

Town & Country Planning Act 1990 (As Amended)

Manchester City Council

**Proposed change of use of mezzanine floor to include use classes D1 and D2
(Now Use Class E), in addition to current approvals for A1 and A3**

**Units 16, 17 and 18, Manchester Plaza, Cheetham Hill Shopping Centre,
40 Bury Old Road, Manchester M8 5EL**

Transport Statement

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28th March 2018 REV A

*Proposed change of use of mezzanine area to include use classes
D1 and D2(Now Use Class E) in addition to current
approvals for A1 and A3 Units 16, 17 and 18 Manchester Plaza,
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1. Introduction

This Transport Statement (TS), has been prepared to accompany the planning application for the proposed change of use of the mezzanine floor at units 16, 17 and 18 in the Manchester Plaza in the Cheetham Hill Shopping Centre in Cheetham Hill near Manchester. The proposed change of use will be to allow the floorspace to be used as a function hall and other community and conference uses (D1 and D2 uses - Now E), in addition to the existing A1/A3 uses. The site is well located for access by sustainable transport such as walking, cycling and public transport (bus and Metrolink), and there is a good supply of off-street parking nearby.

During the preparation of the report the following investigations have been carried out

:

- an examination of the existing site and the adjoining highway network,
- an examination of the road safety records for the existing highway network,
- an examination of the proposed floor plans,
- an assessment of the traffic and parking impact of the proposed change of use on the existing highway network, and
- consideration of the accessibility of the proposal by sustainable transport (walking, cycling and public transport), in accordance with the National Planning Policy Framework (NPPF – Ref. 1).

The following sections describe these investigations.

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2. Site Location and Use

The Manchester Plaza is a collection of approximately 20 retail and food units within the Cheetham Hill Shopping Centre in Cheetham Hill near Manchester, as shown by the red edge on the Site Location Plan. The shopping centre is located off the A665 Bury Old Road in Cheetham Hill. The pedestrian entrance to the Manchester Plaza is shown in Photograph 1.

The Cheetham Hill Shopping Centre fronts onto the A665 Bury Old Road. To the east is a large Tesco superstore, and to the north, adjacent to the site and the Tesco superstore, is a public car park with over 600 parking spaces, as shown on the Site Location Plan.

The Manchester Plaza has previously been used by, approximately, 60 small retail units and would have generated a higher number of staff and customer trips than the existing and proposed uses. There are existing public car parks near the Cheetham Hill Shopping Centre at Thomas Street (over 600 spaces), Arlington Street (70 spaces), and Warren Street (approximately 20 parking spaces).

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3. Existing Highway Network

As described in Section 2, the Cheetham Hill Shopping Centre has a frontage onto the A665 Bury Old Road in Cheetham Hill near Manchester. The A665 Bury Old Road is one of the main routes into Manchester, from the north, and the M60 motorway at junction 19. The road has a 30 mph speed limit and there are parking restrictions on the road to prohibit parking (double yellow lines), in the vicinity of the shopping centre.

The A665 Bury Old Road connects onto the A56 Bury New Road at its north-western limit near Whitefield. The A665 Bury Old Road becomes Cheetham Hill Road to the south east of the site, and provides a link to the Manchester Ring Road to the south.

The public car park that is located adjacent to the Cheetham Hill Shopping Centre is accessed via Thomas Street which is a one way road from Bury Old Road. The exit from the car park is via Arlington Street and Crescent Road. The junction of Crescent Road and Bury Old Road is traffic signal controlled and has pedestrian crossing facilities. The route from Thomas Street to Crescent Road is used by a, relatively, high volume of daily traffic that is travelling to, and from, the shopping centre and the route is also used by buses with bus stops near the car park, as shown in Photograph 2.

An examination of the road safety records that are held on the national road safety database www.crashmap.co.uk shows that there have been 10 recorded injury accidents on the road link via Thomas Street, Arlington Street and Crescent Road during the most recent 3 year data period that is available (01.07.2014 – 30.06.2017). The road safety accident plot is included in Appendix 1 and summarised in Table 1.

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Severity of Injury Accident	Time Period			Total
	1.7.14 – 30.6.15	1.7.15-30.6.16	1.7.16-30.6.17	
Slight	2	4	2	8
Serious	0	2	0	2
Fatal	0	0	0	0
Total	2	6	2	10

Table 1 : Recorded Injury Accidents on Thomas Street, Arlington Street
and Crescent Road (3 years data)

The road safety information shows that there have been no fatal accidents on the road network near the shopping centre during the 3 year data period and an average of 3 recorded injury accidents per year. This includes the junctions of Thomas Street and Crescent Road with the A665 Bury Old Road / Cheetham Hill Road. The greatest majority of the recorded injury accidents during the 3 year data period (80%), were classified as slight and there is no evidence that the annual accident rate is increasing during the most recent 3 years of data, as shown in Table 1. It is, therefore, considered that there are no significant highway safety issues that would be materially affected by this proposal.

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4. Proposed Change of Use

The proposed change of use will allow the mezzanine floor at units 16, 17 and 18 of the Manchester Plaza Shopping Centre to be used for D1 and D2 (Class E) uses. This will allow the floorspace to be used as function hall and for community and conference uses. The Proposed Floor Plans are included in Appendix 2.

As described in the Design and Access Statement that has been submitted with the planning application, the proposed uses of the floorspace are wide ranging, however, they have a common theme; to provide a facility for the community to use to further education, training, business and social interactions. It is proposed that the facility will be open for the following periods:

11.00 am until 11:00 p.m.. 7 days a week including Bank Holidays

The proposed uses of the floorspace as a function hall will generate up to 250 visitors and this will be the expected maximum number of people that will attend events at the facility. A high proportion of the visitors, and staff, will travel by sustainable transport (walking, cycling and public transport), as described later in the report. Many visitors will also travel by taxi.

