

AVAL



Transport and Servicing Strategy Statement

171 Cheetham Hill Road, Manchester, M8 8LG

Report for: Moyee Investment Limited

18 August 2020

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1 Introduction

1.1 Overview

Moyee Investment Limited ('the client') is seeking planning consent for the erection of a two-storey showroom to the front of the existing warehouse at 171 Cheetham Hill Road, Manchester M8 8LG (hereafter referred to as the 'proposed development'), which is within the Manchester City Council (MCC) area.

Building of the ground and first floor forms Phase 1 and a further additional storey at the proposed showroom forms Phase 2.

AVAL Consulting Group Limited (ACL) was instructed by the client to produce a Transport and Delivery and Servicing Strategy Statement (TS&DSS) in support of the planning application submitted to the MCC for consent to undertake the proposed work.

The proposal is for the erection of a two-storey showroom in front of the existing warehouse at the development site.

Due to the scale of the development i.e. below 1000 sqm, a detailed Transport Assessment is not considered required, and therefore, a Transport Statement has been prepared. A Delivering and Servicing Strategy section is also included in the report as a requirement from the local council.

Local Authorities are tasked with determining local planning applications against a wide range of social, economic and environmental criteria. As the proposed development has the potential to impact the local highway network, this report provides an assessment of potential highway impacts to accompany the planning application.

This assessment has been carried out in accordance with good practice guidelines, including the Department for Transport 'Guidance on Transport Assessment (GTA)', the National Planning Policy Framework (2019) and applicable local supplementary guidance.

This TS and D&SS focuses on the potential impact of the proposal on the local highway network, road safety, access arrangement and sustainable transport options.

The remainder of this report is presented in the following order:

- Section 2: Relevant national, regional and local applicable policies;
- Section 3: Existing Baseline Conditions;
- Section 4: Development Proposal;
- Section 5: Development Impact (Construction and Operational);

- Section 6: Delivery and Servicing Strategy for the Proposed Development; and
- Section 7: Concluding Statement.

2 Legislation and Policy

This section summarises the relevant Global, European, National and Local legislative and policy background, statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Policy

2.1.1 National Planning Policy Framework (2019)

The principal national planning policy guidance with respect to the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published on 19 February 2019 by the Department for Communities and Local Government (DCLG). This guidance sets out the Government's planning policies for England and how they are expected to be applied. Three dimensions to sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with guidance and requirements set out in this Revised NPPF (Department for Communities and Local Government, 2019), which has replaced the original NPPF document of 27 March 2012.

The NPPF outlines the Government's planning policies for England and how they are expected to be applied. This has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

The policy document also recommends that facilities such as shops should be within a short walking distance of most properties, which is the case with this development.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) that was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- Lessening the traffic generation and its detrimental impacts;
- Reducing carbons emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

The guidance states that in general, assessments should be based on normal traffic flows and usage conditions (e.g. non-school holiday periods, typical weather conditions). Traffic projections should use local traffic forecasts such as TEMPRO, drawing where necessary on National Road Traffic Forecasts for traffic data.

Meanwhile, Manual for Streets (MfS) (HMSO, 2007) provides guidance and best practice for the development of streets and roads that fulfil a variety of functions in order to meet people's needs as places for living, working and moving around in. It aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost effective to construct and maintain;
- Are safe

2.2 Local Policy, Parking Strategy and Transport Plan

2.3.1 Manchester City Council Local Plan and Strategy

MCC adopted its Local Plan on the 11th July 2012 and is active till 2027. Policy T1 within the Core Strategy is the Sustainable Transport Policy.

The MCC's City Centre Strategic Plan and Strategic Regeneration Frameworks is set as follows in the Core Strategy:

"The City Centre Strategic Plan sets out a long term vision for the future of the City Centre and highlights the specific keys to development in particular localities. Strategic Regeneration Frameworks cover the North, East, South, Central and Wythenshawe regeneration areas of the City. There are also a number of more detailed Local Plans within some of the areas. All these have been approved by the Council. The Core Strategy, therefore, provides strategic planning policy to underpin the delivery of the City Centre Strategic Plan and the Strategic Regeneration Frameworks, and their contribution to the Sustainable Community Strategy."

