



DTPC

Report No. J1105/TS
October 2019

**PROPOSED CHANGE OF USE OF EXISTING
RETAIL/OFFICE//BEAUTY SALON/5 BED HOTEL
TO 31NO ROOM HOTEL
CHEETHAM HILL ROAD, MANCHESTER**

Transport Statement

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Transport Statement

CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by TDM Architectural Ltd on behalf of Faisal Khan to prepare a Transport Statement to assess the highway access and parking implications associated with their proposed change of use of existing retail/office/beauty room with 5no hotel rooms for a 31no room hotel.

The report relates to site located in the heart of the settlement boundary with an agreed fallback usage.

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 2019 has replaced the previous 2012/18 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

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

9 Promoting sustainable transport

102. 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.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. 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; and
- 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.

106. 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, or for optimising the density of development in city and town centres and other locations that

are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use. Considering development proposals

Considering development proposals

108. 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.

109. 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.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Summary

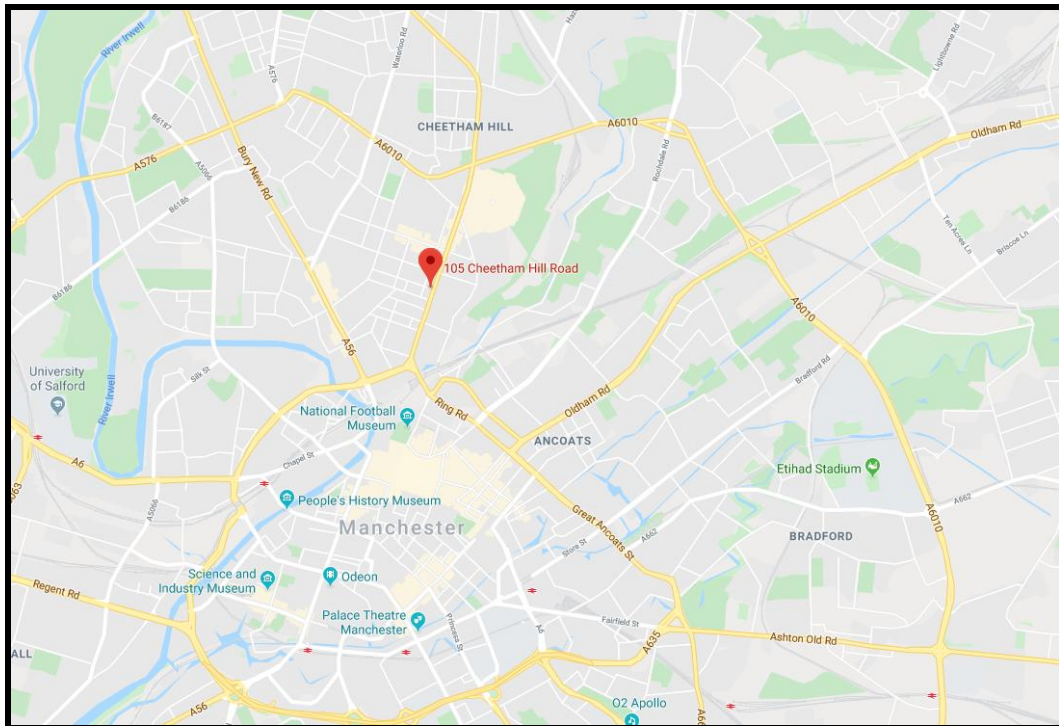
The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy.

