

Transport Statement

Proposed Change of Use from B8 (Storage and Distribution) to F1 (Learning and Non-Residential Institution)

Site Address: 1 Worrall Street, Newton Heath, Manchester M40 2ED

Applicant: Dorcas Olowoyo

Date: 29.07.2025 - T1

1. Introduction

This Transport Statement has been prepared in support of a full planning application for the change of use of the premises at 1 Worrall Street, Newton Heath from **Use Class B8 (Storage and Distribution)** to **Use Class F1 (Learning and Non-Residential Institution)**. The proposed development seeks to repurpose an existing two-storey building into an educational and training facility, primarily for religious tuition, workshops, and administration.

This statement demonstrates that the development is accessible, sustainable, and will have no detrimental impact on the surrounding highway network.

2. Site Location and Surroundings

The site is situated at the junction of **Worrall Street and Oldham Road (A62)** in Newton Heath, a district of Manchester characterised by a mix of residential, commercial, and community uses.

Key local features:

- Approx. **60 metres** from bus stops on Oldham Road (services to Manchester City Centre, Oldham, and surrounding areas)
 - Approx. **5-minute walk** to **Newton Heath & Moston Metrolink station**
 - Approx. **5-minute walk** to **CitiPark Northampton Road** public car park
 - Footpaths are present on both sides of Worrall Street and Oldham Road, supporting safe pedestrian access
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3. Development Proposal

The development involves the **change of use** of an existing warehouse to a non-residential educational and training centre.

Ground Floor:

- Prayer/Library (39 sqm)

- Training and education workshop (19 sqm)
- Kitchen (ancillary to educational use), WCs, storage

First Floor:

- Administrative office (28 sqm)
- Two classrooms (12 sqm and 10 sqm)
- Lobby, and WCs

Access:

- **Pedestrian access** via Worrall Street
- **Vehicle and service access** via secure gated entrance at the rear

Operating Hours:

- **Monday to Saturday: 9:00am – 6:00pm**

No extensions or significant alterations to the building footprint are proposed.

4. Access and Servicing

Pedestrian Access

- Direct and level pedestrian access is provided from Worrall Street
- The area is well-connected with continuous footpaths and street lighting

Vehicle Access

- Gated rear entrance allows for deliveries, waste collection, and occasional vehicle drop-offs
- Site access is already in use and does not require modification

Servicing and Refuse

- **Dedicated bin storage area** at the rear of the building
 - Collection via existing rear access, avoiding obstruction of public footpaths or carriageways
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5. Parking and Drop-Off

While the site does not provide on-site parking, adequate arrangements exist nearby:

- **Short-stay on-street lay-by parking** adjacent to 909 Oldham Road provides convenient drop-off and pick-up for children and visitors
- **CitiPark Northampton Road**, located approx. 5 minutes' walk from the site, offers **secure paid public parking**
- The user base is primarily **local**, with many expected to walk or use public transport
- The nature of the proposed use (pre-booked classes and training) avoids peak-time congestion and minimises turnover-related parking stress

The proposal is consistent with Manchester's transport policy objectives promoting reduced car dependency and enhanced accessibility.

6. Trip Generation and Transport Impact

The proposed F1 use is **lower intensity** compared to the previous B8 use:

- **B8 use** may have involved frequent goods vehicle trips for storage/delivery
- **F1 use** involves small-scale, pre-scheduled attendance (e.g. education, tuition, training)
- No increase in building occupancy or vehicle demand beyond what could be expected under permitted B8 operations
- No evening or late-night activity proposed

Overall, the proposed use is expected to **generate fewer vehicle trips** than the former use class, particularly in terms of commercial vehicle movements.

7. Public Transport Accessibility

The site is well served by sustainable travel options:

- **Bus services** on Oldham Road:
 - High frequency routes to Manchester City Centre, Failsworth, Oldham, and other destinations
- **Tram access** at Newton Heath & Moston Station:
 - 5-minute walk from the site
 - Frequent Metrolink services to Manchester and Rochdale

- **Cycling access** is supported by local residential roads and nearby cycle-friendly infrastructure
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8. Conclusion

This Transport Statement demonstrates that the proposed change of use at 1 Worrall Street is **sustainable, accessible, and has no adverse impact on the local transport network**. In summary:

- The site is **highly accessible by public transport, walking, and cycling**
- Drop-off and short-stay parking is supported by **existing lay-bys and nearby public car park**
- Trip generation is **modest and well within local network capacity**
- The change of use reduces reliance on commercial traffic, compared to B8 use
- No highway alterations or new access points are proposed

The development is fully compliant with the transport and accessibility objectives of the **National Planning Policy Framework (NPPF)** and **Manchester Core Strategy Policy T1 (Sustainable Transport)**.

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