All developments should encourage access by sustainable mode and include good cycling and walking provision.

Manchester City Council's Third Local Transport Plan (LPT3) is based on five goals which are as follows:

- Supporting economic growth
- Tackle Climate Change
- Promote equality of opportunity
- Contribute to better safety, security and health
- Improve quality of life

Currently the council is preparing a long term 2040 Transport Strategy and it aims to have 50% of journeys in Manchester to be made by walking, cycling and public transport. In order to achieve the goal, the council wants to:

- Make walking and cycling the natural choice for short journeys.
- Ensure that new developments support sustainable transport, and that our town centres are attractive and well connected.
- Transform public transport capacity and active travel in the Regional Centre.
- Offer good alternatives to the car for travel across the city-region.
- Enable good orbital connections between town centres.
- Maximise the efficiency and reliability of our existing transport networks.
- Strengthen our position at the heart of the Northern Powerhouse by fully integrating HS2, Northern Powerhouse Rail, and other national infrastructure with local networks.
- Ensure Manchester Airport and the Airport Enterprise Zone sustainably meets its potential as an international gateway and employment hub.
- Move and manage freight in the most sustainable and efficient ways.
- Research and harness future technology, innovations and digital connectivity.

2.3 Summary

It is considered that the transport priorities for development are to reduce the dependency on car-borne trips, maximise public transport accessibility, encourage walking and cycling, and to ensure the safety of all road users.

3 Existing Conditions

3.1 Existing Site

The site is located at 171 Cheetham Hill Road, Manchester M8 8LG. The site is a vacant warehouse. The approximate National Grid Reference for the site is E384273, N400015.

There are dedicated parking sites at the back of the site. However, the parking is currently unrestricted as the existing site is vacant.

3.2 Site Location

The site is easy to access on foot, by bus and by car as it is located on Cheetham Hill Road.

The site location benefits from a well-combined multi-modal transport network, with the closest bus stop located on the site beside the proposed development site (173 Cheetham Hill Road).

Cheetham Hill Road has a speed limit of 30mph and has traffic calming in the form of traffic lights, zebra crossings and speed cameras.

The local area is predominantly industrial and commercial use.

Appendix A presents a site location map.

In summary, the site is located in a sustainable location within a short and desirable walking distance of many facilities such as shops, bus stops, a train station, doctor's surgery, pharmacy and schools.

3.3 Existing Conditions

3.3.1 Pedestrian Facilities

Cheetham Hill Road has dedicated footways of approximately 3.5m in width on the northbound side and approximately 3m in width on the southbound side. There are dedicated zebra crossings with traffic lights and thus pedestrians can cross the road without any issues.

An extensive network of street lighting exists on all mentioned roads providing a safer environment during the darker hours. Furthermore, the crossing points all have dropped kerbs and tactile paving present, making the local pedestrian routes easily accessible by partially sighted pedestrians.

3.3.2 Cycle Network

Cheetham Hill Road does not have any dedicated cycle lanes. However, cyclists can use the footpaths as the footpaths are wide enough to handle pedestrians and cyclists simultaneously.

Cycling to the nearby railway station (Manchester Victoria) is easy and convenient from the site. It is an approximate cycle time of 5 minutes from the site to Manchester Victoria Station.

Approximately 1-mile north-east of the site location is the closest National Cycle Network Route (Route 60 which stretches from North Manchester to East Manchester). The length of Route 60 is 8.5 miles (13.7 kilometres). The Route 60 can be reached by travelling northbound on Cheetham Hill and then turning right onto Queens Road and can be reached in 5 minutes when using a cycle.

3.3.3 Public Transport Facilities

The site is located within a few minutes' walk of several local bus routes. The closest bus stops provide essential bus services such as routes 41 and 135. Both of the routes can be accessed with the closest bus stop from the site location (Elizabeth Street Bus Stop), which is beside the site location and is only a minute's walk.

Manchester Victoria Railway Station is 0.7 miles south of the site and is only a 15-minute walk from the site location. Trains from Manchester Victoria travel to all the major places in the North of England.