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

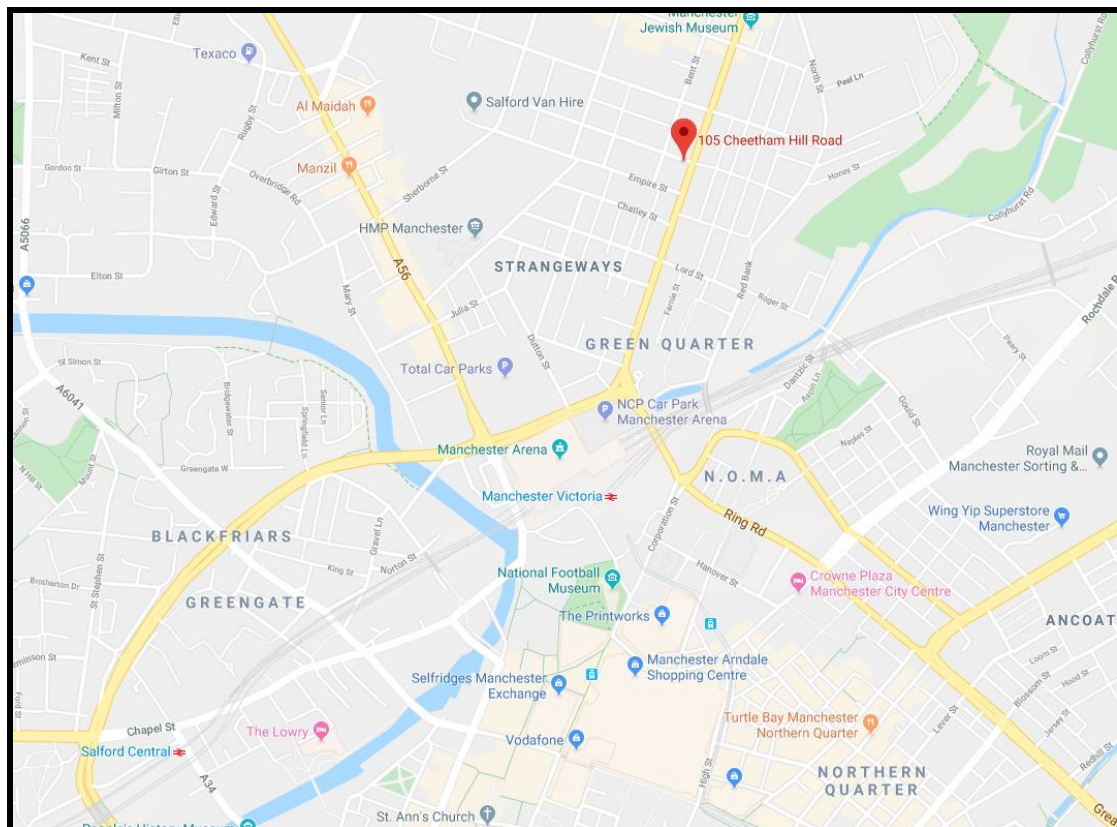
3. SITE DESCRIPTION

Site location context

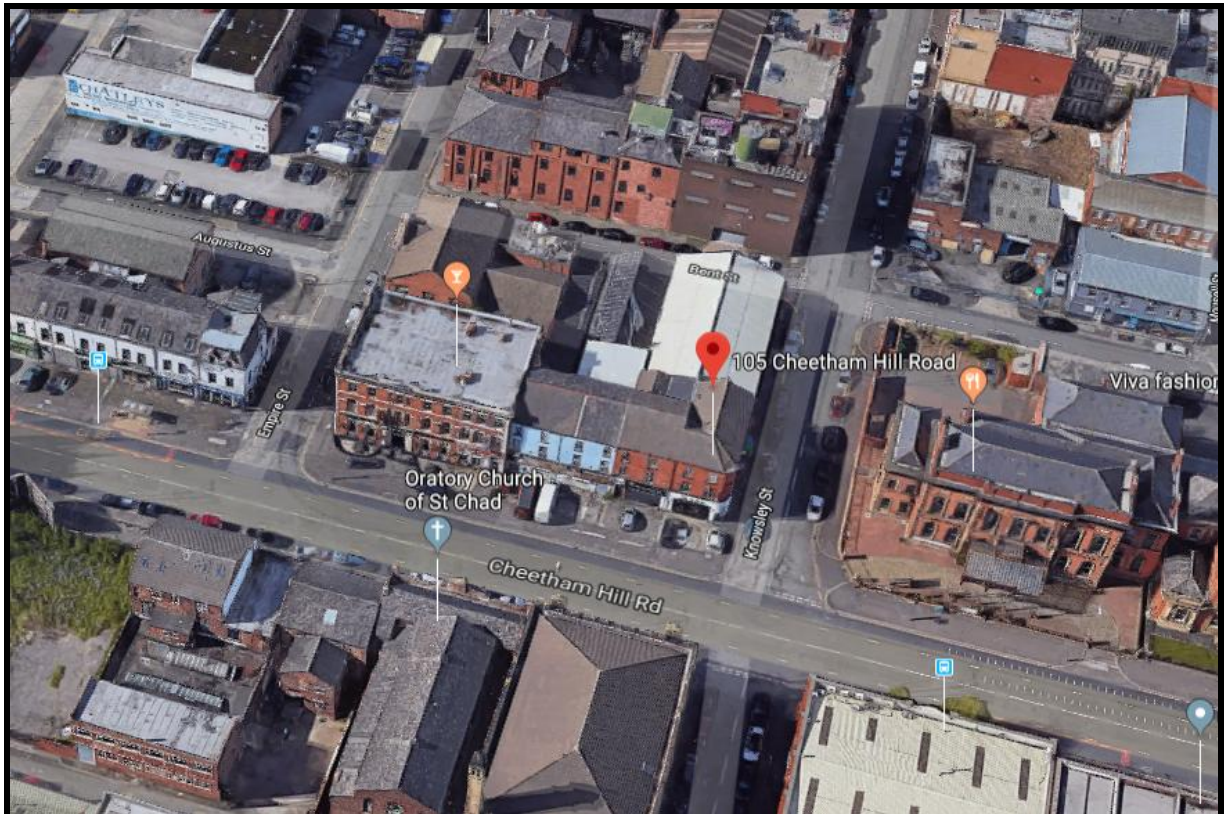
The site lies to the north of the City centre some 465m north of the junction of Trinity Road and the Ring Road.



Wider area setting and locally below



More locally the area forms an existing mix of residential, leisure and retail facilities.



Local setting along Cheetham Hill Road

Local Highway network

The local roads are typical of key urban movement corridors with signalised junctions and crossing points with no waiting restrictions as required.

The following photo images set out the local area as it exists today.



View north along Cheetham Hill Road towards site



View of site frontage from southerly approach showing off street parking



View of site frontage from northerly approach showing off street parking



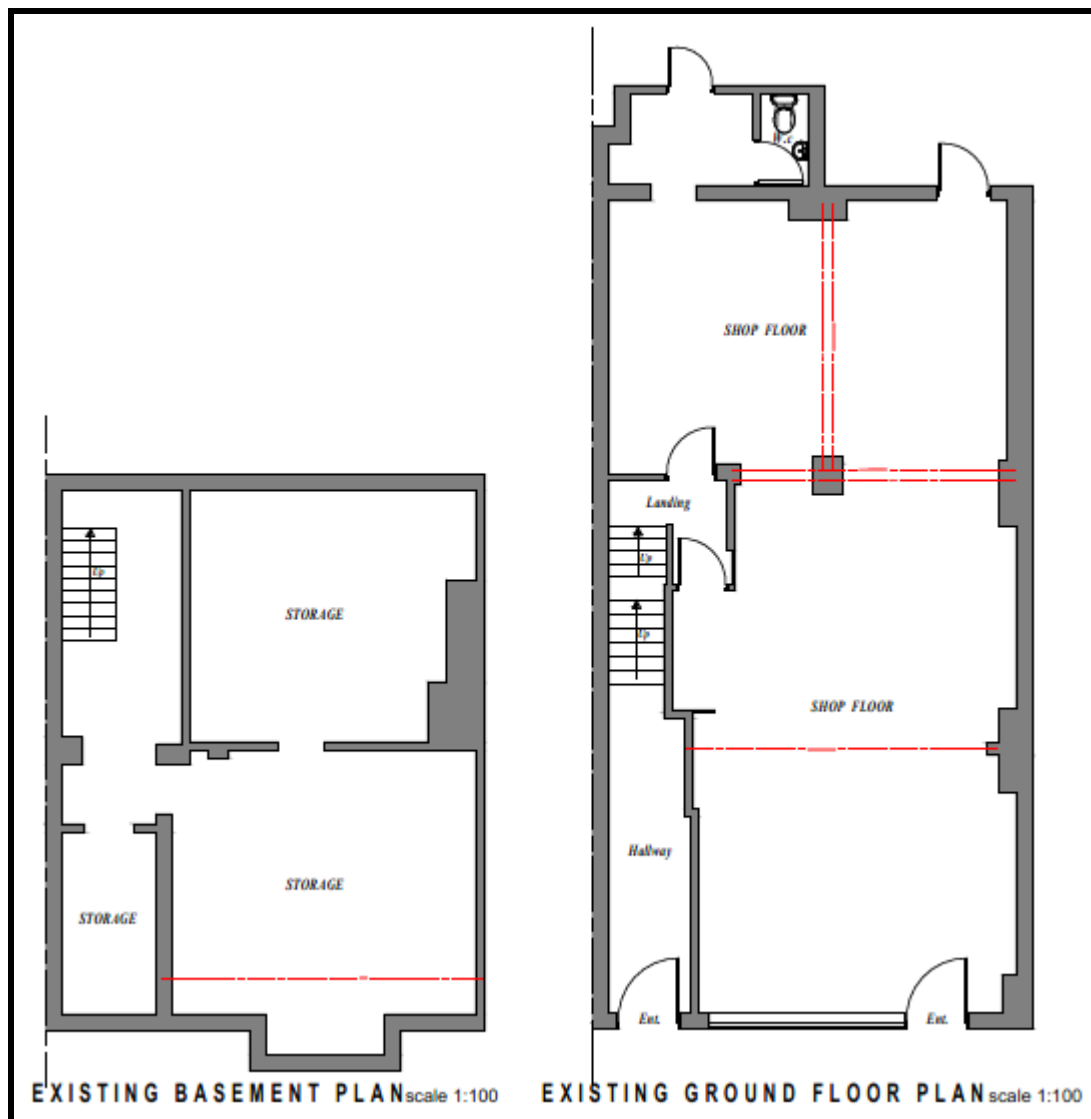
View along Knowsley Street showing on street parking

