



Memorandum

To Max Gibson

From Syed Rahi

Date 3 December 2024

Subject **141477/FO/2024**

Temporary change of use for a period of three years of existing warehouse to a music and events venue (sui generis).

We have reviewed the above application in relation to highways and our comments are as follows:

141477/FO/2024

TEMPOARY DEVELOPMENT

CONTEXT

The application seeks consent for the temporary change of use for a period of three years of existing warehouse to a music and events venue (sui generis) at existing warehouse bounded by Burstock Street, Peary Street, Bilbrook Street And Bromley Street, Manchester, M4 4JB.

The development is seeking temporary planning permission for up to a period of 3 years.

It is noted that the proposed development will retain the existing warehouse building with no changes to the internal and external floorspaces. Events will only take place on the ground floor whilst the basement is to be used for storage purposes.

The site is bounded by the adopted highway of Bromley Street to the north, Peary Street to the east, Burstock Street to the south and Bilbrook Street to the west. Adoption of Bromley Street, Peary Street, Burstock Street and Bilbrook Street extends to the back of the footway.

No Waiting At Any Time is in place along Bromley Street and at the Bilbrook Street/Bromley Street Junction. No Waiting At Any Time restriction is also in place on Burstock Street at the Burstock Street/Peary Street junction and Burstock Street/Bilbrook Street Junction.

No Waiting At Any Time restriction is in place on Peary Street. Police clearway restrictions are present on Peary Street.

It should be noted that at the junction of Bilbrook Street/Broom Street and Burstock Street/Peary Street, there are lockable gated barriers controlling vehicle access.

HIGHWAYS RESPONSE

The applicant should note the following consented planning permission to the south and west of the proposed site which may affect their proposal which includes:

- o 140587/FO/2024 - Temporary permission for three years for the installation of padel courts, multi-use courts, and boule/pétanque courts; the erection of canopies; the installation of containers to include ancillary food and beverage use, portaloos, and reception area; and the inclusion of car and cycle parking, outdoor seating area, refuse area, lighting, and associated infrastructure.
- o 128248/FO/2020 - Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings.

TRIP GENERATION AND JUNCTION CAPACITY:

The level of vehicular trips generated by the site is expected to be minimal and as such no highways concerns are expected.

It is understood that the venue space is to be used for DJ-events and will have the following opening hours:

- o Friday 1800hrs to 0200hrs; and
- o Saturday 1400hrs to 0200hrs.

It is acknowledged that the site is situated within a sustainable location with close links to the sustainable transport options.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes. Regular bus services are routed along Rochdale Road and provide connections to Shudehill and Piccadilly Gardens. Further bus stops are in place along Rochdale Road and provide further connections to Rochdale, Bury Langley, Middleton and Higher Crumpsall.

The closest Metrolink facility is located at Manchester Victoria located within a short walking distance and provides connections to Altrincham, East Didsbury, Manchester Airport, Shaw & Crompton, Bury, Piccadilly and Rochdale Town Centre.

The closest railway facility is located at Manchester Victoria and provides connections to Chester, Leeds, Liverpool, Manchester Airport, Rochdale and Clitheroe.

ACCESS:

It is noted that Pedestrian access into the site will be via Burstock Street.

Based on the Proposed Venue Floorplan provided there appears to be infrastructure associated with the site to impact on the footway and on the carriageway of the adopted Burstock Street. Highways requests all infrastructure associated with the proposed music/event venue is not located on the adopted footway and highway.

Upon review there appears to be a gated access point adjacent to the junction of Peary Street with Bromley Street as well a gated access point with dropped kerbs off Bilbrook

Street. Clarification is required on whether these access points will be retained as part of the proposal.

It should be noted by the applicant that there is an existing access point located on Burstock Street which is to be utilised for vehicular access by the consented proposed temporary development to the south of the site under Planning Reference No. 140587/FO/2024.

PARKING:

It is noted that no on-site car parking associated with the development is proposed. and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. Considering the site's location and proximity to sustainable travel offer, this is acceptable in principle.

It is noted that there will be an opportunity for up to 4no. crew vehicles to park along Bilbrook Street. Further clarification is required as to how this will be managed during days of events.

It is suggested that taxi drop-off/pick-up and vehicular drop-off/pick-up may occur along Burstock Street. Further clarification is required from the applicant on how taxi drop-off/pick and vehicular drop-off/pick-up will be managed during event days.

Highways have some concern of the potential build-up of taxis and private vehicles waiting, especially at the end of events and the potential highways safety impact to other road users and pedestrians. It is requested that the applicant consider taxi pick-up/drop-off arrangements as part of the Events/Operational Strategy.

There are also a number of public car parks in the vicinity, including the ParkBee Car Park off Gould Street and the ParkBee RCP off Rochdale Road, that would be available for use.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.

The Proposed Venue Floorplan indicates that a cycle store is to be provided within the curtilage of the site which will accommodate 10no. cycle parking spaces.

Further information on staff numbers and visitor numbers associated with the site is required, as capacity numbers will help in determining parking provision.

The cycle store is required to be secured and sheltered - confirmation is required.

The access route to the proposed cycle store is unclear - clarification is required.

BOUNDARY TREATMENTS:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

An external refuse storage area is noted within the curtilage of the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

It is understood that waste collection will be undertaken by a private contractor. Refuse vehicle and any associated service vehicles will access the site from Rochdale Road via Peary Street and exit via Bromley Street.

It is noted that staff will be responsible for placing the bins at the waste collection point. However, it is unclear where the waste collection point will be located for the proposed venue site. Highways requests that an updated plan is provided demonstrating the refuse collection route and waste collection point.

It is assumed that deliver vehicles associated with the site will access the site in a similar route to refuse waste vehicles - Confirmation is required.

Highways requests that refuse servicing and deliveries does not take place during the network peak hours to avoid congestion on the network.

EVENTS/ OPERATIONAL STRATEGY:

A draft Operational Management Plan has been developed by Connecting Dots Group. Connecting Dots will deliver events and be responsible for the management, usage, admission health and safety, crowd management and dispersal, utilities, waste collection and noise management.

It is requested that a full Events/Operational Strategy is conditioned and attached to any planning permission that may be granted.

CONSTRUCTION MANAGEMENT:

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS:

Cycle Parking
Waste and Service Strategy
Event/Operational Strategy

Highways Reference: 16415/FU/2024