143035/FO/2025 1 Worrall Street, Manchester, M40 2ED

CONTEXT:

Change of use from B8 (Storage and Distribution) to F1 (Learning and Non-Residential Institution) to create a multi-functional community facility comprising a ground floor multi-purpose hall, training and education workshop, kitchen with foodbank, WCs and storage; and a first floor administrative office, two classrooms, waiting area and additional WCs, together with new first floor windows to rear.

HIGHWAY SUMMARY:

Lack of Supporting Information

Highways consider that the information provided fails to offer sufficient supporting evidence on the modal split.

Highway Safety

Highways have safety concerns for the following reasons:

- That as a result of the change of use, there will be an unacceptable increase in the number of vehicles having to carryout about turn manoeuvres or reversing manoeuvres in the street. This may lead to delaying vehicles that are entering the street from the A62 dual carriageway; this in turn resulting in stationary vehicles on the A62 dual carriageway with the potential of rear-shunt collisions?

- Lack of parking – Drawing A100 rev P1 sets out that there will be two off-road parking spaces. One that will be allocated for people with disabilities and one that will be for staff or the public. Note: this will have an EV charger provided. A vehicle being charged can occupy a parking space over a long period.

  A lack of onsite parking spaces can lead to indiscriminate parking on the street, which could have a safety impact for drivers entering and also then having to leave because of a lack of parking space available.

HIGHWAYS RESPONSE

The development is located on Worrall Street, a Cul de sac which is accessed from Oldham Road in the ward of Miles Platting & Newton Heath, North Manchester.

The proposed use is described as follows:

- Main use: religious tuition classes, training workshops, administrative functions.
- Occasional seminars, events, and community gatherings.

TRIP GENERATION AND JUNCTION CAPACITY:

The existing B8 use would have generated some traffic trips but, given its size, it was never considered there would be more than a few vehicles at the property at any one time. Also that the vehicles would arrive and leave at random times throughout the day.

For the change of use, it is understood that there are regular bus and Metrolink services available within walking distances of the site, however, journeys by car can be expected for the proposed variety of uses as well.

This size of development and its change of use would not normally be expected to generate an unacceptable level of vehicle trips or raise a highway safety concern.

However, due to its location, in a short Cul de sac off a dual carriageway, there may be highway safety issues with the change of use to workshops, seminars, events, or gatherings. These are events that will have advertised start times when people are expected to arrive and leave around the same time.

Staff and visitor numbers have been provided within the Supplementary Transport Statement. With a potential maximum of 40 to 55 people being on site, this could lead to highway access and parking difficulties. It is understood that this may be just on some occasions. Insufficient information has been provided to support the modal split figure offered that suggests 15 to 20% of trips will be by car.

Worrall Street is a Cul de sac without a formal turning head at its end. There is an informal space at the end of the street that could be used as a turning head however, it is using private land and as such cannot be relied upon. Also noted is this area can attract existing parking?

At any event or happening, it can only be expected that there would be a difficult highway scenario on Worrall Street as vehicle drivers attempt to enter from Oldham Road, then either drop off and then turn around, park or leave. This could lead to vehicles reversing out on to Oldham Road or vehicles being delayed on Oldham Road when trying to enter Worrall Street. The issue amplified by additional on-street parking demand associated with the proposals.

There is concern that highway safety could regularly be an issue on the street or in particular at the junction with the A62 Oldham Road. The applicant has offered a raft of measures to help reduce the recognised potential highway impact

These measures include for

- Staggered scheduling to prevent clustering of arrivals
- Strict user limits on building capacity
- Advance drop-off instructions to discourage informal turning
- Provision of on-site turning area to prevent reversing
- Alternative parking and public transport strategy • Cycle and EV infrastructure to reduce car dependency

While the proposed measures can be seen to assist, they are reliant on willing participation and cannot be guaranteed.

PARKING:

The site can be accessed by pedestrians, cyclists and motorists. It is suggested that parking bays adjacent to 909 Oldham Road provide parent drop-off/pick-up space. This space is within the red line.

Drawing A100 rev 1 sets out the use of the vacant land. Offering one parking space plus one disabled parking space and a turnaround area for a car.

Concern is expressed that the vacant land area is only able to accommodate two parked vehicles with one of those a space for people with disabilities, the other having an EV charger. Highways concerns that insufficient car parking will be provided for staff and users.

Should the application be approved, it is recommended that the surface of the parking areas and the turning area be made up to with a bound material with demarcation lines set out to allow drivers to understand the use of the area. If the application is successful then it is recommended this work is completed before 1st occupation.

Worrall Street has four residential properties on it. It can be expected that there will be a need for parking space on the street for these residents or their visitors and for the residents of the houses located nearby on Oldham Road.

EV CHARGING:

One EV charging facility is offered

CYCLE PARKING:

Four cycle spaces are to be provided for the staff and visitors. The cycle parking for any long stays (the staff) should offer cover as well as a means to secure the cycles. All cycle parking should be overlooked, in a CCTV zone or both. Cycle storage within a building is acceptable but it must not obstruct a corridor or access point.

It will be recommended that details of the cycle storage location/s, the method to offer cycle security and the type of structure should be subject to a planning condition.

REFUSE AND SERVICING:

As described, it will have no detrimental impact on the highway.

TRAVEL PLAN:

A Travel Plan is not required for this application.

CONSTRUCTION MANAGEMENT PLAN:

A Construction Management Plan should be conditioned.

The CMP for the construction of the car park and turning area should be submitted and approved prior to the start of works. This should include:

- Consideration of the construction works impact on the adjacent highway
- Contractor parking in the locality.
- A dilapidation survey including photographs and information on the condition of carriageway and footways on Worrall Street.

The applicant is advised that any requirements for any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

RECOMMENDED CONDITIONS:

1. Construction method and details of the car park / turning space including drainage to be submitted to and approved by the Council. The car park and turning area to be completed on site prior to the opening of the facility for public use.
2. The cycle storage details to be submitted and approved by the Council and installed prior to the opening of the facility for public use.
3. CMP details as described above.