3.3.4 Road Network

The site on Cheetham Hill Road is only 15 minutes driving time from the M60 when travelling northbound from the site, which connects Manchester to nearby places such as Liverpool and Leeds.

3.3.5 Accident Data Analysis

Accident records for the last three years (2017-2019) were obtained from CrashMap. There have been a total number of 9 slight incidents on Cheetham Hill Road within close proximity to the site. The 9 slight accidents occurred at junctions, which is typical of an urban road network and therefore this suggests there are no engineering issues.

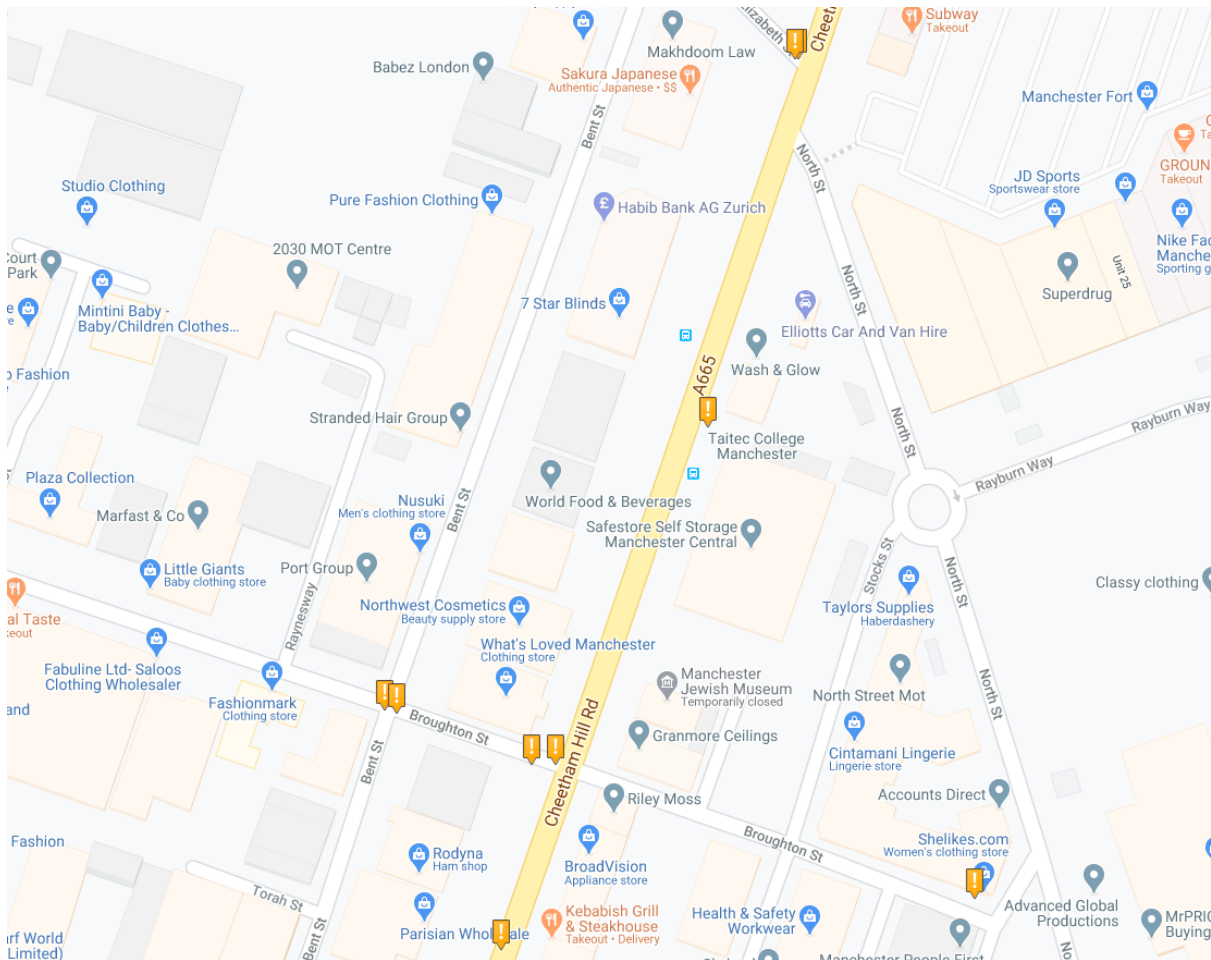


Figure 3.1: Map of Recorded Accidents from 2017-2019 (obtained from CrashMap)

Figure 3.1 confirms that there were 9 slight accidents, but no serious and fatal accidents during the last three available calendar years in the vicinity of the development and none outside the development itself.