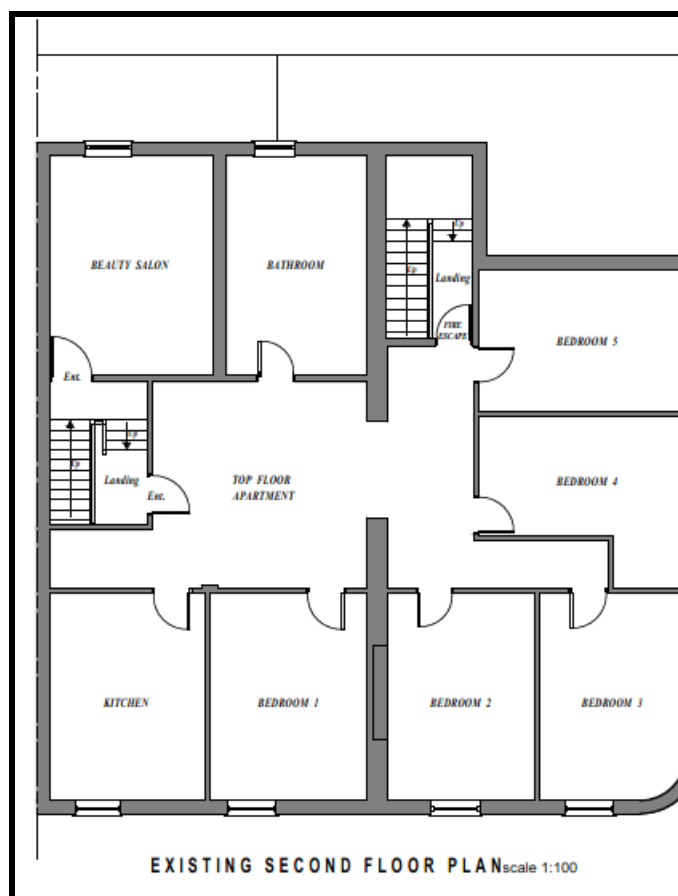
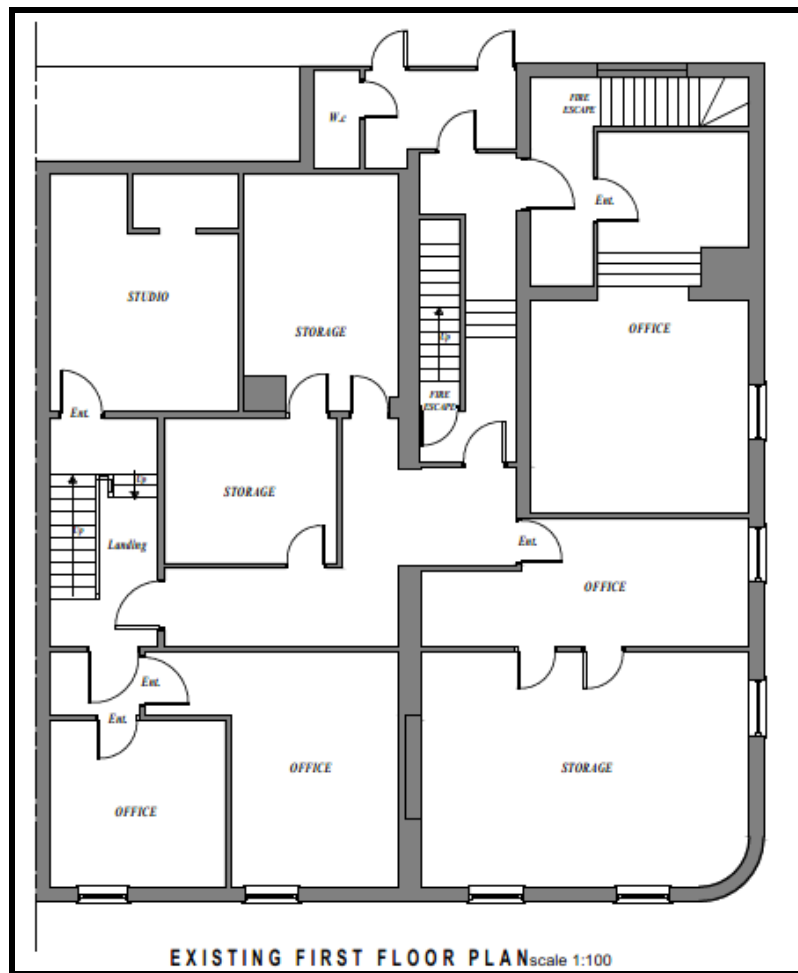


Bent Street north and south showing on street parking

Existing site

The existing building used are shown below with on site parking.





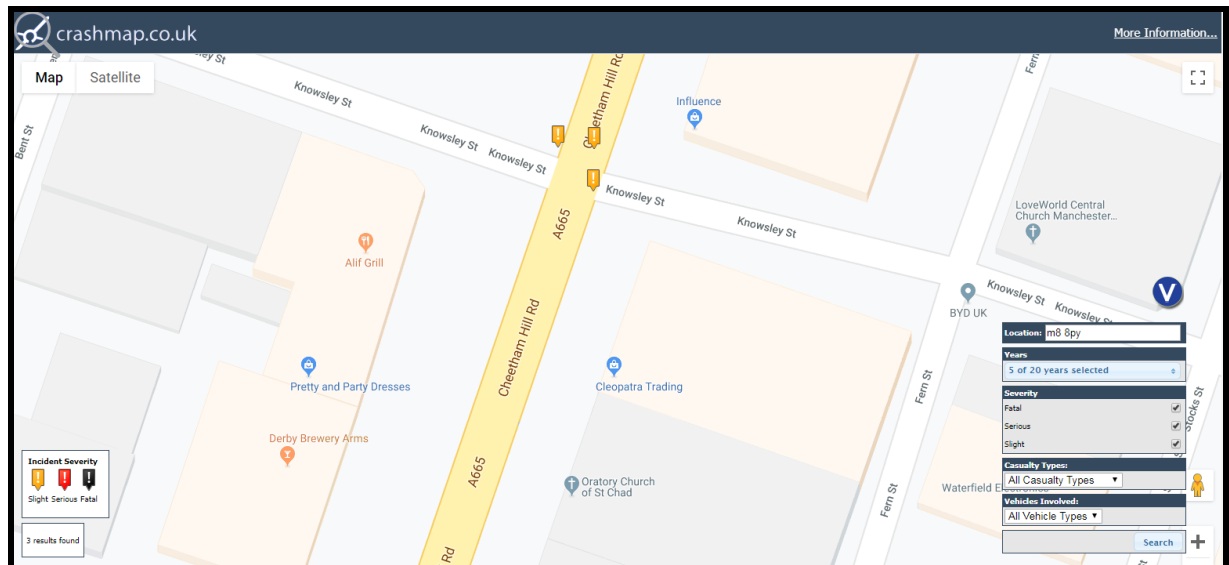
Safety review

The Crashmap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together.

Access to the national data base has been undertaken and the resultant mapping provided for reference.



The accident information obtained from crashmap shows that in the previous 5 year period there has been 3 recorded accidents at the frontage and nearby junction, all slight, 2 in 2016 and 1 in 2018.

Whilst any accident is regrettable there is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Summary

The local area forms a residential, leisure and retail offer 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.

