

TRANSPORT STATEMENT

Safestore, Manchester Central



Prepared for: Safestore Ltd
Ref: 006_8210665_IK_Transport_Statement

Document History

Issue	Date	Description	Prepared By	Checked By
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1.0 Introduction

- 1.1 Glanville Consultants has been commissioned by Safestore Ltd to prepare a Transport Statement to accompany a planning application for the redevelopment of Safestore's existing site at 202-208 Cheetham Hill Rd, Cheetham Hill, Manchester, M8 8LW.

Planning History

- 1.2 The site was previously subject to a planning application (ref. 139182/FO/2024) for the delivery of an almost identical scheme to that set out in this report, save for changes to massing of the building and roofs.
- 1.3 Whilst the above application was ultimately refused, none of the reasons related to highways and transport matters, subject to a S278 Agreement to close off existing dropped kerbs and other works to form the site access, and conditions relating to reviewing Traffic Regulation Orders along Stocks Street.

Report Structure

- 1.4 This Transport Statement describes the baseline conditions at the site and the scale of the proposed development, as well as matters pertaining to parking, traffic generation, and sustainability.
- 1.5 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (December 2023) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Site Description and Existing Travel Opportunities

Site Description

- 2.1 The site is located within a predominantly commercial area, approximately 1.0km to the north of Manchester City Centre.
- 2.2 The site is bound to the north by various vehicle-related businesses, to the east by Stocks Street, to the south by Broughton Street, to the southwest by Manchester Jewish Museum and a road called Melloy Place and to the west by A665 Cheetham Hill Road. A location plan is provided at Appendix A.
- 2.3 The site comprises a Safestore self-storage facility (Use Class B8) of 3,783.7m² (Ground Floor: 1,891.2m², First Floor: 1,892.5m²) Gross Floor Area (GFA), with parking for around 35 cars located to the south and east of the building. The store is typically staffed by three members of staff.
- 2.4 A car parking area is located in the south-eastern corner of the site. The car parking area is currently rented out to a car sales business to the north of Safestore and is primarily used for storage of vehicles.
- 2.5 Vehicular and pedestrian access to the site is taken from Stocks Street via an existing bell mouth junction.
- 2.6 Access from Stocks Street has formerly been taken via two further bell mouths, which are located to the north of the existing access. The northernmost of the former accesses is gated, but is locked and not in operational use, as several parking bays block the access. The other access is fully blocked off by kerbs and fencing.

Operational Hours

- 2.7 The store's opening hours are:
- 08:00-18:00 on Monday-Wednesday and Friday-Saturday;
 - 08:00-20:00 on Thursday; and
 - 10:00-16:00 on Sunday.
- 2.8 Safestore is however operational on a 24/7 basis, with premium paying Safestore customers being provided with a key-card which allows them to access their storage units at all times of the day. Nevertheless, it is understood that those accessing the site outside of normal opening hours tends to be a very small percentage of the overall patronage.

Existing Travel Opportunities

- 2.9 Due to the operational requirements of Safestore and the need for customers to drop off and pick up bulky items, customers tend to travel to Safestore by car. Notwithstanding, the site is well-established in its use as a Safestore and is therefore in a sustainable location, with excellent opportunities to travel by sustainable modes, especially for staff members. The section below outlines a brief overview of the various sustainable travel opportunities near to the site.
- 2.10 It is generally considered that 2.0km for walking and 5.0km for cycling are the maximum acceptable distances to travel to workplaces and local amenities.

