

**APPLICATION FOR EXTENSION TO EXISTING BUILDING AT
30A MOULTON STREET, MANCHESTER**

TRANSPORT STATEMENT



APPLICATION FOR EXTENSION TO EXISTING BUILDING AT 30A MOULTON STREET, MANCHESTER

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DOCUMENT CONTROL

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Table of Contents

1.0	Introduction and Background	4
2.0	Site Location	4
3.0	Existing Characteristics	6
4.0	Transport Policy Context	8
5.0	Development Proposals	11
6.0	Traffic Impact	11
7.0	Summary and Conclusions	12

Appendices

Appendix A	Existing Layout Plans
Appendix B	Proposed Site Plans

List of Figures

Figure 1 - Location of Development Site in the Context of the Local Road Network	5
Figure 2 - Cycle Map (TfGM)	7
Figure 3 - Road Safety Record near the Development Site (www.crashmap.co.uk)	8

APPLICATION FOR EXTENSION TO EXISTING BUILDING AT 30A MOULTON STREET, MANCHESTER

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support an application to construct an extension to the existing building at 30A Moulton Street, Manchester. The proposal will provide an extension on the ground floor and the first floor.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the proposed building extension scheme and plans;
 - an assessment of the traffic generating potential of the proposed extension;
 - an assessment of the traffic and highway impact of the proposed building extension; and
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The development site is located on the northerly side of Moulton Street, Manchester. The site is served by an existing, established site access onto Moulton Street. The building is located within an existing complex situated between Moulton Street and Vega Street. To the front of the building is a car parking area and an access road onto Moulton Street to the south and an access onto Vega Street to the north.
- 2.2 The development site is shown in Figure 1 below. The site location plan and existing floor plans for the building are shown in **Appendix A**.

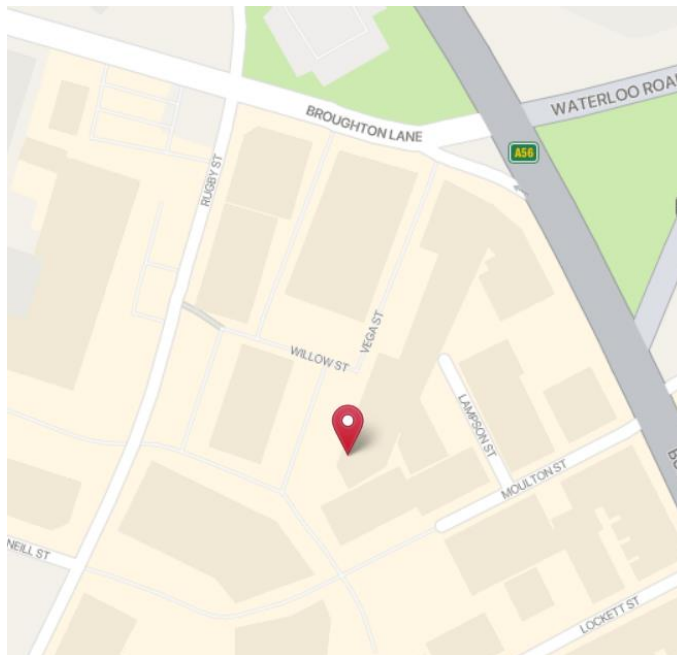


Figure 1 - Location of Development Site in the Context of the Local Road Network

- 2.3 The site is located at 30A Moulton Street, Manchester and operates as a wholesale outlet for IT related equipment. The building is set out as follows :-
- Ground Floor 116 sq.m
 - First Floor 115sq.m
- 2.4 The building has dedicated car parking facilities located along the frontage of the building and provides car parking for 7 vehicles. The building is in a location with a number of access routes to it. It is possible to access the building from the A56 Bury New Road junction with Moulton Street, via the access into Moulton Street from Rugby Street or via Vega Street.
- 2.5 The business operating from 30A Moulton Street deals with trade customers who place orders to purchase supplies from the business then make arrangement to collect the goods from the premises.
- Hours of Opening
- 2.6 The building is open on the following days for hours described below :
- 10:30am - 7:30pm Monday
 - 10:30am - 7:30pm Tuesday
 - 10:30am - 7:30pm Friday
 - 10:00am – 5.00pm Sunday
- Deliveries
- 2.7 The business receives, typically, only one delivery of goods to the building per month. The delivery is arranged so that it arrives and leaves before 10:30am in the morning on a weekday.
- 2.8 The owner of business operates a warehouse nearby and goods are also transported between the warehouse and the unit at Moulton Street. The warehouse is located