The proposed uses described in this report will provide a benefit for the local area. The community will benefit from the extra uses outlined above, as it will enable positive community activities including functions, networking and educational seminars. The proposals will also support local businesses and the local economy by attracting more visitors to the Cheetham Hill Shopping Centre and the Manchester Plaza. The floorspace is currently not being used to its full potential, and this proposal is intended to provide the means to maximise the potential use in a Local Centre with good access by all modes of transport.

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5. Traffic and Parking Impact of the Proposed Change of Use

The Manchester Plaza is located within a Local Centre in Cheetham Hill near Manchester, and is close to existing public transport links including high frequency bus and Metrolink services. Therefore, the traffic generation of the proposed uses will be reduced because the site is highly accessible by sustainable transport (walking, cycling and public transport).

There is a large car park located adjacent to the Cheetham Hill Shopping Centre with over 600 spaces available for public use, plus two other car parks in the vicinity, as described in Section 2. The previous use of the Manchester Plaza was approximately 60 small retail units and this would have a higher traffic generating potential and demand for parking than the existing and proposed uses.

The local highway network is protected by waiting restrictions (yellow lines), and other Traffic Regulation Orders (TROs), to prevent overspill parking on the surrounding highway network that could cause any operational or road safety problems. Therefore, there should be no increase in the risk to highway safety as a result of the proposed change of use.

On a 'worse-case' basis for traffic generation and parking, there would be 150 visitors (60%), travelling by car to the function hall, which corresponds to 50 cars with an average occupancy of 3 passengers per vehicle. These vehicles can be accommodated in the car parks at Thomas Street, Arlington Street and Warren Street, as referred to in Section 2 of the report.

Therefore, the proposed change of use will not have any significant impacts on the operation, or safety, of the highway network.

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6. Accessibility of the Site

The Manchester Plaza is located within the Cheetham Hill Shopping Centre, and close to existing shops, amenities and transport links (including at the Tesco supermarket adjacent to the site). The 1.2 kilometre and 2 kilometre walking isochrones for the site and the 5 kilometre cycling isochrone are included in Appendix

3. These show the areas where visitors will be able to walk, or cycle, from for events at the proposed facility. There are good cycling facilities close to the site, including Advanced Stop Lines (ASLs) at the traffic light junction on the A665 Bury Old Road to the north west of the site, as shown in Photograph 3.

There is secure cycle parking located at the western entrance to the Cheetham Hill Shopping Centre in addition to the cycle parking at the large car park located adjacent to the site, as shown in Photograph 2. This will encourage visitors to cycle to events at the proposed function hall and for conferences etc..

There are existing bus services that operate at the north west frontage of the shopping centre, on Thomas Street, as shown in Photograph 2. There are a total of 6 services that are accessed from this location, as shown in Appendix 3. There are additional services that operate along the A665 Bury Old Road and Cheetham Hill Road, to the south west of the site. The Crumpsall and Abraham Moss Metrolink stations are located within a convenient (10 – 15 minute), walking time of the proposed facility (the Crumpsall Metrolink station is shown in Photograph 4).

Overall, the proposed facility will be located in a highly sustainable transport location.

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7. Conclusions and Recommendation

This Transport Statement (TS), has been prepared to accompany the planning application for the proposed change of use of the mezzanine floor at units 16, 17 and 18 of the Manchester Plaza in the Cheetham Hill Shopping Centre in Cheetham Hill near Manchester. The proposed change of use will allow the floorspace to be used as a function hall with other community and conference uses (use classes D1 and D2 (E) in addition to the current approvals for A1 and A3 uses).

The TS shows that the existing highway network that serves the site does not have any serious road safety problems that would be materially affected by the proposed change of use.

The report shows that there are a high number of off-street parking spaces located close to the Cheetham Hill Shopping Centre and the site is well located for access to existing public transport services (bus and Metrolink). The proposed facility is also well located for a high number of trips to be made on foot or cycling.

Overall, the proposed change of use will not have a significant adverse traffic impact on the local highway network and it will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the proposed planning application.