- 2.11 As such, Manchester City Centre and several residential suburbs including Cheetham Hill, Monsall and Blackfriars are within an acceptable walking distance of the site.
- 2.12 In addition to the locations above, the city of Salford and further locations such as Old Trafford and Openshaw are within an acceptable cycling distance.
- 2.13 A southbound bus stop is provided on Cheetham Hill Road at the north-western corner of the site, whilst a northbound bus stop is provided a further 30m to the northwest.
- 2.14 Both bus stops benefit from sheltered seating and flags with timetabling information. The bus stops are served by the 41 CrossCity, which runs four times per hour between Sale and Higher Crumpsall or Middleton and by the 135, which runs around seven times per hour between Piccadilly Gardens and Bury.
- 2.15 The nearest railway station is Manchester Victoria, located 1km to the south. Manchester Victoria is served by around 15 trains per hour towards destinations including London, Leeds, Liverpool, Manchester Airport and inner-city destinations in Manchester.
- 2.16 Manchester Victoria also provides around ten tram services per hour towards East Didsbury and to Piccadilly, as well as a vast range of bus services.
- 2.17 As outlined above, the site is in a highly sustainable location, within walking and cycling distance of a range of destinations in Manchester and Salford, as well as very regular bus services and fast and frequent rail services to a wide range of destinations.

3.0 Development Proposals

- 3.1 The proposals comprise the construction of a three-storey extension south-eastern side of the existing Safestore building and the provision of 22 external drive-up units in the car parking area on the south-eastern corner of the site. A plan showing the proposed site layout is provided at Appendix B.
- 3.2 The total footprint of the proposed extensions is 908.3m² (585.6m² in the extension and 322.7m² in the external units). However, Safestore, at some point in the future, may install mezzanine floors for storage purposes within the extension. These would comprise internal alterations that do not constitute 'development' as defined in section 55(2) of the Town and Country Planning Act 1990.
- 3.3 The maximum internal floorspace deliverable is therefore 2,078.3m² (1,755.63m² in the extension and 322.67m² in the external units), accounting for all additional floorspace at mezzanine level having been installed. This worst-case scenario of all additional floor space being installed at mezzanine level has been accounted for in this Transport Statement; this methodology was accepted by the LHA in their response to the refused application.
- 3.4 There is anticipated to be no change to the number of staff employed at the site.

Proposed Access Arrangements

- 3.5 Vehicle and pedestrian access will be taken via Safestore's existing access from Stocks Street. The access will be widened from 5.8m to 10.5m to allow turning movements of 7.5t box vans, which are likely to be the largest vehicles to access the site on a regular basis, as well as to improve two-way traffic flow.
- 3.6 Drawing Nos. 8210665/6205 and 8210665/6206 at Appendix C demonstrate that 7.5t box vans can enter, turn within the site and exit the site in a forward gear.

Closure of Existing Accesses

- 3.7 The former accesses to the site along Stocks Street will be fully closed off with full height kerbs reinstated. The closure of both former accesses will reduce the various points of conflict that traffic exiting the site could potentially have with traffic travelling along Stocks Street.
- 3.8 Additionally, the applicant agrees to meet the costs of reviewing and implementing amendments to the Traffic Regulation Orders (TROs) in the vicinity of the site on Stocks Street, which would alleviate the existing on-street parking which occurs should the TRO be successful.

Swept Path Analysis

- 3.9 Swept path analysis (see Appendix C) has been undertaken of 7.5t box vans (anticipated to be the largest vehicle which will access the site on a regular basis) demonstrating that this vehicle can enter the site, turn within the site, reverse up to each of the loading bays, while another 7.5t box van is parked up at the other loading bay, and then exit the site in a forward gear.
- 3.10 Drawing No. 8210665/6206 at Appendix C demonstrates that the proposed external drive-up units can be served by slightly smaller 7.5t box vans. This vehicle will be able to enter the site, turn into the access road to serve these units, manoeuvre within the turning head to the south and then exit the site in a forward gear.

Refuse Collection

- 3.11 As shown at Appendix B, the proposed bin store will be located to the immediate south of the access from Stocks Street and therefore refuse collection can be undertaken efficiently from the kerbside of Stocks Street so that refuse vehicles need not enter the site.