close by and goods are usually transported by a member of staff using a small hand held trolley.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The development site is located on the northerly side of Moulton Street and situated between Moulton Street and Vega Street. Moulton Street has a single lane in each direction and there are waiting restrictions along both sides of the road from the junction with A56 Bury New Road for a distance of approximately 60 metres. Moulton Street continues to a junction with Rugby Street. The unit that is the subject of this planning application is located part way along Moulton Street and situated in an area linking Moulton Street with Vega Street. This area has an access road and car parking located in it.
- 3.3 The junction of Moulton Street with A56 Bury New Road is laid out as a priority junction (give way). The junction of Moulton Street with Rugby Street is also formed as a priority junction. The A56 Bury New Road provides a key link into and out of Manchester city centre. The road is laid out with a single traffic lane in each direction. The road does widen out at the junction with Broughton Lane. The junction of Bury New Road and Broughton Lane is controlled by traffic signals. There are pedestrian crossing facilities with dropped crossings provided at the junction.
- 3.4 Almost opposite from Moulton Street, there are a number of junctions onto the A56. At the junction of Howard Street with the A56 vehicles are only permitted to exit onto the A56 as there is a 'no entry' restriction in place. Just to the north of Howard Street, there is Waterloo Street and this is laid out as a priority junction. There is a splitter located in the middle of the side road which serves as a pedestrian crossing point. There is a cycle lane on the carriageway marked out for southbound cycle journeys.
- 3.5 Parking and waiting are controlled along the A56 Bury New Road. There are locations along the road that permit limited waiting for short periods.
- 3.6 Rugby Street has a single lane in each direction. The road provides a link to Broughton Lane to the north and a route through the commercial area to the south.
- 3.7 Vega Street and Willow Street form a loop road from Broughton Lane. Vega Street has a junction with Broughton Lane and vehicles are prohibited from turning left out of Vega Street. Vega Street runs southwards towards the parking and access road to 30A Moulton Street and then connects into Willow Street which runs northwards back towards Broughton Lane. Vega Street and Willow Street are covered along both sides of the streets with waiting restrictions.
- 3.8 Broughton Lane is located to the north of the building on Moulton Street. Broughton Lane has a single traffic lane in each direction and the road forms a junction with the A56 Bury New Road that is controlled by traffic signals.

3.9 Sustainable Transport Access

3.10 Bus Access

3.11 The site is served by public transport with bus services passing along A56 Bury New Road. The route has services 59, 96, X41 and X43 running along Bury New Road near the site at 30A Moulton Street. There are over 10 buses per hour in each direction travelling along Bury New Road during the weekday. The bus stops for northbound services are located on Bury New Road to the north of 30A Moulton Street. Southbound services can be accessed at a bus stop located to the south of the site on Bury New Road. Each of the bus stops are located within 270 metres of the site. The bus stops in Bury New Road are comfortably located within the 400-metre 'desirable' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.12 Cycle Access

3.13 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. The TfGM cycle map has been examined to identify cycle routes in the area. The map is provided below in Figure 2.

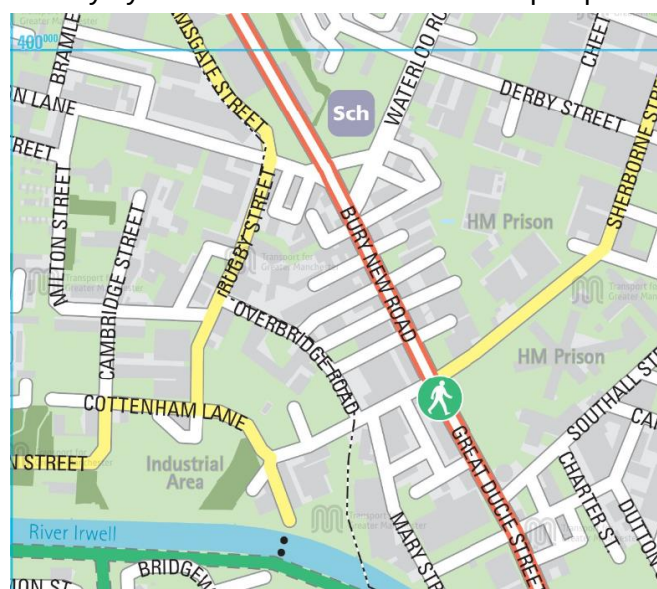


Figure 2 - Cycle Map (TfGM)

3.14 Figure 2 above shows cycle routes along Bury New Road and advisory routes along Rugby Street. The map shows that there are cycle routes in close proximity to the building at 30A Moulton Street.