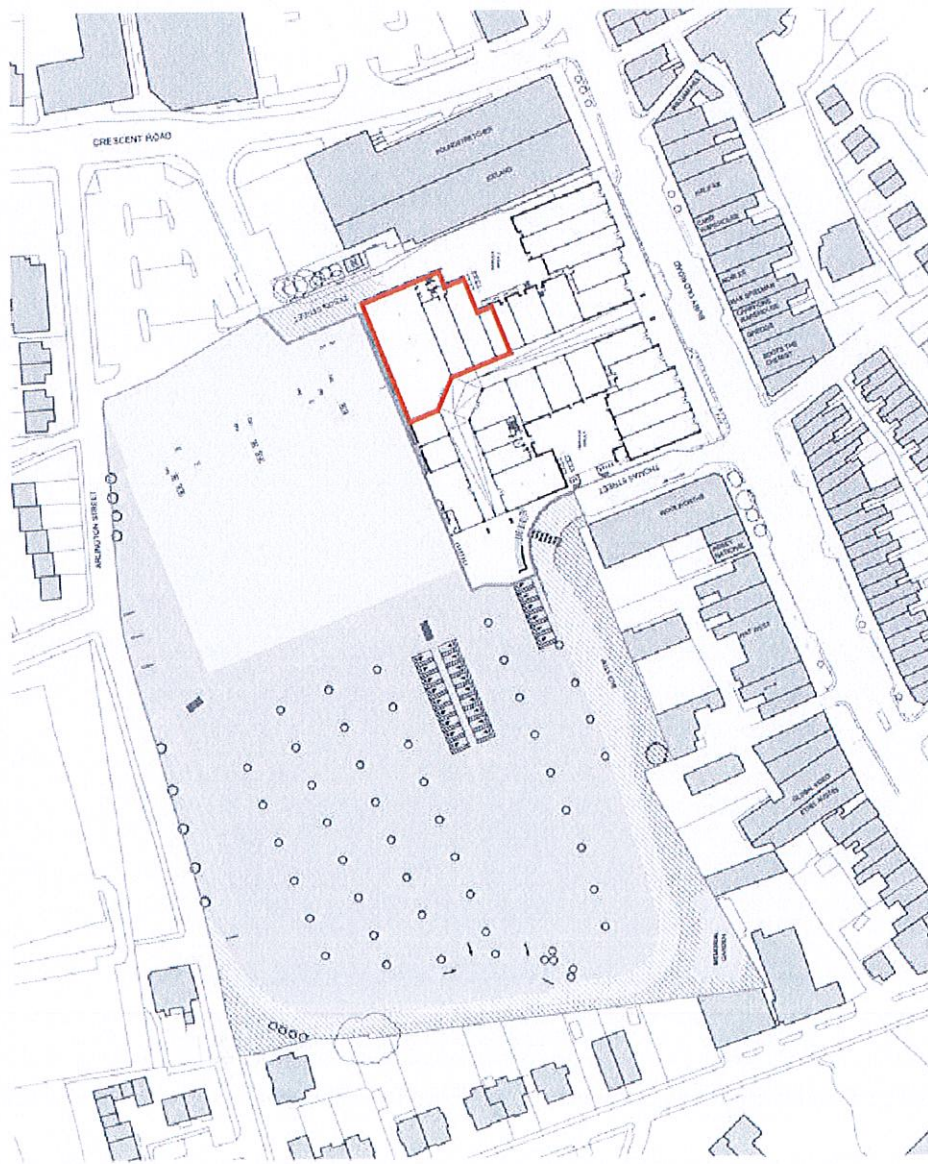
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REFERENCES :