3.3.6 Parking Facilities

Currently, there are 4 to 5 staff members present at the site. The staff members park their cars at the rear of the site off Bent Street where parking spaces are included as part of the development site.

3.4 Waste and Refuse Collection

Refuse collection at the site occurs on a weekly basis. Currently the refuse vehicles drive into the parking area on-site to collect. However, refuse can also be collected on-street from Bent Street.

3.5 Emergency Access

As the site is located on Cheetham Hill Road, access for emergency services is easy. The nearest fire station is the Manchester Central Community Fire

Station which is approximately between 5 to 7 minutes driving time depending on the roads used to reach the proposed development site. Therefore, the average time taken to reach the site in case of emergency would be shorter compared to the average national response time of 8 minutes and 49 seconds.

4 Proposed Development

4.1 Overview

This section includes information on the proposed development, parking numbers, site access arrangements and the site's internal layout.

4.2 Proposed Development

The proposed development is split into two phases. Phase 1 includes the building of the ground floor and first storey of the showroom and Phase 2 includes building of the second storey of the showroom.

There is no new dedicated vehicular access required for this site.

The warehouse and proposed showroom are open 6 days a week, with a typical 9am to 5pm timing for the staff members.

4.3 Site Access Arrangement

The proposed development utilises Bent Street at the rear of the proposed development site. Bent Street is approximately 7m in width without the footpaths. With cars parked on the side of the road, the usable road width reduced to approximately 4m. Bent Street can handle all vehicles except for Articulated Lorries due to its geometry. Visibility is not considered to be an issue at the entrance of the proposed development site as Bent Street is straight and level. As Bent Street has a 20mph speed limit, the reduced vehicle speed improves the safety at the point of the entrance of the proposed development.

4.4 Proposed Parking Area

The proposed parking area includes 10 spaces for staff members to park their cars, which can be easily accessed from Bent Street at the rear of the site. With the new showroom extension, a further 4 staff members are expected to use the development site and thus the total staff members add up to 8 or 9 at any given time. It is expected that the staff members will park their car in the parking spaces being proposed as part of the development.

5 Development Impact

5.1 Development Traffic Impact (Construction Phase)

This development is not anticipated to create significant construction traffic as no significant external work is considered required for the proposal. However, as a minimum, a method statement should be prepared for the suppliers to ensure the following:

- Site operational hours;
- On-site parking provision for staff and contractors;
- Emergency site access and egress routes;
- Proposed supply and transport routes to and from the site;
- Waiting and loading restrictions;
- Safety measures to protect pedestrians from construction traffic;
- Signage and induction; and
- Information relating to traffic diversion, if necessary.

5.2 Development Traffic Impact (Operational Phase)

It is predicted that there would be negligible additional trips being generated by the new development despite the potential increase of staff members at the development site after the completion of the construction. This is due to the extensive public transport available for use, including the bus stop beside the development site and the nearby Manchester Victoria Station, which is only approximately 15 minutes walking time. This is also due to the low number of staff members (4-5 are proposed in addition to the existing staff) at the site .

6 Delivery and Servicing Strategy

6.1 Delivery Strategy

Currently, approximately once a month, a 3-tonne van arrives at the site and delivers pallets for the development. The pallets are unloaded from the van and placed on-site in the rear car park. This is expected to continue with the new showroom extension in place. The van will reverse into the car park at the rear of the site and unload. The swept path analysis in Appendix C presents this.