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:

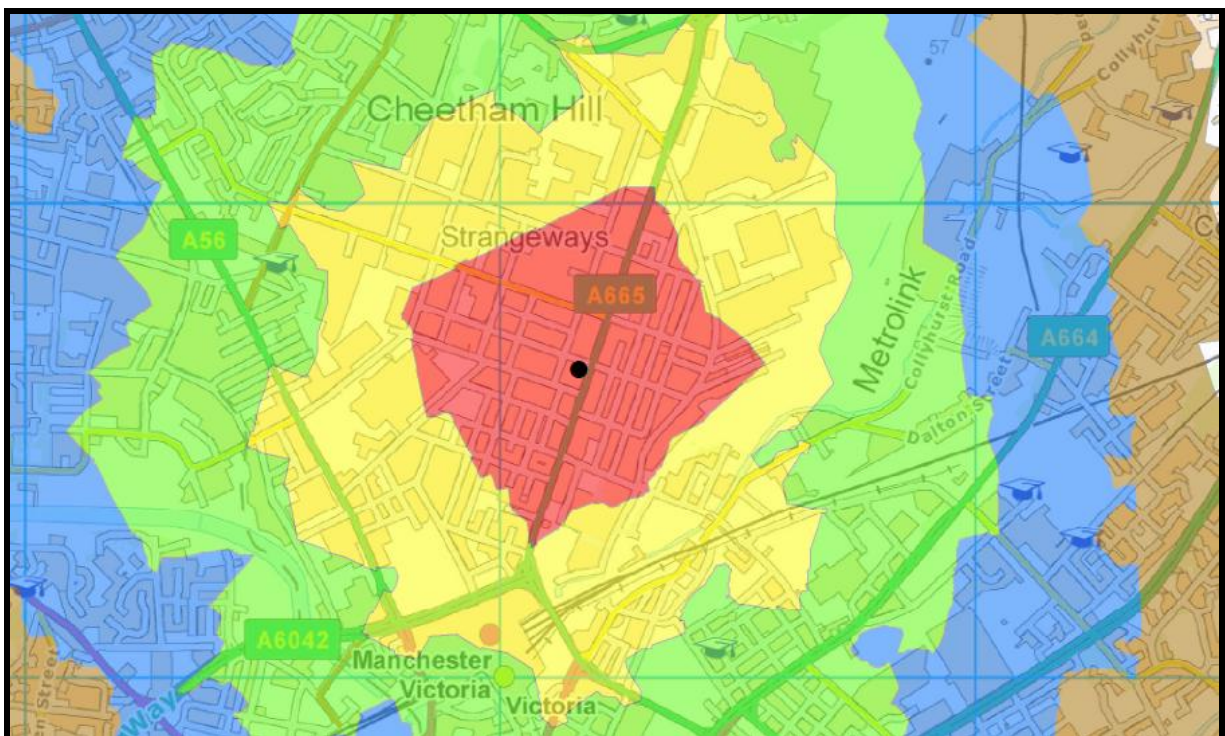
1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

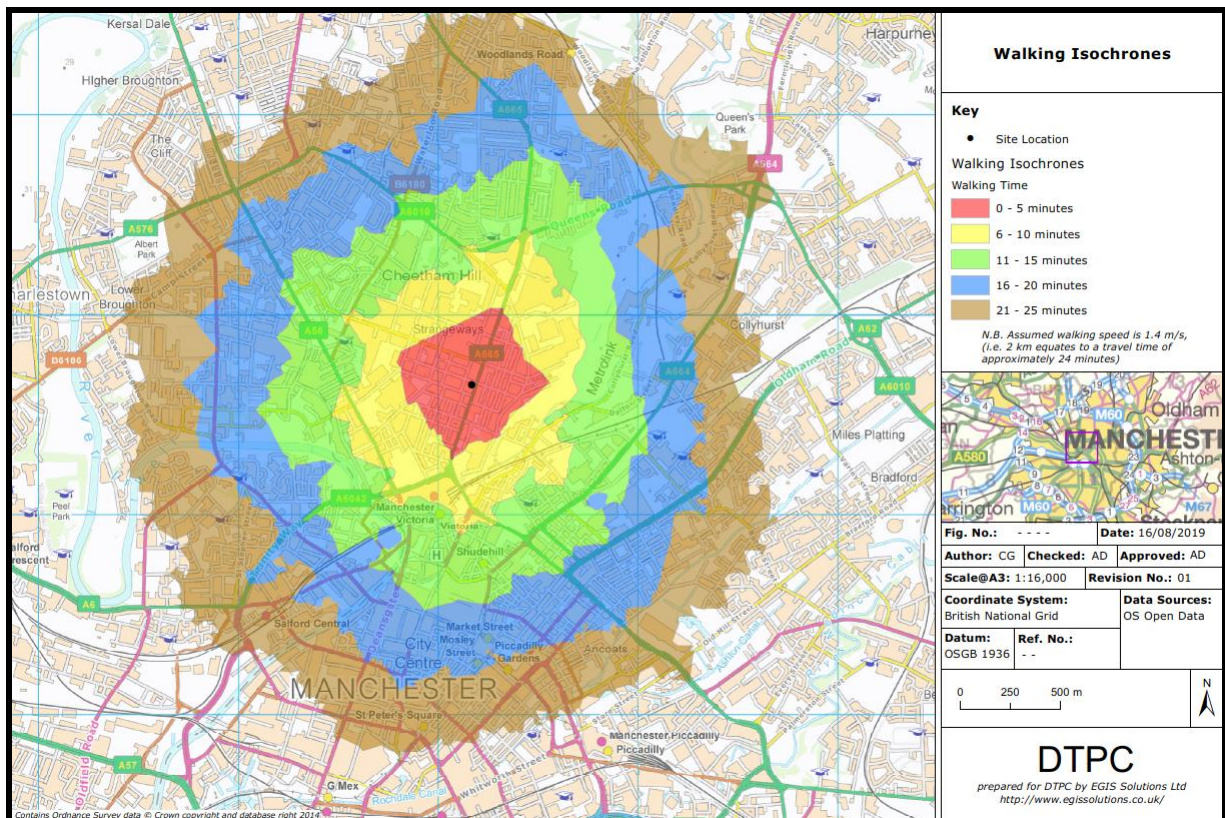
The proposed development site is located in the urban area with a range of local land uses, services and facilities. Footways are provided which extend to the wider highway network, allowing pedestrian connectivity to the surrounding area the local and city centre.

The site lies within the 200m/2.5min walk distance to a public transport facility on the Cheetham Hill Road.

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 yellow area for the 0.8km and brown area for the 2km below.



In wider detail overleaf



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.

