Supplementary Highways, Transport and Access Statement

Site Address: 1 Worrall Street, Newton Heath, Manchester M40 2ED
Proposal: Change of Use from B8 (Storage & Distribution) to F1 (Learning and Non-Residential Institution)
Applicant: Dorcas Olowoyo
Date: 16.09.2025

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1. Introduction

This document provides a comprehensive response to the feedback issued by Manchester City Council Highways Department regarding the proposed change of use at 1 Worrall Street, Newton Heath. It addresses concerns raised regarding:

- Building occupancy and usage patterns
- Modal split and trip generation
- Vehicle access and turning
- Parking provision and management
- Event scheduling and mitigation of highway risk
- Cycle and EV provision

The proposal involves repurposing a vacant warehouse (Class B8) into a modestly scaled educational and training facility (Use Class F1). The facility will accommodate structured faith tuition, skills-based workshops, and administrative use, operating within standard daytime hours.

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2. Use and Capacity

The development proposes:

- Ground floor: Learning hall, training and education workshop, kitchen (ancillary), circulation, WCs
- First floor: Admin office, 2 small classrooms, lobby, waiting area, WCs

Hours of operation:
Monday to Sunday, 9:00am – 6:00pm

Occupancy summary:

Area / Function	Max Users	Notes
Learning Hall	**10-15**	**Structured tuition**

Workshop	**6-8**	**Skills training or discussion groups**
Classrooms (x2)	**6-8 each**	**Rotational use, low background noise**
Admin Office	**2-3 staff**	**Administrative use only**
Max building occupancy	**~40-55**	**Not simultaneous - staggered sessions**

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3. Catchment and Travel Modes

The centre serves a hyper-local catchment including Newton Heath, Moston, Miles Platting, Clayton, and surrounding areas.

Mode of Travel	Estimated %	Commentary
Walking	**45–55%**	**Most users within 10–15 min walk; local footpath infrastructure**
Public Transport	**25–30%**	**Bus stops on Oldham Road; Metrolink station within 5 min walk**
Drop-off (private car)	**15–20%**	**Parents/carers for youth learners; short-stay drop-off only**
Cycling	**<5%**	**Potential increase with cycle provision (see Section 8)**

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4. Trip Generation and Traffic Impact

Typical daily vehicle trips: 13–21 total, spread throughout the day.

Time Slot	Type of Movement	Est. Vehicle Trips
8:45 – 9:15am	**Morning drop-off**	**4–6**
12:00 – 1:00pm	**Midday changeover**	**2–4**
3:30 – 4:30pm	**Afternoon session**	**4–6**
5:45 – 6:15pm	**End of day pick-up**	**3–5**

Trips will be generated by a rotating schedule; full occupancy is not simultaneous. No HGVs or commercial vans are expected.

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5. Vehicle Access and Turning Strategy

- Worrall Street is a cul-de-sac off Oldham Road without a formal turning head.
- The applicant acknowledges the limitations and proposes to mitigate impact:

On-site vehicle management:

- Use of adjacent vacant land to provide:
    - 1 standard parking bay
    - 1 disabled bay/standard parking bay
    - Turning area for 3-point manoeuvre
- Vehicles will not reverse onto Oldham Road under any circumstance
- Advance instructions will be issued to all attendees and parents to avoid stopping mid-cul-de-sac

Turning strategy:

- Only staff or pre-authorised visitors will use the on-site turning area
- All events will be managed to avoid concurrent arrival/departure of large groups

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6. Parking and Drop-off Management

- Residents and existing users on Worrall Street have priority for on-street parking
- The site does not rely on on-street parking

Alternative drop-off arrangements:

- Parents directed to use lay-by adjacent to 909 Oldham Road
- Attendees encouraged to walk or use public transport
- Visitors requiring parking will be advised to use CitiPark Northampton Road (5-minute walk)

Event-specific management:

- Maximum 30 persons per session
- No overlapping bookings
- Event stewards can be deployed if needed (for rare seminars/workshops)

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7. Cycle Parking and EV Provision

Cycle parking:

- 4 cycle spaces proposed at rear yard or indoor space (not in corridors)
- Sheffield stands with lockable loops
- Covered and CCTV-monitored

EV charging:

- 1 EV charging point will be installed next to the standard parking bay
- To comply with Part S of Building Regs

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8. Highway Safety Summary and Mitigation Commitments

We recognise the constrained nature of Worrall Street and its direct junction with Oldham Road. Therefore, we propose the following safeguards:

- 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

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9. Conclusion

The proposed use is small-scale, locally focused, and sustainably designed. With the above vehicle management and safety measures in place, the traffic generated by the F1 use will remain within the safe operational capacity of Worrall Street and its junction with Oldham Road.

We welcome further discussion on any specific operational controls or conditions that the Highways Authority may wish to propose.

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