Walking Access

3.15 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.16 There are footways along the roads surrounding the site. There are crossing facilities provided at the traffic signal junction of Bury New Road and Broughton Lane.

3.17 Road Safety Record

3.18 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Moulton Street and the adjacent road network. The output from the accident interrogation is shown in Figure 3 below.

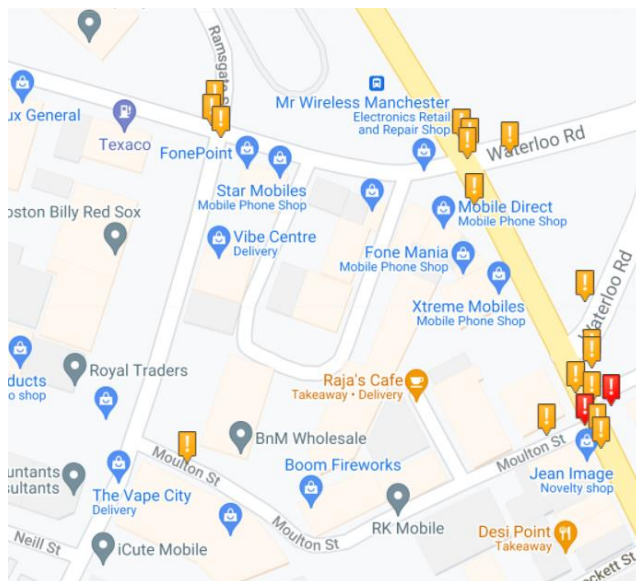


Figure 3 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.19 The Transport Statement has examined the road safety record along Moulton Street and the wider road network. The accident analysis showed there had been no accidents in the vicinity of 30A Moulton Street but the analysis did reveal two slight injury accidents in other parts of Moulton Street in a five year period. There were a number of accidents identified on the A56 Bury New Road in the vicinity of Moulton Street, Howard Street and Waterloo Street. However, given that there is no increase in traffic predicted for the proposed extension and there are a number of access routes to and from the premises on Moulton Street then the proposed extension is not predicted to have the potential to create a worsening in the road safety record.

3.20 Whilst it is regrettable when there are injury accidents in the road network, overall the road safety record for Moulton Street over a recent five-year period should not be a concern in the consideration of the application for an extension to the building at 30A Moulton Street.

3.21 Summary

3.22 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus, on foot and by cycling.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2021)

- 4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.5 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.6 Paragraph 105 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.7 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.8 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.9 [Considering development proposals](#)
- 4.10 Paragraph 110 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.11 Paragraph 111 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.
- 4.12 Paragraph 112 indicates that developments should :

- a) Give priority to pedestrians and cyclists;
 - b) Address the needs of people with disability and reduced mobility;
 - c) Create places that are safe, secure and attractive;
 - d) Allow for the efficient delivery of goods, and access by emergency and service vehicles.
 - e) Be designed to enable plug-in and ultra-low charging points.
- 4.13 Paragraph 113 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.
- 4.14 [Local Policy](#)
[Manchester City Council Core Strategy](#)
- 4.15 Policy T 2 Accessible areas of opportunity and need
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 including:
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- 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. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

5.0 Development Proposals

5.1 The application is to construct a two storey extension at the side of the building at 30A Moulton Street, Manchester. The extension will provide more storage space within the building which will allow the business owner to manage and organise orders more efficiently. Currently the existing building layout limits the amount of stock that can be held within the building. When customers place orders there are occasions when some of the ordered items are not held within the building which means they need to be retrieved from the warehouse, which creates a delay in processing the order.