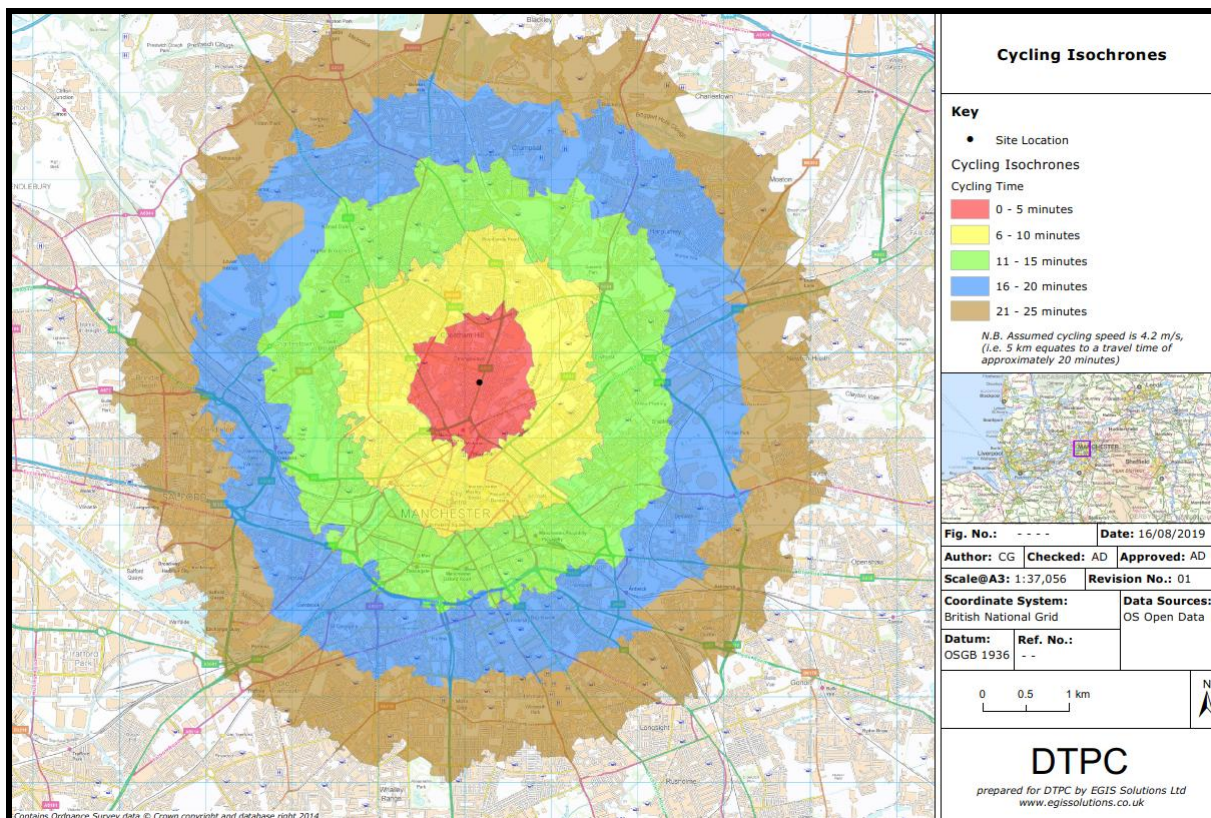
There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians/staff.

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.

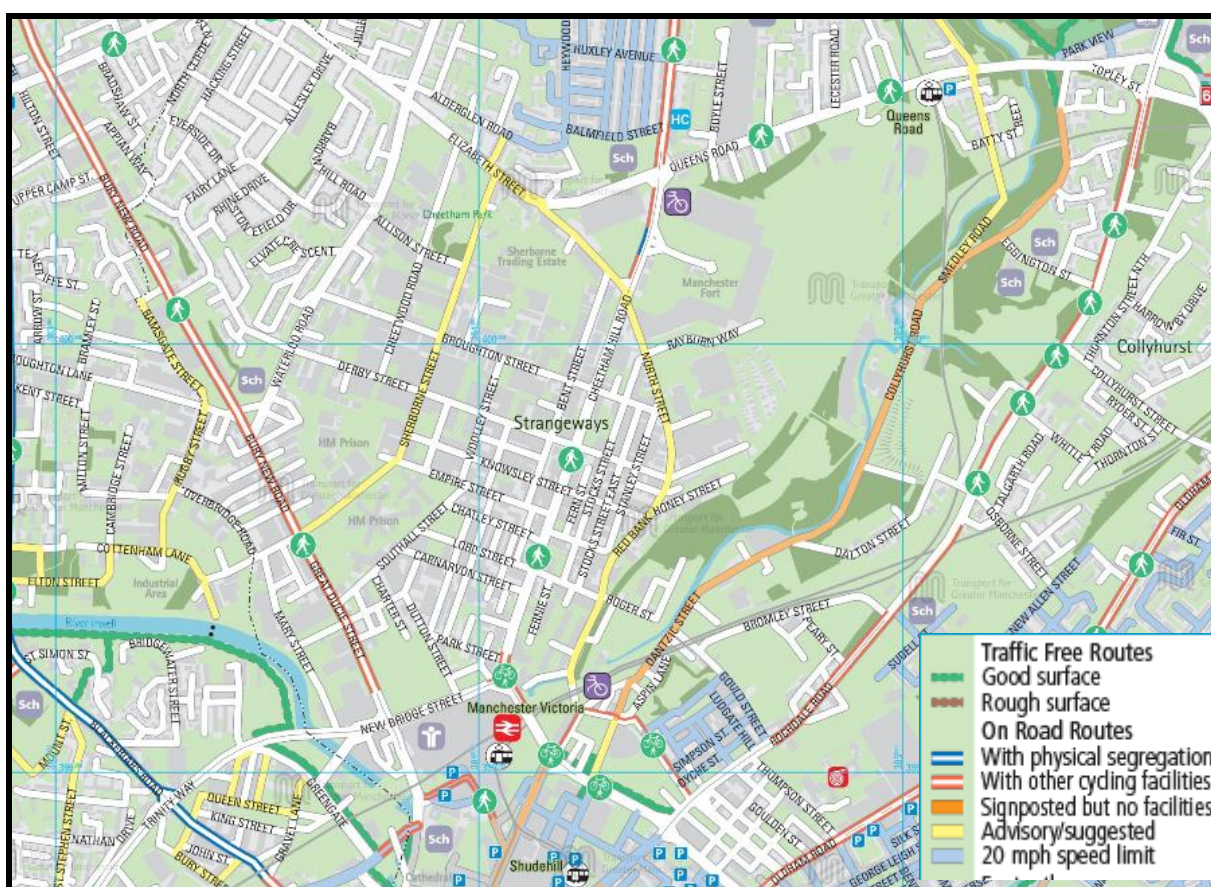
For the purposes of this report the national guidance of 5km will be used and is indicated by the brown area in the figure below.