1. National Planning Policy Framework (NPPF)
Department for Communities and Local Government
March, 2013

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Site Location Plan



1:2500 @ A4

Location Plan

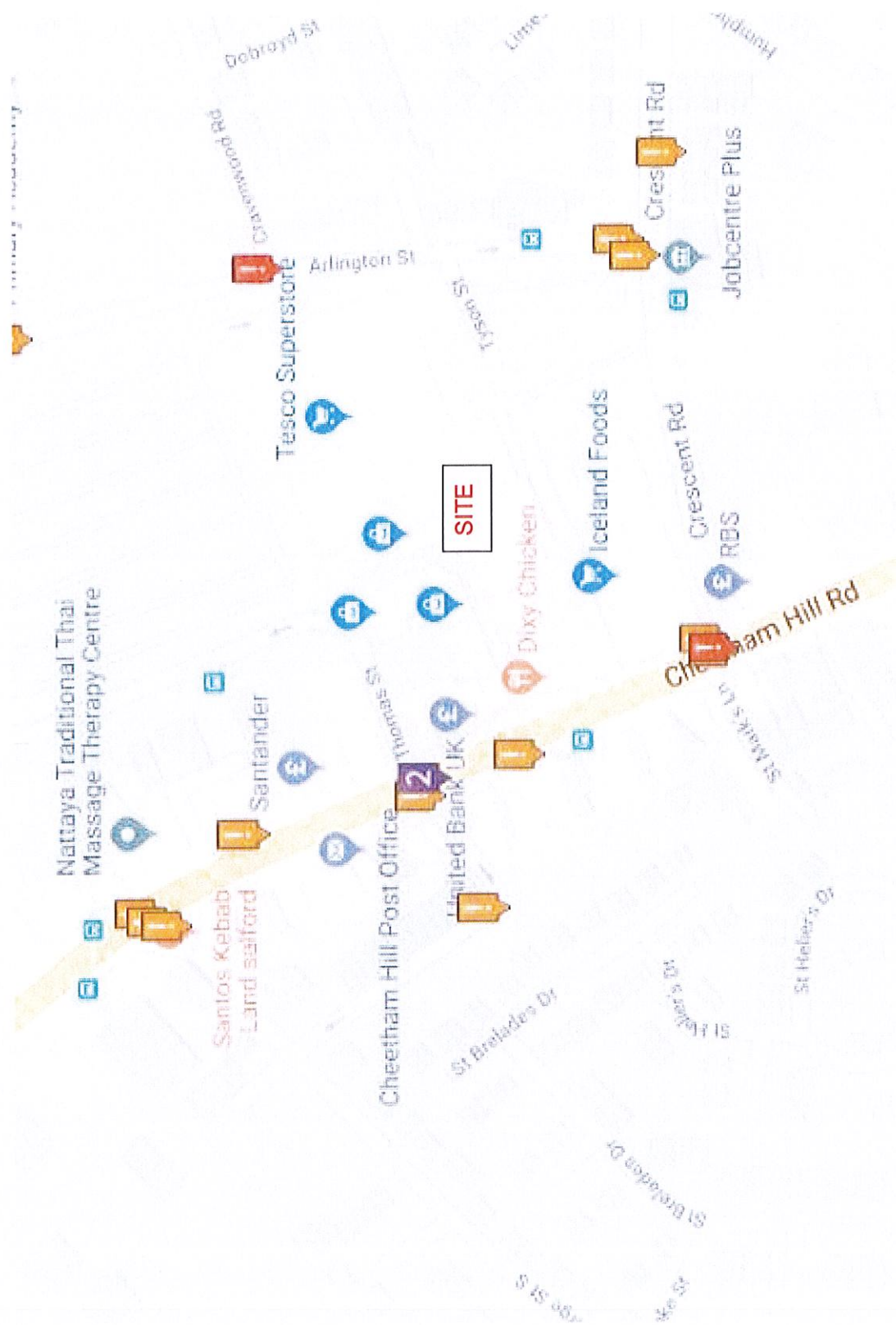


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Appendix 1

Road Safety Information



Road Safety Information

3 Years Data

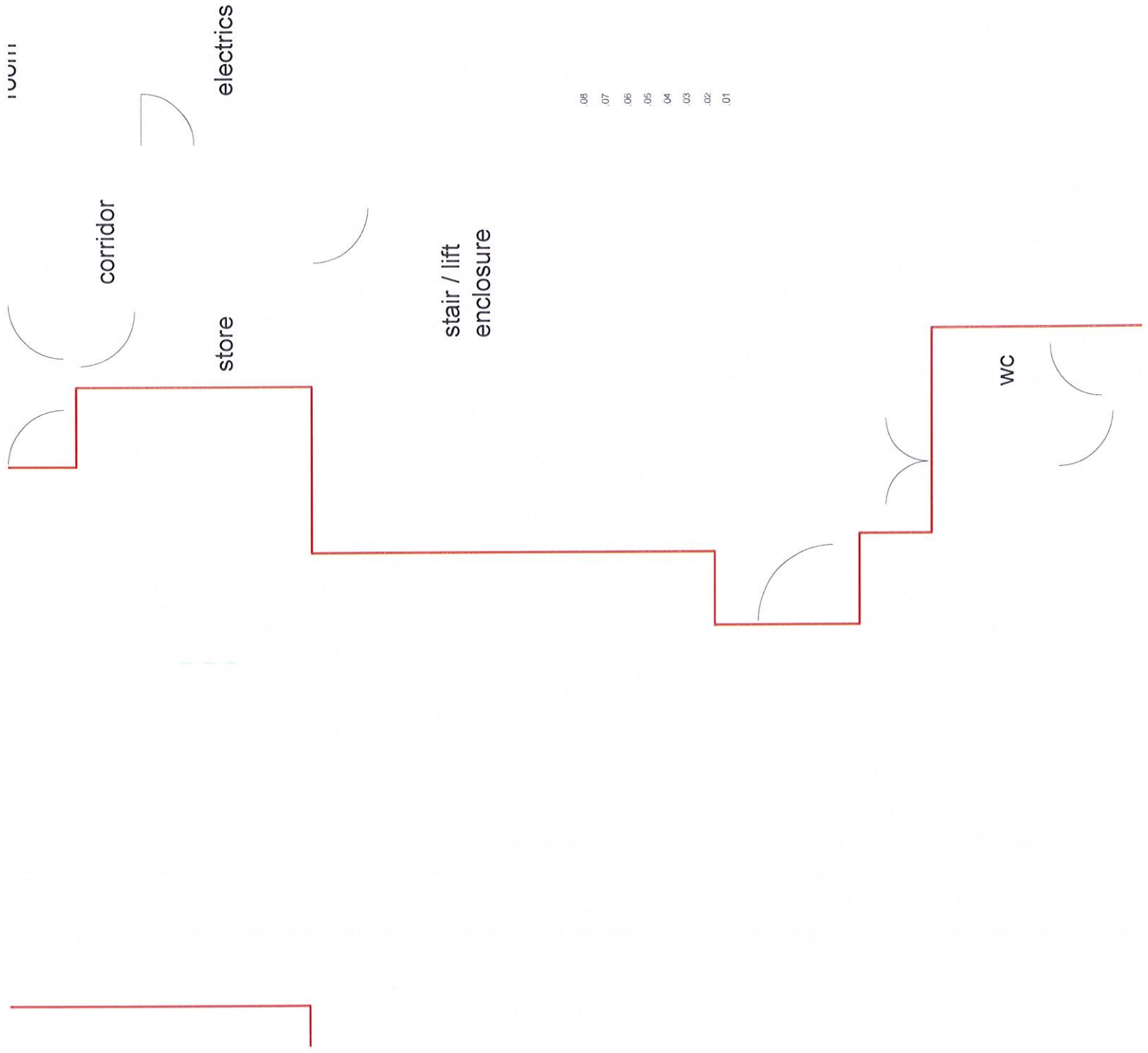
1.7.2014 – 30.6.2017

www.crashmap.co.uk

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Appendix 2

Proposed Floor Plans

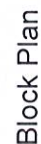


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All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification. All materials and workmanship to be in accordance with the current British Standards and codes of practice.