5.2 The extension is proposed to be set out as follows :

- Ground Floor 22sq.m
- First Floor 24sq.m

5.3 The scheme proposes an additional floor area over the two floors of 36 sq.m. The ground floor includes for a 10sq.m bin store. The proposed site layout for the development is shown in **Appendix B**.

5.4 Vehicular Access

5.5 Access into the development site will be the same arrangement as currently ie via the established network of streets around the building (Moulton Street, Rugby Street, Vega Street).

6.0 Traffic Impact

6.1 The proposed extension is to provide a more efficient operation for the business to the Applicant so that the number of times to re-stock the building can be reduced. The extension will enable the Applicant to stock more items on the premises and enable orders to be processed more efficiently.

6.2 The scheme is not anticipated to increase the number of customers visiting the premises and therefore no overall increase in traffic is predicted. As the Applicant operates a warehouse nearby the level of deliveries to the store by delivery vehicle is not predicted to increase. Deliveries between the warehouse and the building at 30A Moulton Street can be undertaken using the small hand held trolley.

6.3 The scheme already provides 7 car parking spaces outside of the premises. As there is no increase in traffic levels anticipated from the proposed extension then the level of car parking is considered adequate to accommodate customers at the building.

- 6.4 The Transport Statement has demonstrated the building at 30A Moulton Street is located in an area that is accessible by sustainable transport modes.
- 6.5 Within Section 3 of this report, the road safety record for Moulton Street, the road that provides access to the building, was investigated. The analysis concluded that Moulton Road has a good road safety record but the Transport Statement did identify a number of accidents on the A56. Since the proposed development is not predicted to increase traffic levels, then the development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the proposed extension to the building at Moulton Street.

7.0 Summary and Conclusions

- 7.1 The Transport Statement has been prepared to support an extension to the building at 30A Moulton Street, Manchester. The building operates as a wholesale outlet for IT related equipment. The building has car parking located along from the frontage of the building.
- 7.2 The extension is proposed to enable the Applicant to deal more effectively and efficiently with orders at the building. The extension is proposed to provide more space for holding stock.
- 7.3 The proposed extension is not anticipated to increase traffic levels as the purpose of the development is to deal more efficiently with the processing of orders and enable more stock to be held at the building. The existing parking levels are considered adequate levels to accommodate the needs of the business.
- 7.4 Transport Statement demonstrates that Moulton Street in the vicinity of the proposed change of use scheme has experienced a good road safety record. The proposed change of use scheme is not anticipated to worsen the road safety record.
- 7.5 The Transport Statement has demonstrated the traffic impact of the proposed extension scheme will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the extension to the building should be approved.

Appendix A

General Notes

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LEGEND

Site Boundary

12/08/21 HG SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client

-

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Project Title
30A Moulton St, Cheetham Hill,
Manchester M8 8FQ

Scale / North Point
As indicated

Drawing Title
Existing Location and Site Plan

Drawing Number
A1383(01)AP001
Drawing Status
Preliminary
Revision
-



1

Location Site Plan

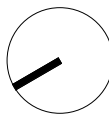
1 : 1250

1

2

Existing Site Plan

1 : 200



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1:200

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Site Boundary

No.	Date	Dwn	Chk	App	Revision or reason for issue
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Project Title
30A Moulton St, Cheetham Hill,
Manchester M8 8FQ

Scale / North Point

1 : 100

Drawing Title
Existing Ground Floor Plans

Drawing Number	Revision
A1383(01)AP002	-
Drawing Status	
Preliminary	

Retail
116 m²

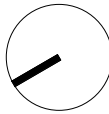
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1

Existing Ground Floor Plan

1 : 100

0 1 2 3 4m
1:100





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Project Title

30A Moulton St, Cheetham Hill,
Manchester M8 8FQ

Scale / North Point

1 : 100

Drawing Title

Existing First Floor Plan

Drawing Number	Revision
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Drawing Number
A1383(01)AP003