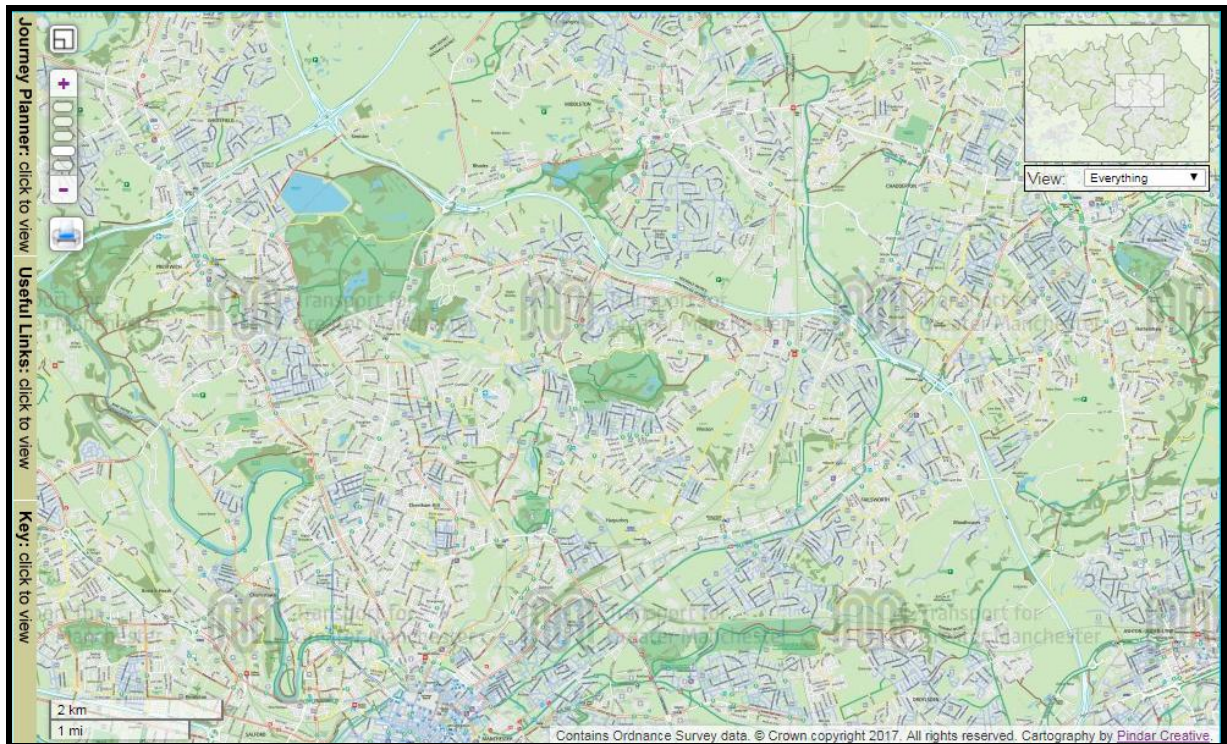
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.



Cycle Catchment

The cycle mapping shows good linkages locally with off and on street routes with facilities.





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

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

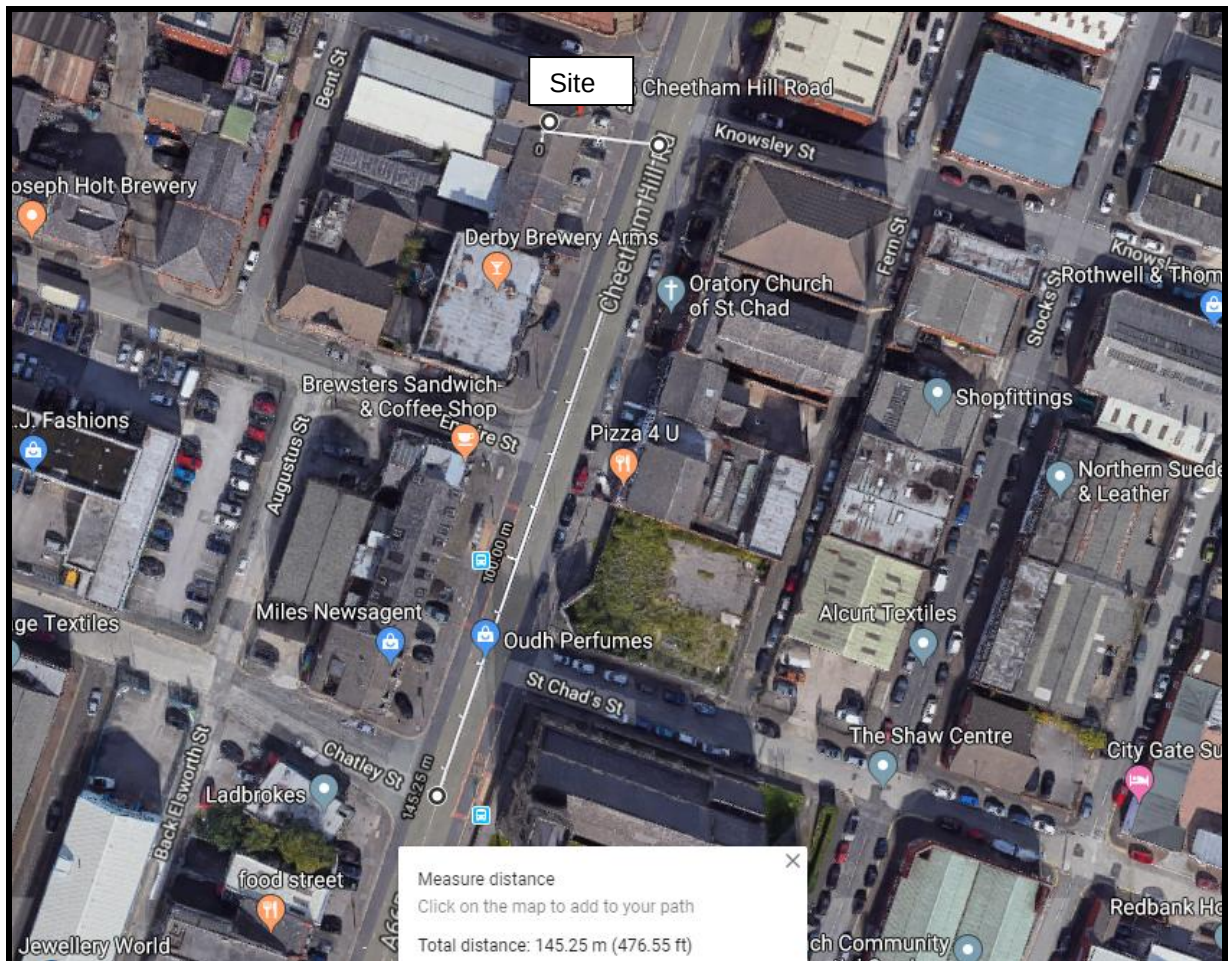
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

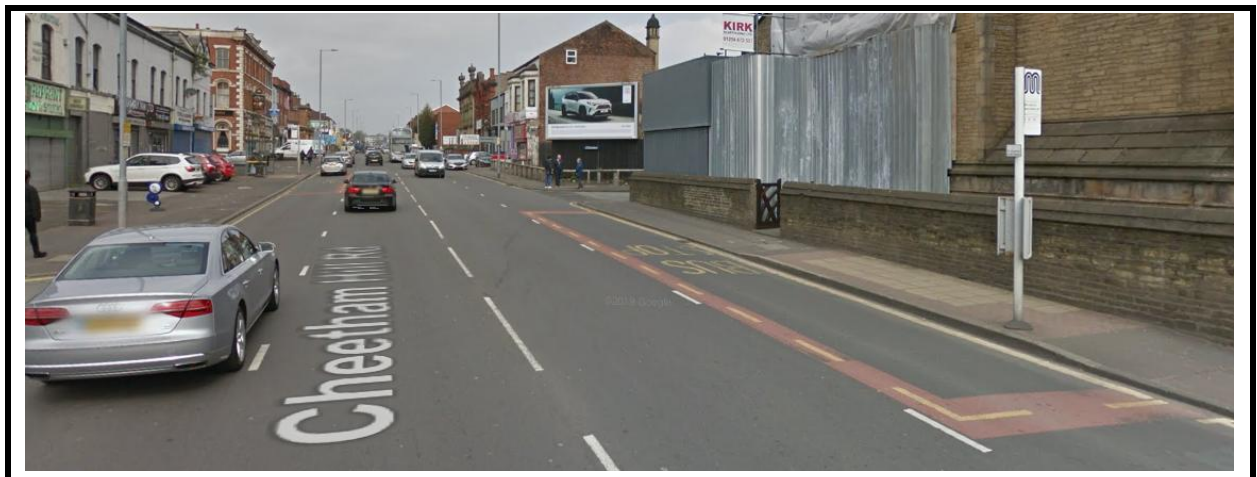
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops closest to the site are along Cheetham Hill Road as shown below and the map, all within easy walk/under 200m.



