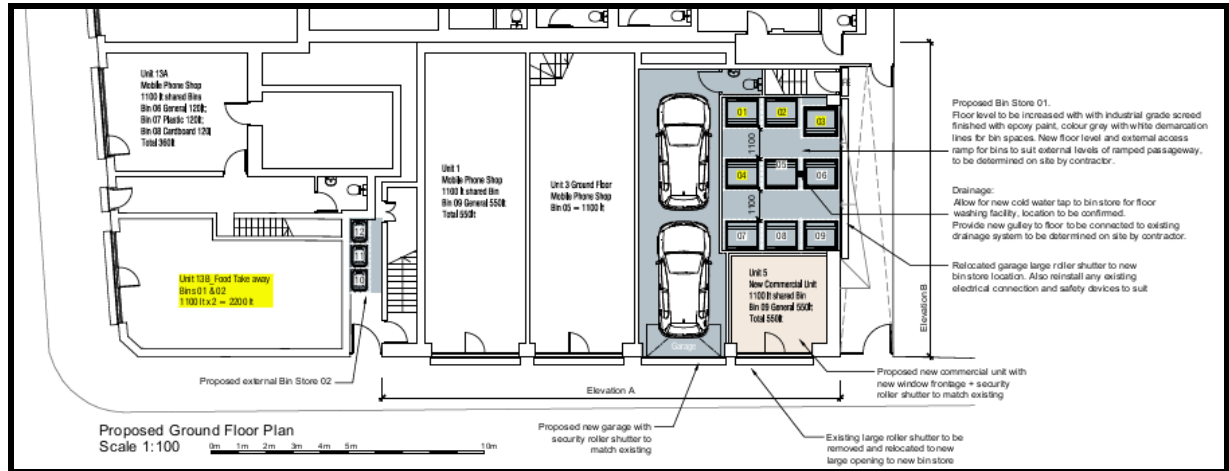
Summary

In summary, therefore, the application site can be considered as being highly accessible for staff by public transport, walking and cycling in accordance with planning policy guidance for a location of this nature.

5. THE PROPOSALS AND ASSESSMENT

Development Proposals

The site layout is to remove the right side internal parking area and provide an additional unit with an increased retail floor space of 14 sqm.



Over view of the setting

The site is in a highly accessible location with walk/cycle and bus access for staff thus it provides a high potential for none car access. Beyond the very short walk parking lies a number of larger car parks that area a maximum of 850m away i.e. a policy complaint walk to a key attractor.

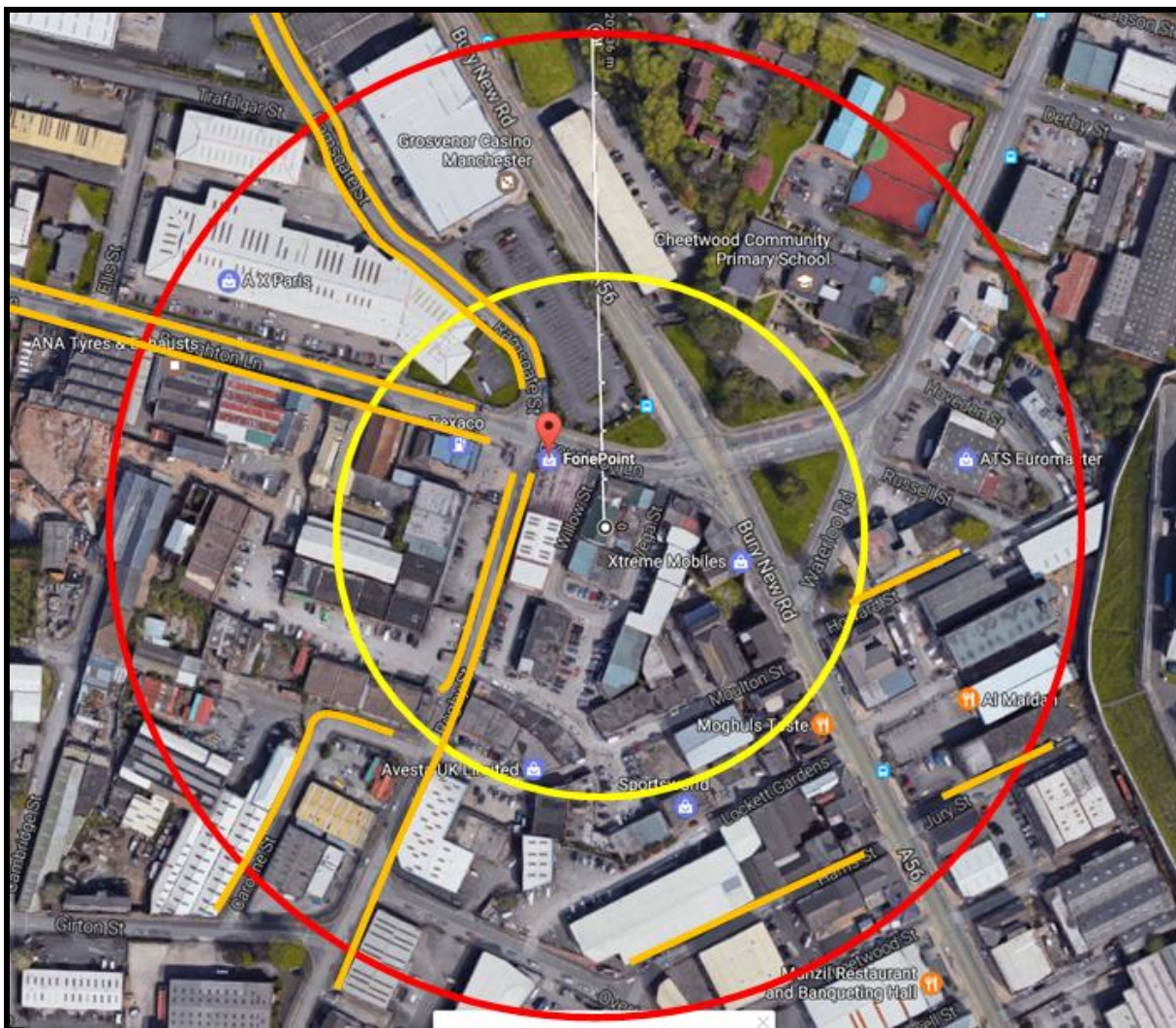
Customers as you would expect for a cash and carry would arrive to purchase and pick up goods, often in bulk and therefore a vehicle i.e. a car or van would normally be required.