Parking

Car Parking

- 3.12 The proposed development will retain 14 car parking spaces, a net decrease of 21 parking spaces when compared to the existing site. The existing accessible parking space will be retained, with dimensions of 3.6m x 6.0m. Each space provides at least 6.0m reversing distance behind them.
- 3.13 In order to demonstrate that the net loss of 21 parking spaces will not affect the operational requirements of Safestore, reference has been made to a Transport Technical Note titled '*Technical Note: Trip Generation (April 2019)*' undertaken by Velocity Transport Planning. The Technical Note is provided at Appendix D.
- 3.14 The above Transport Technical Note was undertaken to support planning applications for new Safestore developments outside of London, demonstrating that the trip rates are a robust and accurate representation of Safestore's daily traffic generation.
- 3.15 Velocity Transport Planning commissioned traffic surveys at three Safestores (Coventry, Leicester and Harlow), recording classified vehicle movements in and out of each car park over four 24-hour periods, as well as the arrival time, departure time and length of stay. These traffic movements were then applied on a per 100m² basis.
- 3.16 The LHA confirmed in their response to the refused application that the use of this methodology to calculate the anticipated parking demand is acceptable. The per hour weekday trip rates contained within the Technical Note are recreated in Table 1 below.

Table 1: Daily Weekday Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per 100m ²)	
	Arrivals	Departures
07:00-08:00	0.018	0.028
08:00-09:00	0.037	0.055
09:00-10:00	0.117	0.131
10:00-11:00	0.127	0.097
11:00-12:00	0.078	0.094
12:00-13:00	0.134	0.120
13:00-14:00	0.122	0.120
14:00-15:00	0.097	0.094
15:00-16:00	0.071	0.083
16:00-17:00	0.111	0.104
17:00-18:00	0.069	0.055
18:00-19:00	0.037	0.037

- 3.17 The above trip rates have been applied to the proposed development of 2,078.3m², plus the existing GFA of 3,783.7m², with the resultant parking accumulation set out Table 2 below. Table 2 also accounts for the potential three members of staff who would be expected to work during each shift, arriving between 07:00-08:00 and leaving after 19:00.

Table 2: Parking Accumulation

Time Period	Vehicles		Accumulation
	Arrivals	Departures	
07:00-08:00	4	2	2
08:00-09:00	2	3	1
09:00-10:00	7	8	0
10:00-11:00	7	6	1
11:00-12:00	5	6	0
12:00-13:00	8	7	1
13:00-14:00	7	7	1
14:00-15:00	6	6	1
15:00-16:00	4	5	0
16:00-17:00	7	6	1
17:00-18:00	4	3	2
18:00-19:00	2	2	2

- 3.18 The above demonstrates that a maximum of two cars will be in Safestore's car park at any one time.
- 3.19 Given the low staffing levels within Safestore's and the low number of vehicle movements outlined in Tables 1 and 2, it is evident that the proposed development would continue to provide more than a sufficient number of parking spaces to meet Safestore's maximum operational demand.

EV Charging

- 3.20 In respect of EV charging, there are no local policies which specify the number of EV charging spaces required for B8 uses. Furthermore, it is expected that most Safestore customers would be on-site for only a short period of time, so would be unlikely to benefit from the use of EV charging points.
- 3.21 Notwithstanding the above, two of the 14 car parking spaces to be retained on site will be equipped with electric vehicle charging infrastructure to ensure that EV charging is available for customers/staff. The LHA raised no objection to this provision in their consultation response to the refused application.

Cycle Parking

- 3.22 MCC's parking standards require a minimum of one cycle parking space per 850m² GFA for B8 uses. This would equate to two cycle parking spaces based on the increase in GFA of 2,078.3m² resulting from the proposals.
- 3.23 In compliance with the above standards, the proposed extension will provide four cycle parking spaces adjacent to the main entrance to the building, as illustrated at Appendix B.

4.0 Traffic Generation

- 4.1 Whilst the LHA had no objection to the trip rates or traffic impact of the proposals, for completeness, this section of the report sets out the likely traffic generation arising from the proposed development, which comprises a worst-case increase in GFA of 2,078.3m².
- 4.2 The AM and PM peak trip rates for Safestores identified in Table 1 (and recreated in Table 3 below for ease of reference) have therefore been applied with the resultant traffic generation shown in Table 4 below.