Local stops



Cheetham Hill Road bus stops

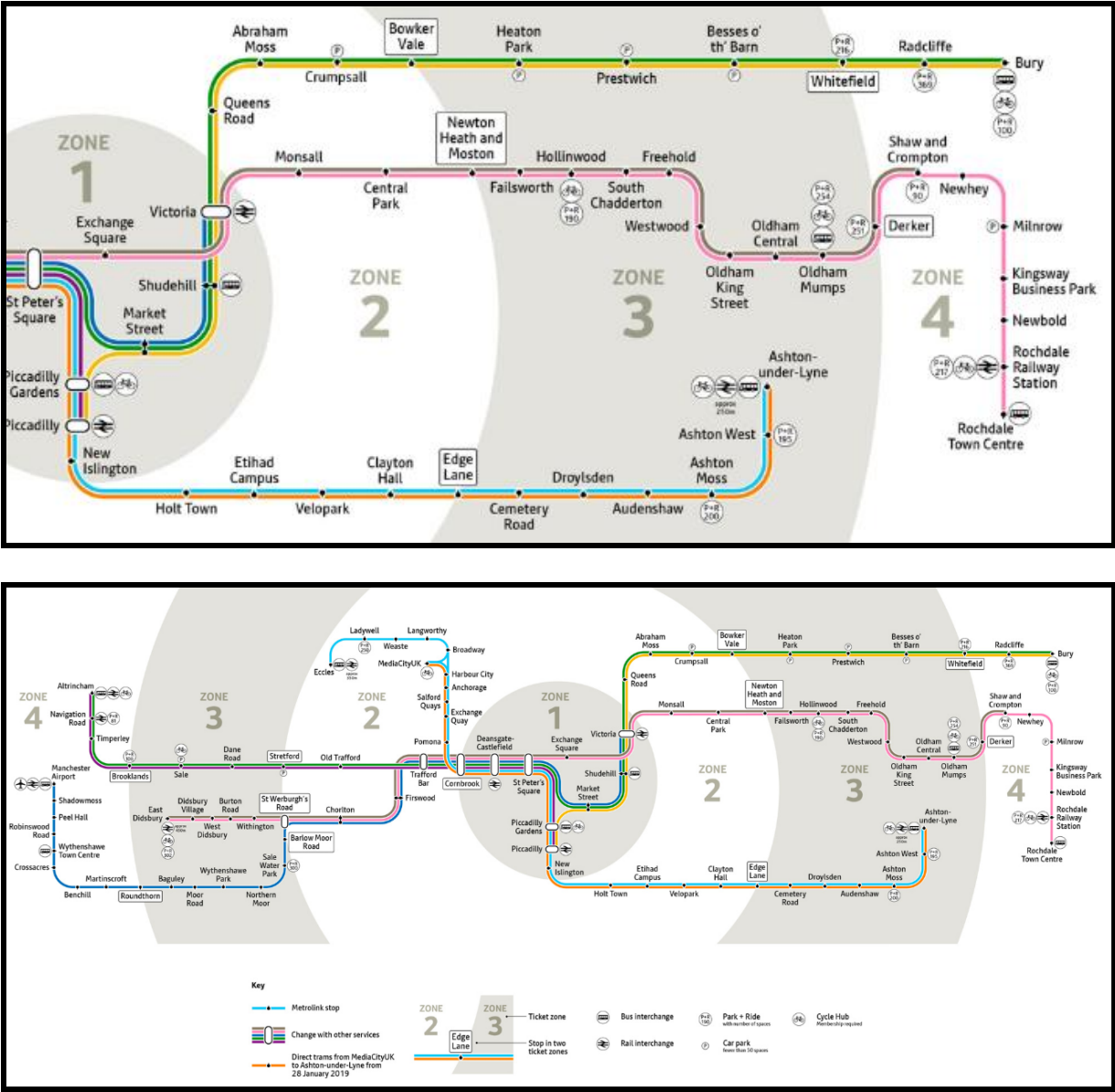


The proposed development site is therefore well located to bus stops that have a regular daily level of service to a number of communities in the vicinity of the site. These services provide the opportunity for those working or visiting the proposed development site to travel via public transport.

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

Tram and train

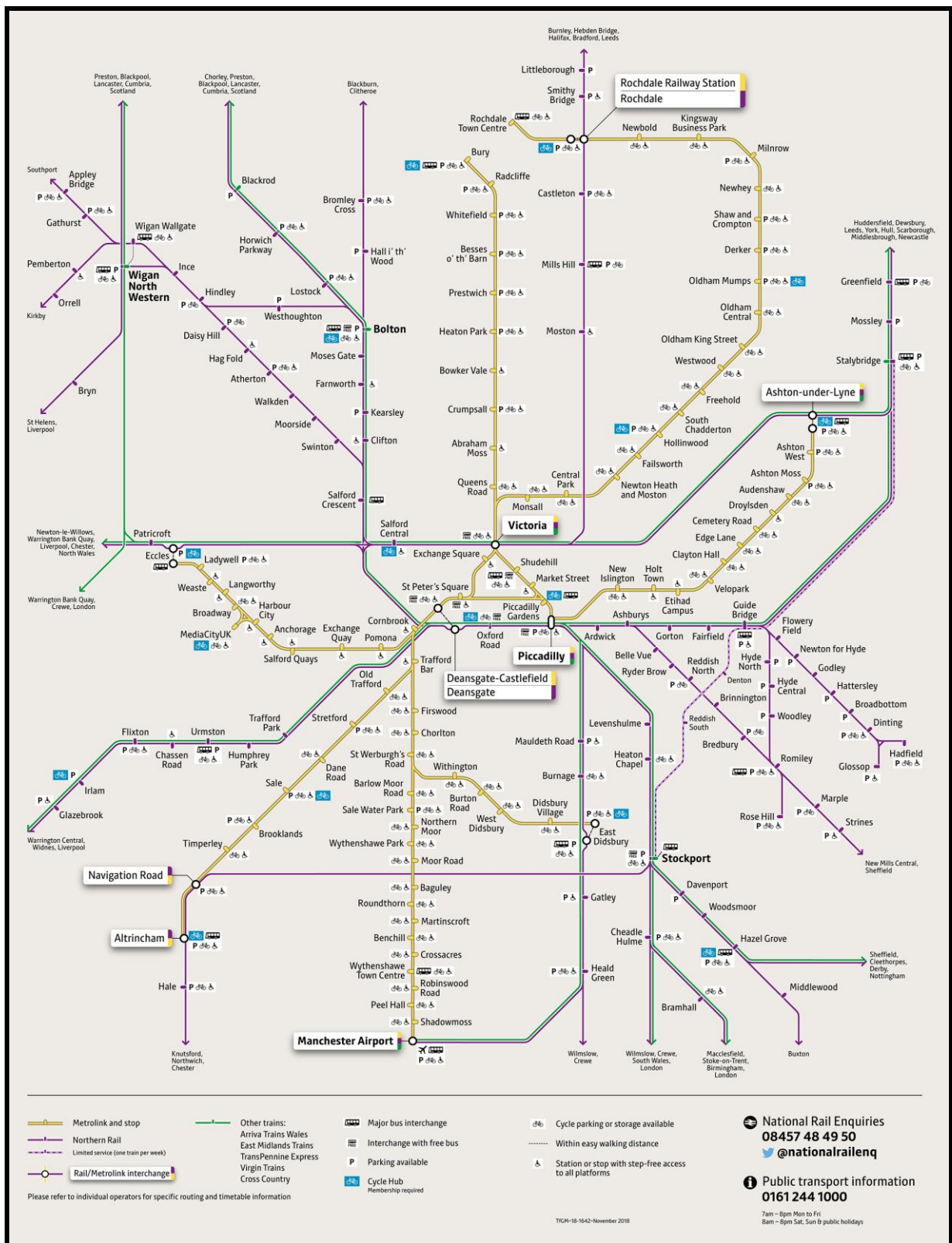
The site is a short walk, easy cycle or short taxi journey from the Victoria Interchange.