Drawing Status

Preliminary

510

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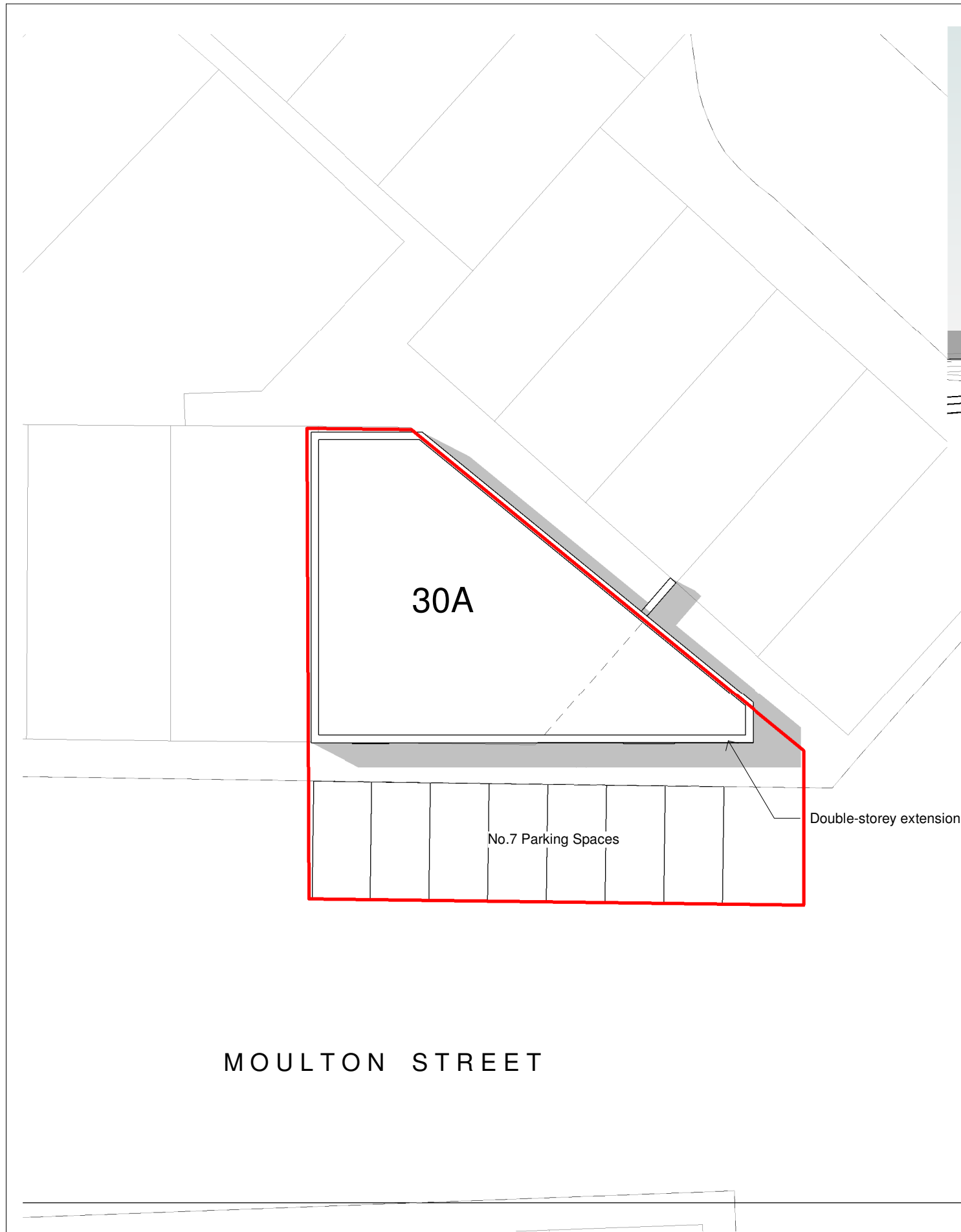
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Existing First Floor Plan

1 : 100



Appendix B



2 Proposed View



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Red Line Site Boundary

C	08/10/21	SA	SH	Red Line & Car Park	
B	21/09/21	HG	SH	Bin store added	
A	16/08/21	HG	SH	Amended plans	
-	12/08/21	HG	SH	Initial Issue	
No.	Date	Dwn	Chk	App	Revision or reason for issue

Client

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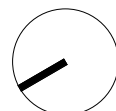
Project Title
30A Moulton St, Cheetham Hill,
Manchester M8 8FQ

Scale / North Point
1 : 200

Drawing Title
Proposed Site Plan and 3D View

Drawing Number	Revision
A1383(02)AP001	C
Drawing Status	
Preliminary	

1 Proposed Site Plan
1 : 200



0 2 4 6 8m
1:200

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Site Boundary

C	08/10/21	SA	SH	Red Line & Car Park	
B	21/09/21	HG	SH	Bin store added	
A	16/08/21	HG	SH	Amended plans	
-	12/08/21	HG	SH	Initial Issue	
No.	Date	Dwn	Chk	App	Revision or reason for issue