There is an established car parking offer for the wider cash and carry use to accommodate shared trips to multiple businesses in the adjacent area.

The Willow Street/Vegas Road route provides a loop road around the buildings to allow cars, pick up and deliveries etc to be undertaken, these routes are adopted highways.

The plan over leaf shows the local area and a 100/200m walk radius.

Uncontrolled parking areas are shown in orange. The central parking area is shared parking/delivery space.



A key reference is the car parking policy, this is set out below.

Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

District Centres

Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

Land Use	Maximum number of car parking spaces	
	District Centres	Areas not within the City Centre or District Centres
A1: Shops		
Food Retail	1 space per 18sqm	1 space per 14sqm
Non-food Retail	1 space per 22sqm	1 space per 20sqm

There is no cash and carry parking standards as such sue geniris and based on need/local area.

It is considered that the warehouse/appointment system used is more akin to B8 distribution uses.

Current council policy says 1 space per 100 sqm but assumes the units are standalone in nature and not use a wider area parking offer.

As set out the area shares parking, other units do not have any dedicated parking off street, indeed those along the A56 share parking bays provided by the council and do not have their own.

It is therefore established in the area that not all units require parking to be provided.

The site is in a highly accessible location and zero parking for staff in shared area is not unusual and in this case is seen as a positive response to the need to reduce car use.

It is therefore considered that the site provides a strong argument that no parking is required and that the lack of any such provision would not create an overspill situation that would be **deemed severe in terms of its residual impact.** The use is not retail in the normal shop sense and the parking policy should not apply.

Indeed it is hard to understand how it would as there are extensive on street parking restrictions that would prevent this from occurring.

The current site area suggested a possible need/demand of 3 vehicles, 4 spaces are provided.

The extra 14 sqm would not material change the parking requirement, the removal of the 2 spaces o in reality the 1 extra space required would again be considered de minimus in nature and if parked elsewhere in the area would not be noticed/make a material change to capacity or safety in the area.

The parking offer is considered to be acceptable in nature for the location and uses set out.

Service vehicle strategy for proposed development

As stated the servicing for the area is undertaken from the highway, the parking restrictions do not prevent loading and unloading, the road width is sufficient to allow two vehicles to pass and this forms the natural and day to day function of the road network.

The new unit would operate in the same manner as custom and practice for the area.

The site/area already operates in these conditions and timing of deliveries and refuse etc fits around the opening of the units, there would be not change and the units would not create any new issues.

Over the last 2 years the Council have been significantly concerned regarding the build-up of rubbish and fly tipping associated with the site as a whole and the Enforcement Officer is aware that the applicant has formulating a solution for bin storage for the entire block:

A new bin store has been formed within a section of the double garage and accessed from the external passage on the south side. The majority of bins are paladin type and Damian has provided advice on the Council's recycling policy and is comfortable with these proposals.

Unfortunately we cannot use paladins in every instance and there are several individual bins, but each property has been allocated with a space and a bin to satisfy the Council requirements and this will remove bins storage and fly tipping etc on the adopted highway.

6. SUMMARY OF REVIEW

The site is highly sustainable, there are extensive parking spaces within a short walk of the site and the local network accommodates the existing access/delivery needs with overspill issues controlled by restrictions.

It is considered that the site does not need to offer onsite parking, a zero offer of parking strongly supports the councils stated aim for none car use and shared trips however 2 are provided.

The what if scenario of overspill parking is controlled by parking restrictions near junctions/access points but allowed on street in an uncontrolled manner.

The provision of an internal bin store for the wider area will remove fly tipping and storage in the adopted highway.

There are no residual impacts that would be deemed severe in nature based on NPPF and thus the presumption in favour of development should be the key policy to determine the application.