Drawn by Comments

Manchester Plaza

Cheetham Hill Shopping Centre Change of Use of Mezzanine

Date _____

November 2017 N/A

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F_01254 232007
F_01254 392193

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BB5 11N
E_intel@emal-ide.co.uk
W_intelligentdesigncentre.co.uk

corridor

store

electrics

stair / lift
enclosure

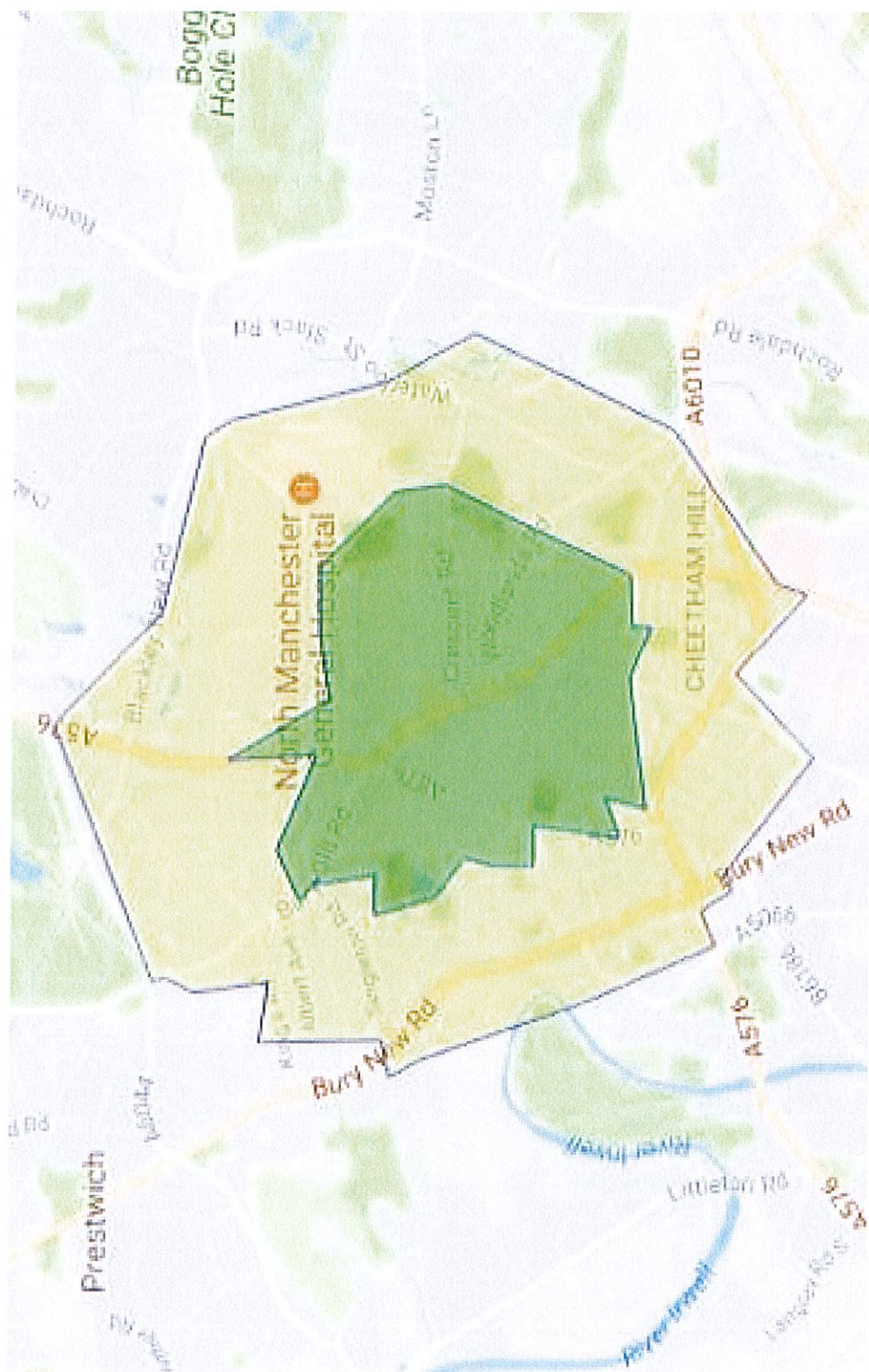
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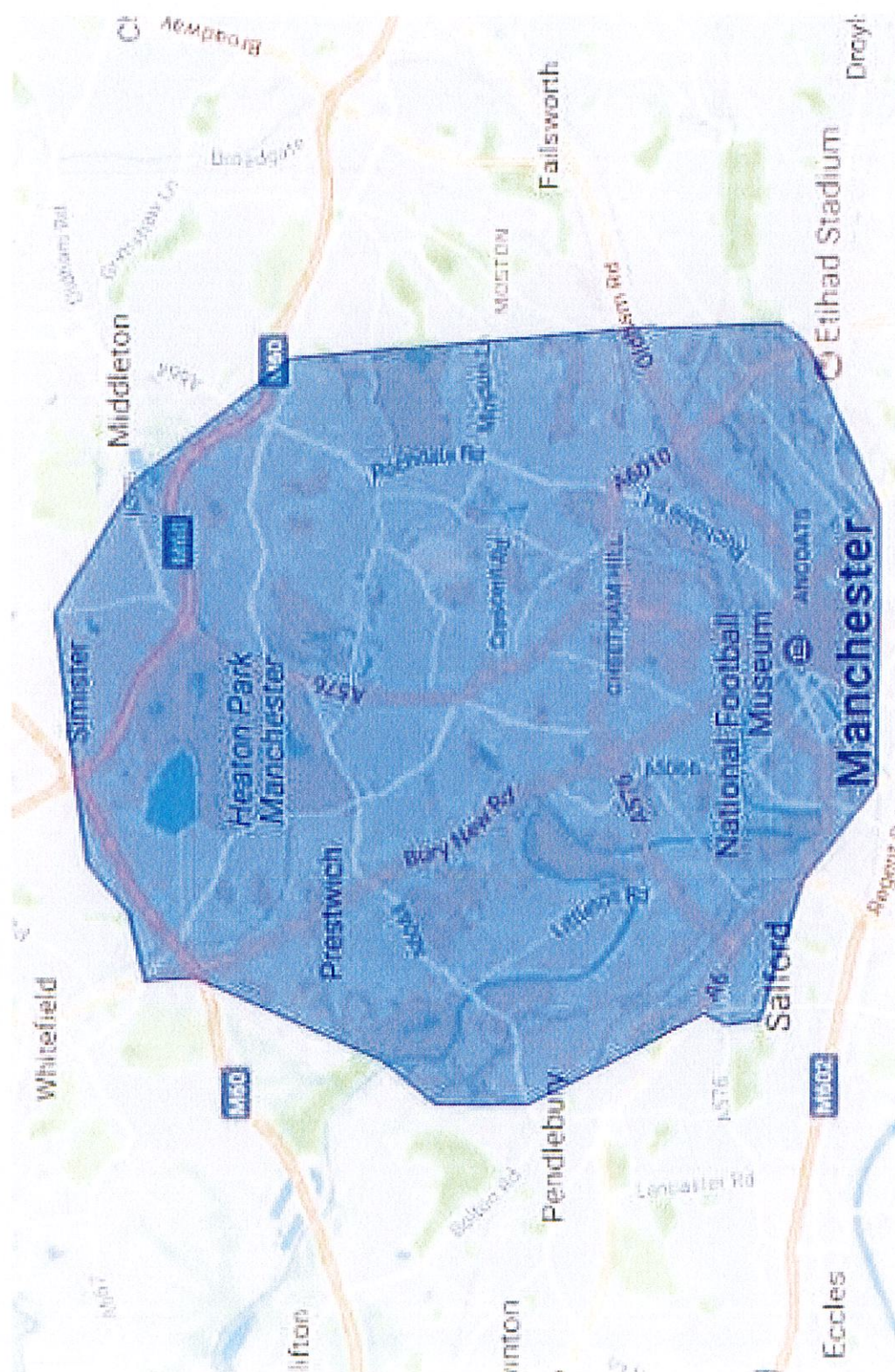
Appendix 3