Client

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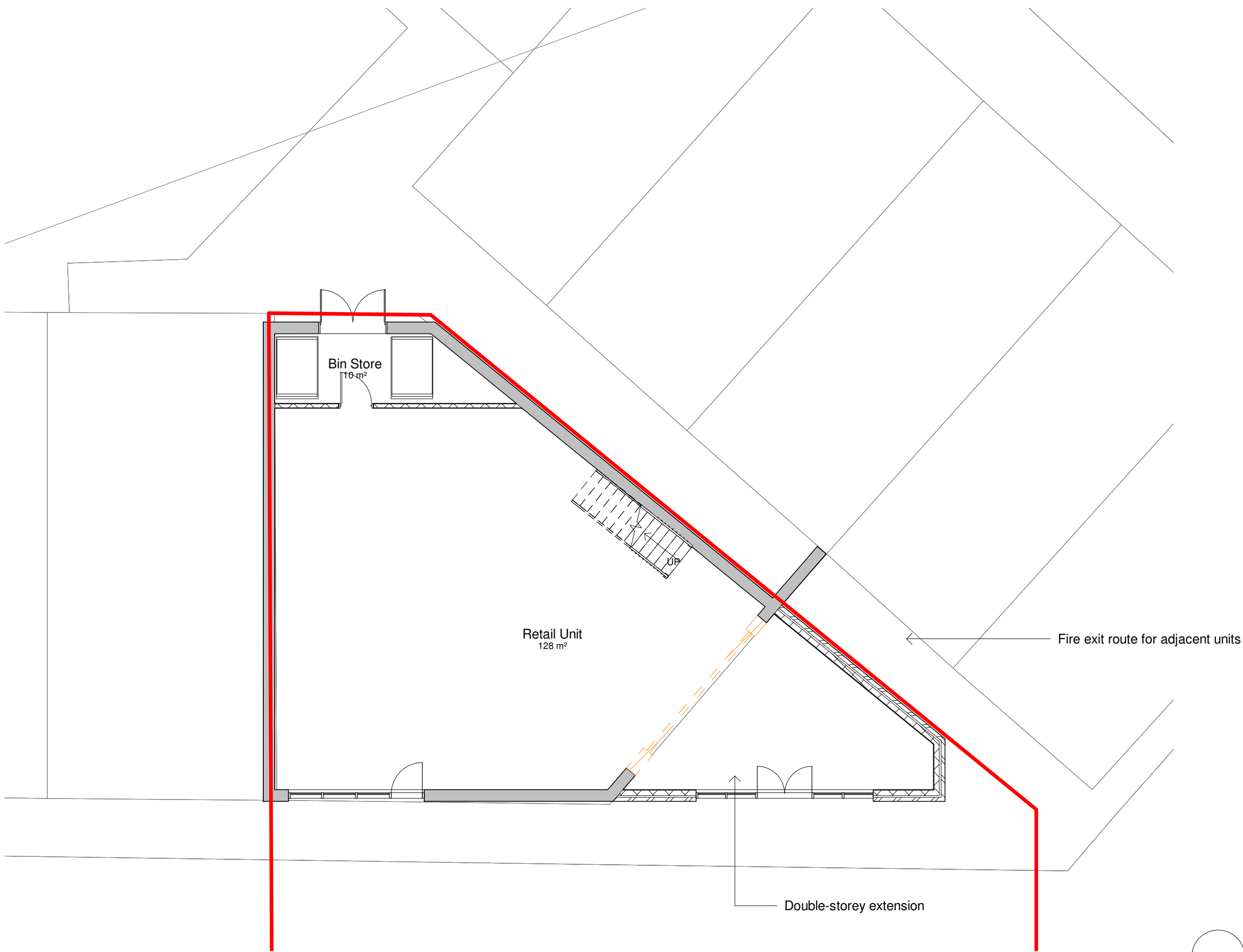
Scale / North Point