Table 3: Peak Hour Weekday Trip Rates

Period	Trip Rates (per 100m ²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.037	0.055	0.092
PM Peak (17:00-18:00)	0.069	0.055	0.124

Table 4: Traffic Generation – Proposed Development

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	1	1	2
PM Peak (17:00-18:00)	1	1	2

- 4.3 As can be seen, the proposals would result in a small increase of two two-way vehicle movements in the AM peak and two two-way vehicle movements in the PM peak. Hence, the proposed development's impact on the local highway network will be imperceptible and is not considered to cause a severe cumulative impact in the context of paragraph 115 of the NPPF.

5.0 Summary and Conclusions

- 5.1 This Transport Statement has been prepared on behalf of Safestore Ltd for the redevelopment of Safestore's existing site at 202-208 Cheetham Hill Rd, Cheetham Hill, Manchester, M8 8LW.
- 5.2 The site is located within a predominantly commercial area approximately 1.0km to the north of Manchester city centre and currently comprises a Safestore along with associated parking and access from Stocks Street. There is a car parking area in the south-eastern corner of the site which is currently rented out to a car sales business to the north of Safestore and is primarily used for storage of vehicles.
- 5.3 The site was previously subject to a planning application for an almost identical scheme, which although ultimately refused, did not receive an objection from the Local Highway Authority.
- 5.4 The proposals comprise the construction of a three-storey extension south-eastern side of the existing Safestore building and the provision of 22 external drive-up units in the car parking area on the south-eastern corner of the site, with a total maximum internal floorspace of 2,078.3m² (1,755.63m² in the extension and 322.67m² in the external units), should all additional floorspace at mezzanine level be installed in the future.
- 5.5 This Transport Statement has demonstrated the following key points:
- The site is in a sustainable location, with excellent public transport links;
 - The number of car parking spaces to be retained on site will be sufficient for the proposed development;
 - Cycle parking will be provided in accordance with local parking standards;
 - Two electric vehicle charging points will be provided to future-proof the site;
 - The proposed access arrangements and internal layout can accommodate the turning movements of the largest vehicles expected to access the site; and
 - The proposed development would result in a small increase of two two-way vehicle movements in each peak hour and therefore will have an imperceptible impact on the local highway network.
- 5.6 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that '*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*'.
- 5.7 In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should be able to confirm that they would offer no objection to the proposals.