Sustainable Transport Information

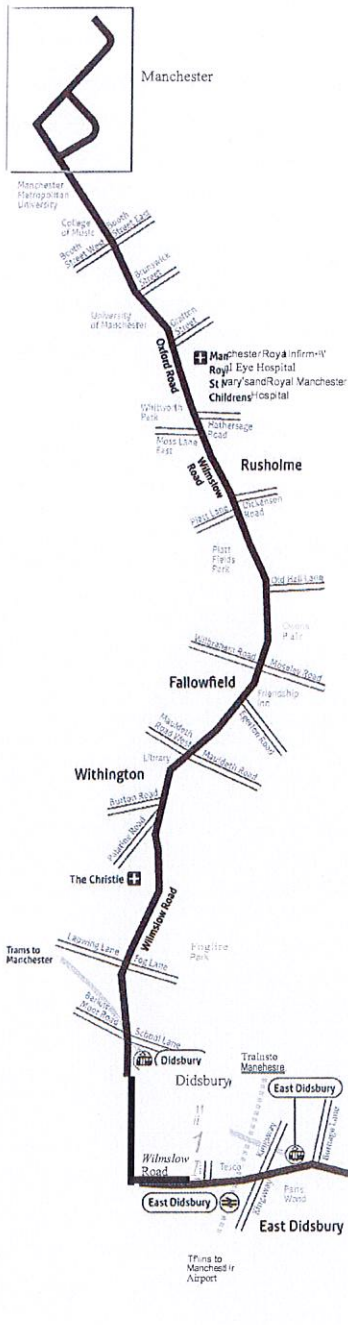


1.2 km and 2 km Walking Catchment Areas





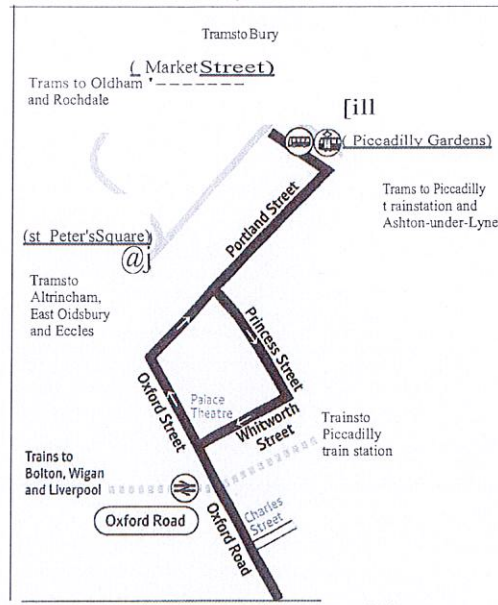
5km Cycling Catchment Area



Key

- Busroute
- Train line
- Tram line
- Direction of travel
- @ Bus station/connection point
- @ Train station
- @ Metrolink stop
- C Hospital
- GD Terminus