6.2 Servicing Strategy

Between 2 to 3 transit vans currently arrive at the site on a daily basis and have access to the rear parking area. This is expected to continue with the proposed showroom extension. Although the servicing times are irregular, they mostly occur during off-peak hours. Like the 3-tonne van, the vans will reverse into the entrance of the car park.

Swept Path Analysis has been undertaken and is presented in Appendix C.

7 Conclusions

Moyee Investment Limited is seeking consent for the erection of a two-storey showroom in front of the existing warehouse at 171 Cheetham Hill Road, Manchester M8 8LG.

The proposed development site is located in a sustainable location within a short and desirable walking distance of many facilities such as bus stops, shops, pharmacies and schools.

The site location benefits from a well-connected multi-modal transport network, with the closest bus stop being only a minutes' walk from the site on Cheetham Hill Road. The closest railway station can be reached by a 15-minute walking time or a 5-minute cycle time. There is a major National Cycle Network Route (Route 60) which can be reached by cycle in 5 minutes.

Cheetham Hill Road has a speed limit of 30mph but has dedicated traffic light zones and crossings for pedestrians as well as large dedicated footpaths for walking and cycling.

It is anticipated that there will be minimal traffic impact from the proposed extension, given that only 4-5 additional staff will be employed as a result. The site is in a very sustainable location as well.

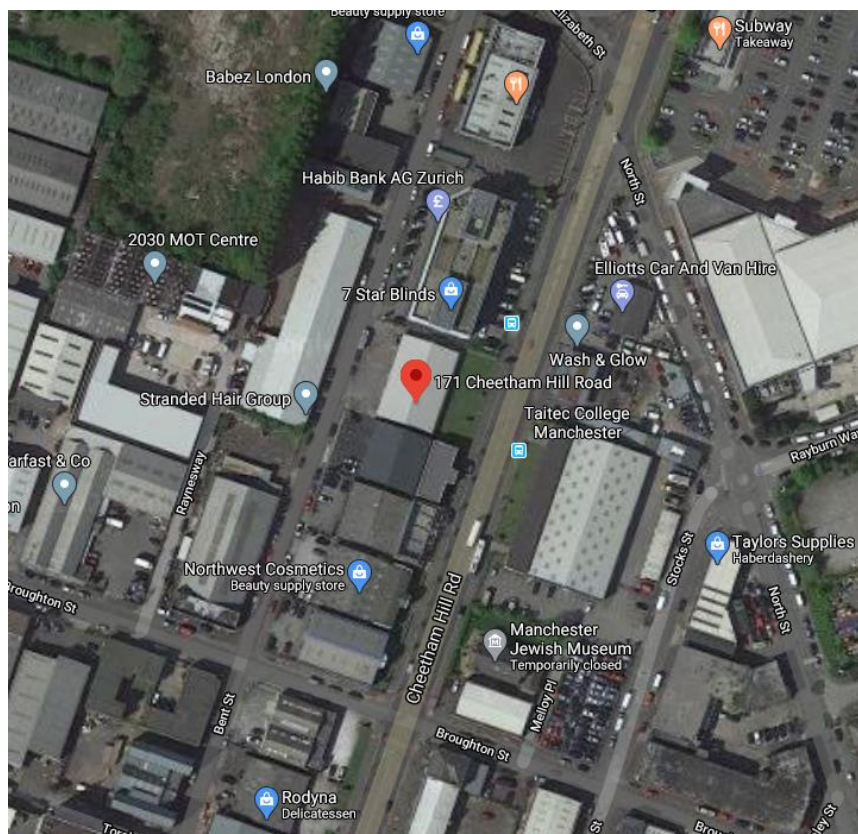
Overall, due to the negligible number of predicted vehicular trips during peak hours, no adverse traffic impact or safety impact on the existing road network is anticipated.

The delivery and strategy statement states that only 2-3 transit vans access the development on a daily basis and that a 3-tonne van will access on a monthly basis (approximately).

As a result, there should be no reasons on transport, highways or servicing grounds why this proposal should not be acceptable to the determining authority.

Appendix A: Site Location Map

Source: Google



Appendix B: Site Drawings

Please see planning application for the final drawings of the proposed development

Appendix C: Swept Path Analysis