The hotel thus has a major catchment area for visitors both business and tourist.

Train

Victoria train station connects to an even wider area for tourists and business travellers alike.



GMAL

The GMAL measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;

- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility.

Level 1 represents the lowest level of accessibility and 8 the highest level of accessibility. The table below shows the relationship between GMAI scores and the final GMAL.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

The score is set out below, the site is highly accessible in nature.

PostCode	BusScore	RailScore	MetroScore	LocalLinkScore	LocalLink	GMALScore	GMALLevel	PTALTheme
M8 8PY	9.27	7.28	5.43	0	No	21.98	7	7

Taxi and Private hire

As with most cities the taxi and private hire offer is a key way of travelling to/from and around the city for visitors/travellers who are not car based.

Summary

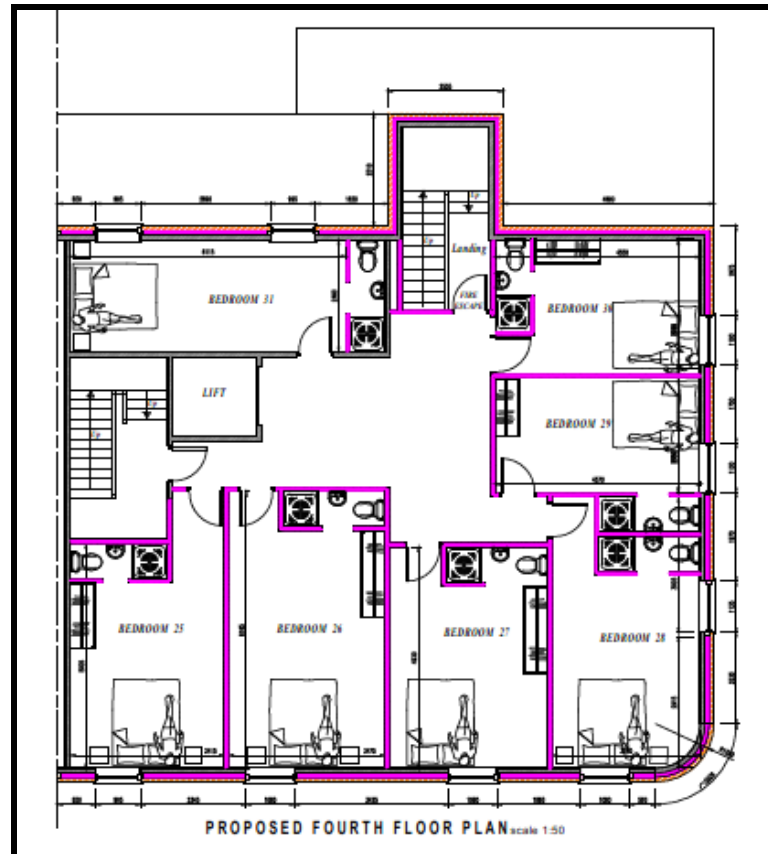
In summary, therefore, the application site can be considered as being accessible for staff and customers by public transport, walking and cycling in accordance with planning policy guidance for a location of this nature.

5. THE PROPOSALS AND ASSESSMENT

Development Proposals

The application is a change of use to a 31 bedroom Hotel.





Staff numbers

The new Hotel will have the potential for 3 full and 2 part time staff and will operate 24/7.

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.

Customers as you would expect for a Hotel would arrive either by public transport or taxi/private hire in the main. Some car use may be derived but limited in nature as the hotel would set out limited parking nearby.

The NPPF states:

105. 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; and
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local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

THE GOVERNMENT has given local planning authorities more leeway to set maximum parking standards in new developments in the final version of the updated National Planning Policy Framework (NPPF) for England. Ministry of Housing, Communities and Local Government (MoHCLG) said: "The approach to parking standards remains that minimum or maximum standards may be set locally, but with maximum standards requiring particular justification, considering the effect that limits on spaces can have on on-street parking.

"However, the text has been amended to recognise that such justification may exist in accessible locations where it is appropriate to optimise densities (in line with new policies on making effective use of land), as well as where it is necessary for managing the local road network."

Parking standards set out would suggest 31 spaces needed however the existing use has limited parking for:

5 flats would require 5 spaces,
Non food Retail 1:22 for 120 sqm thus 5 spaces and
office of 1:35 sqm for 200 sqm thus 6 spaces and thus 16 in total.

It operated without these and the building whatever use it has would be car free based on the accessibility of the site and use of taxi etc.

C1: Hotels	
Hotels	1 space per bedroom including staff

The site is 150m from a high frequency bus service route, 550m walk/taxi ride from Victoria Tram/Train interchange.

The nearby Park inn has 252 rooms with 21 spaces or 8%, the 31 rooms would equate to 3 spaces i.e along the frontage. Even if these were not used 3 cars on the local network would be accommodated given most demand would be over night, the opposite of the day time demand.

Service vehicle strategy for proposed development

As stated the servicing for the area is often undertaken from the highway and this forms the natural and day to day function of the road network.

6. SUMMARY OF REVIEW

The site is highly sustainable, there are parking spaces within a short walk of the site and the local network accommodates the existing access/delivery needs.

It is considered that the site does not need to offer onsite parking, reduced parking strongly supports the councils stated aim for limiting car use and shared trips.

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.