Route in Manchester city centre



Stockport

Trains to
Chester, Warrington
Widnes, Altrincham

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- Busroute

t Some Monday to Friday peak period, journeys only

Train line

Tramline

1:11 Direction of travel

§ Direction of travel
Bus station/connection point

(a.) Train station

Metrolink stop

D. Hospital

@ Terminus

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Key

- Bus route
- Train line
- Tramline

a::J1 Direction of travel

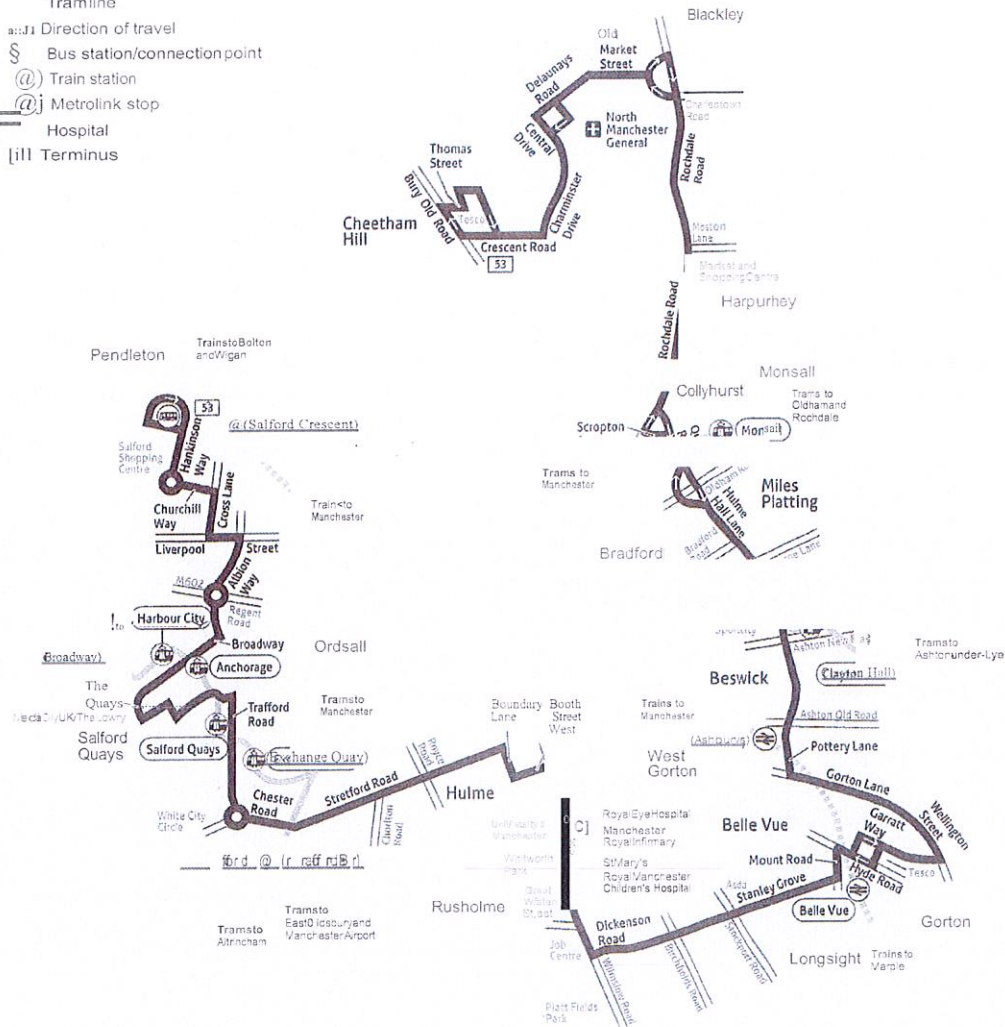
§ Bus station/connection point

(a) Train station

aj Metrolink stop

Hospital

||l Terminus