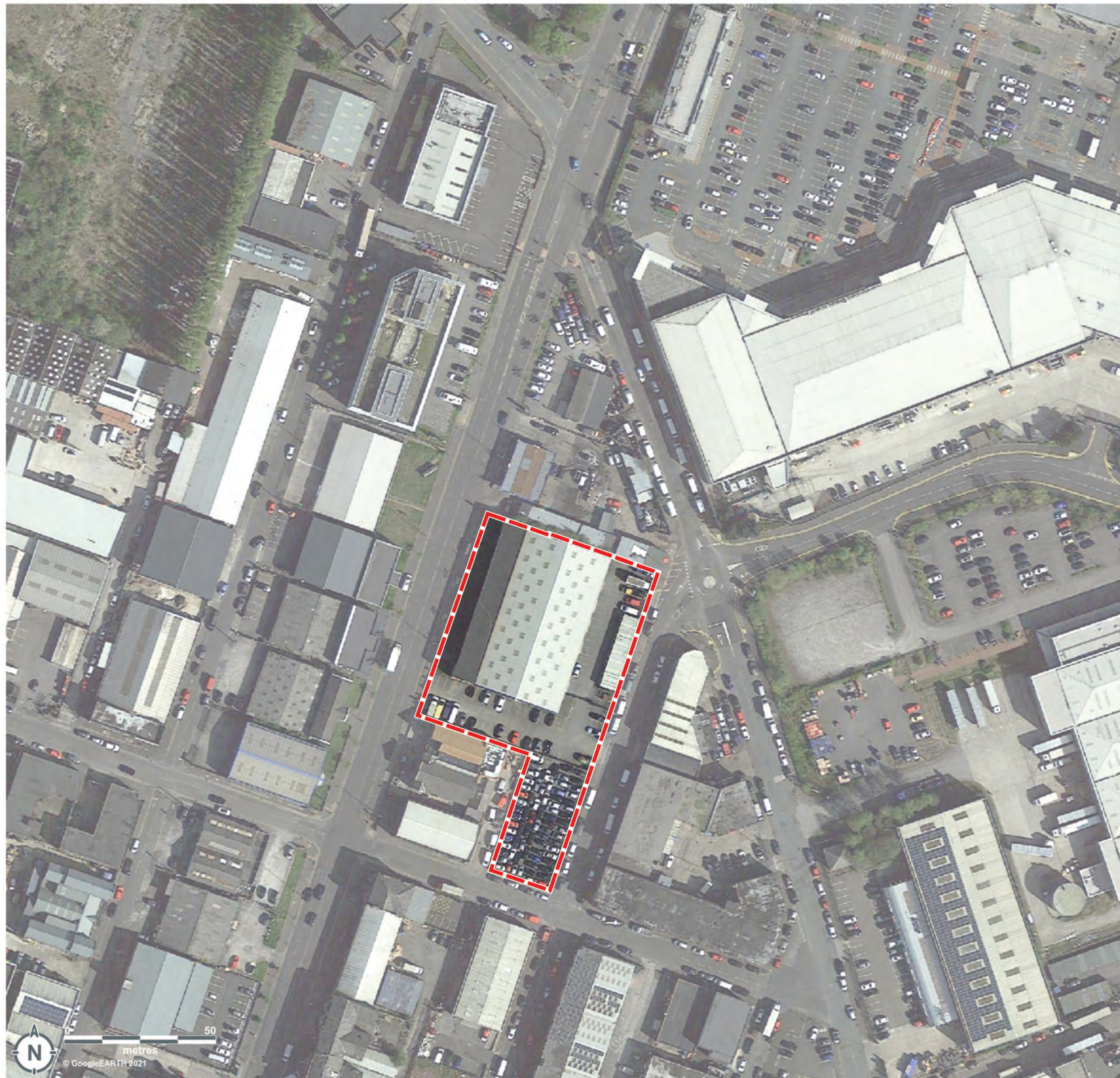
Appendices





Appendix A

Location Plan



EXISTING SITE BOUNDARY

SAFESTORE, CHEETHAM HILL ROAD, MANCHESTER

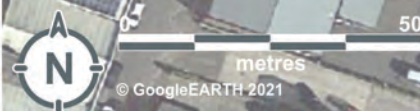
Identification plan: Existing site

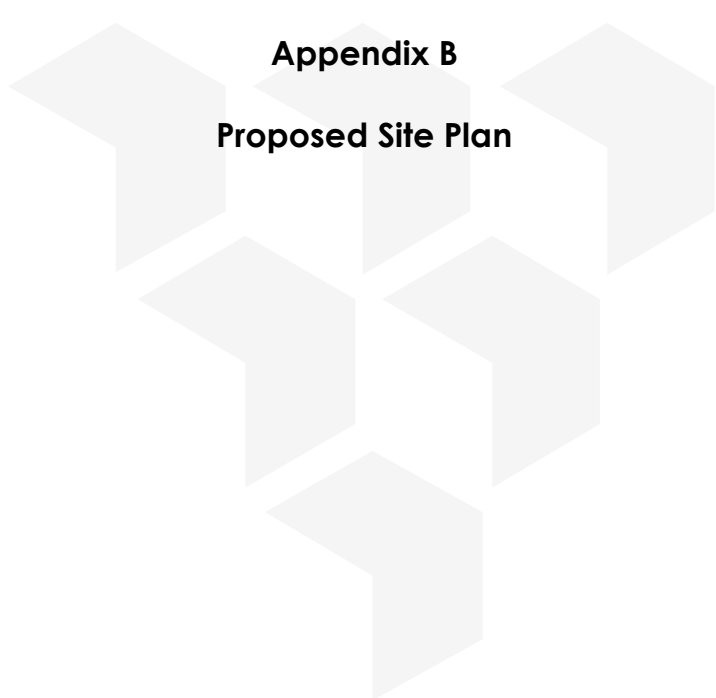
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DRAWN	DATE	SCALE
HNA	SEPTEMBER 2021	1:1250