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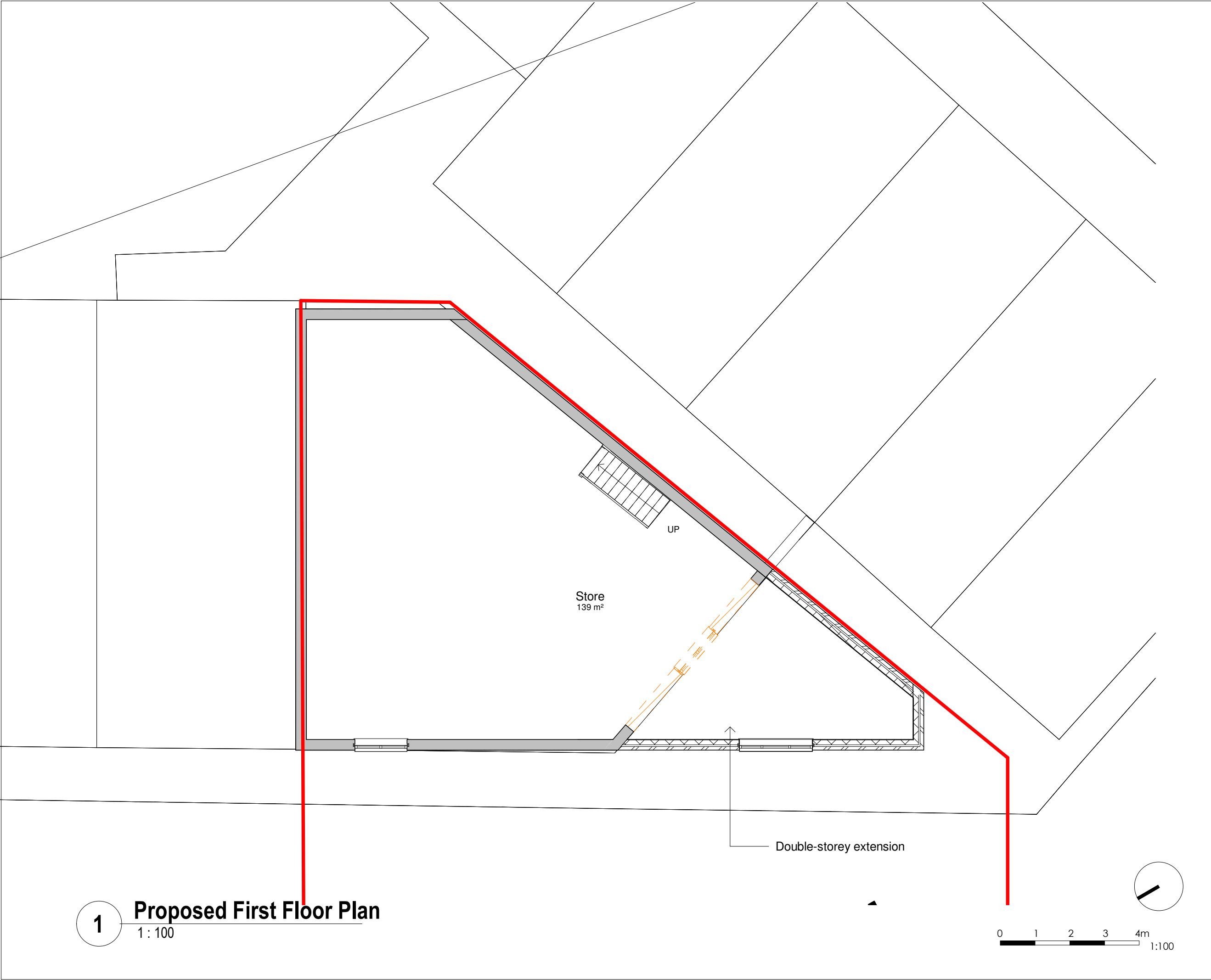
Proposed Ground Floor Plans

Drawing Number	Revision
A1383(02)AP002	C
Drawing Status	
Preliminary	



1 Proposed Ground Floor Plan
1 : 100

0 1 2 3 4m
1:100



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C	08/10/21	SA	SH	Red Line & Car Park
B	21/09/21	HG	SH	Bin store added
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Project Title

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Scale / North Point

1 : 100

Drawing Title

Proposed First Floor Plan

Drawing Number
A1383(02)AP003

Drawing Status
Preliminary

Revision

C