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Key

- Busroute
- Trainline
- Tramline

Direction of travel

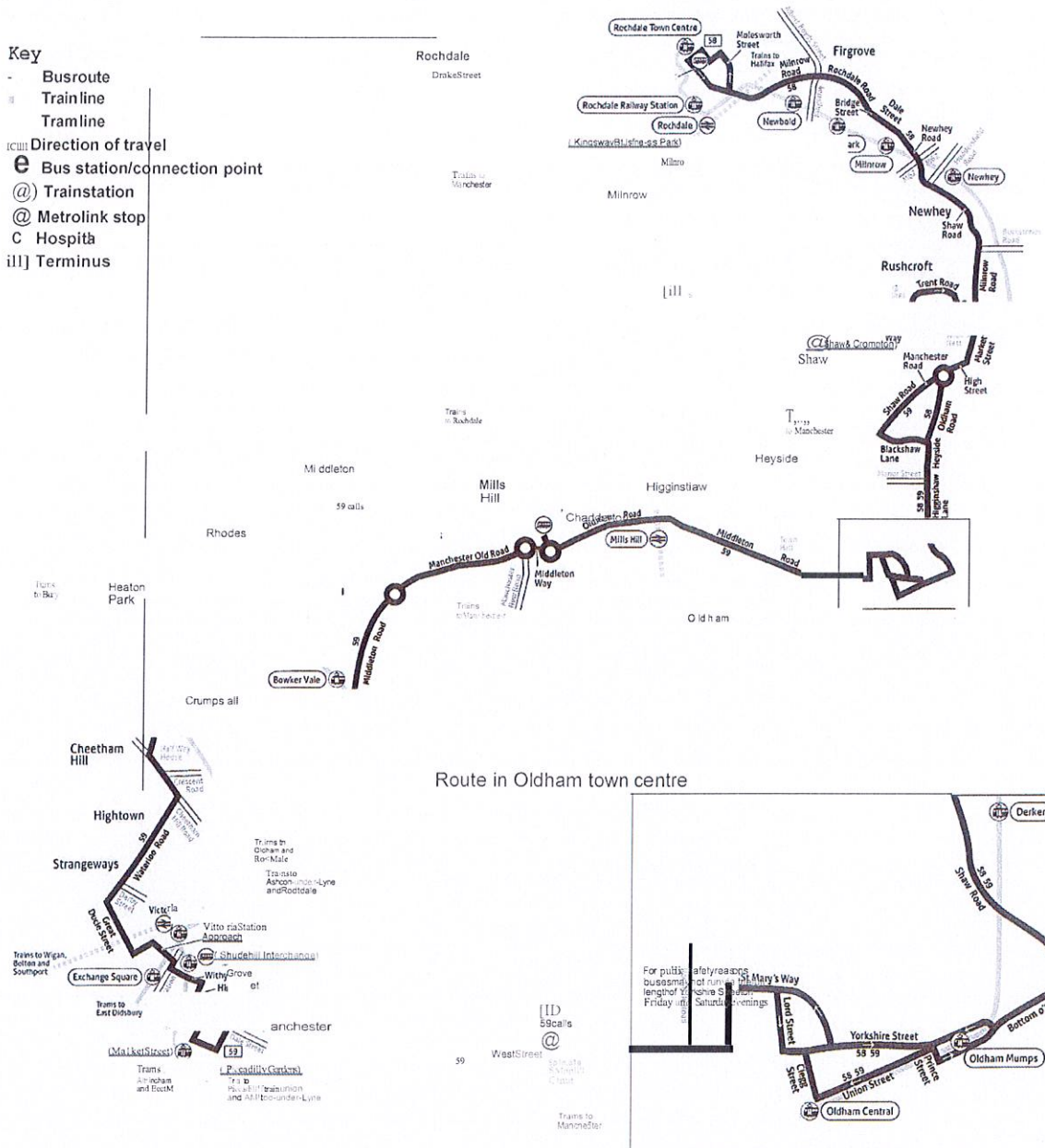
e Bus station/connection point

@ Trainstation

@ Metrolink stop

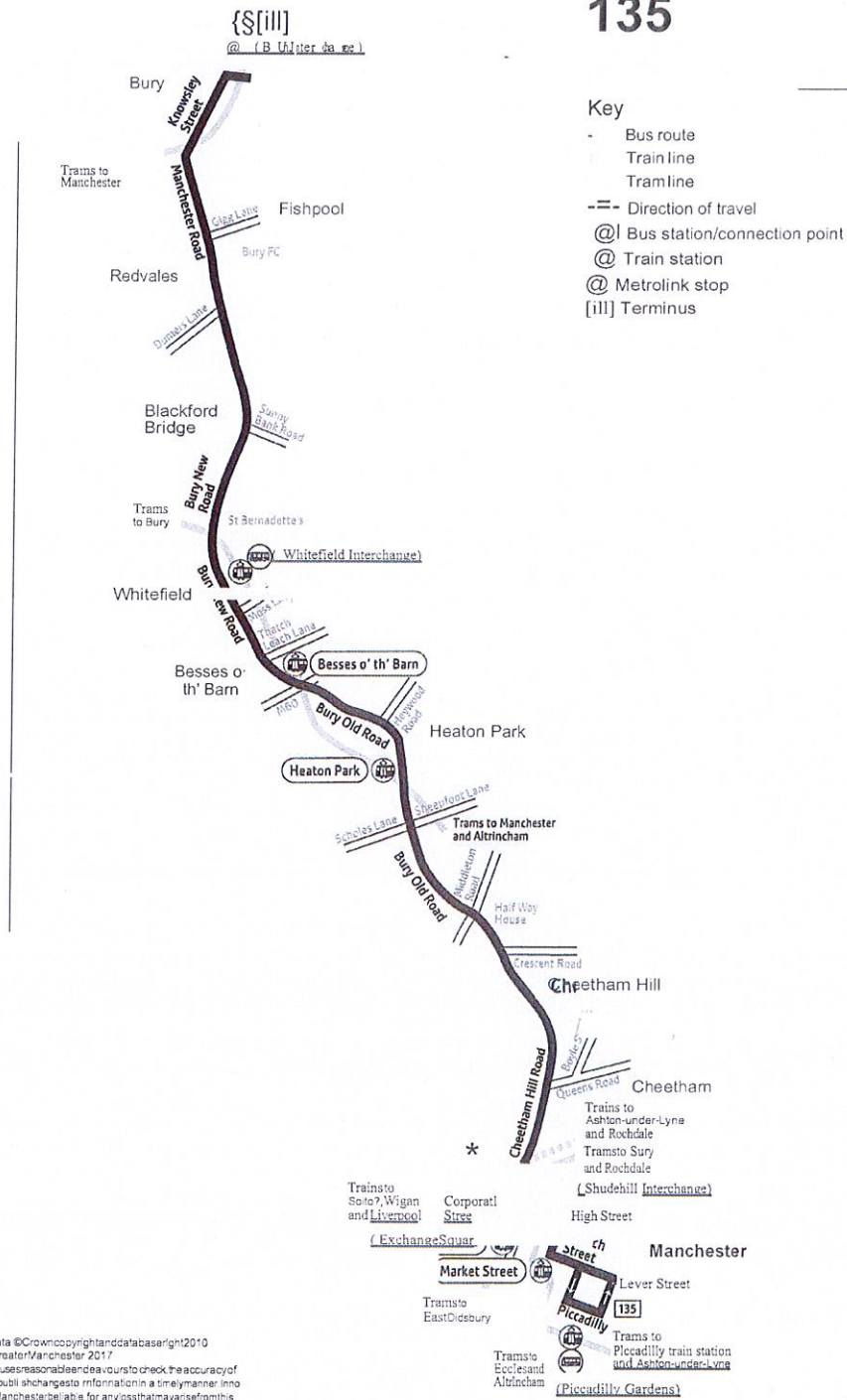
C Hospital

Terminus



Route in Oldham town centre

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Photographs



Photograph 1

The Manchester Plaza Shopping Mall
in the Cheetham Hill Shopping Centre



Photograph 2

Existing bus services near the site and cycle parking



Photograph 3

Cycle facilities on the highway network



Photograph 4

Crumpsall Metrolink Station