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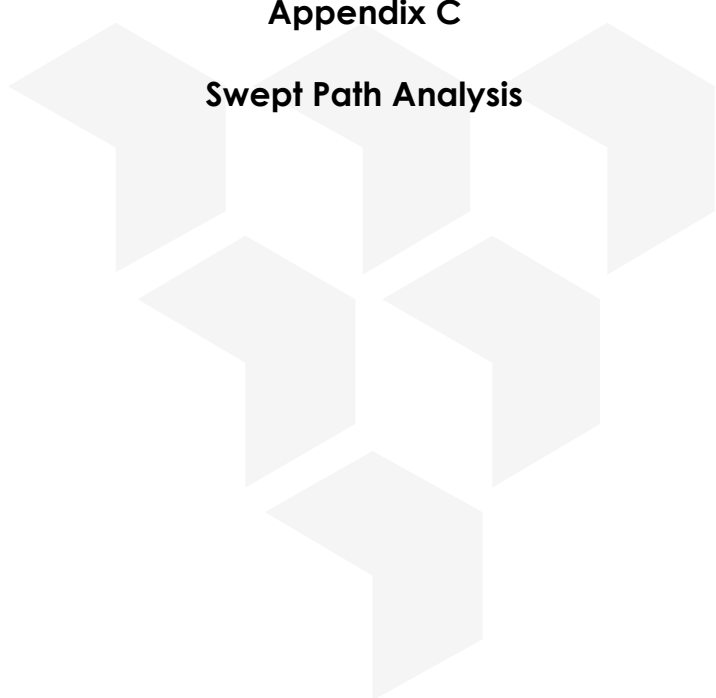
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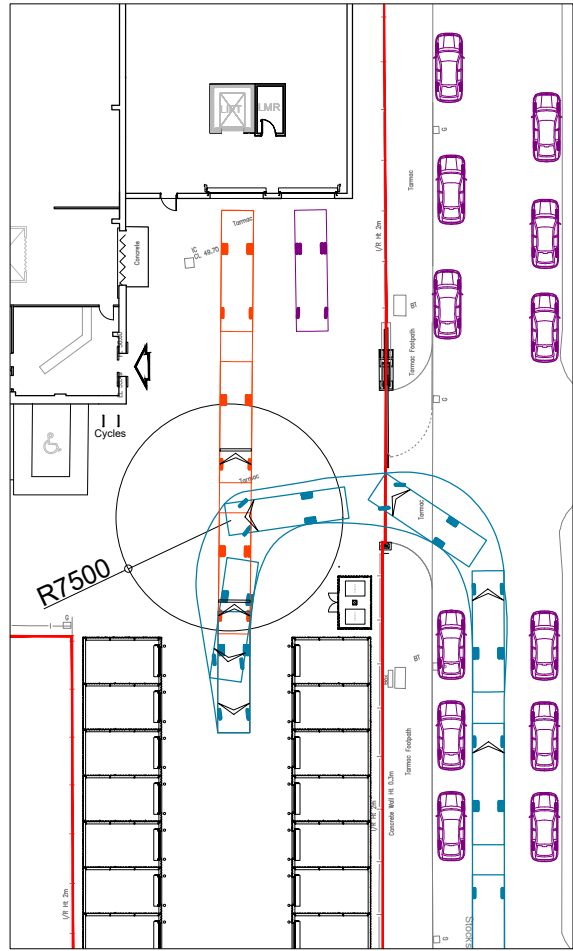
Appendix B

Proposed Site Plan

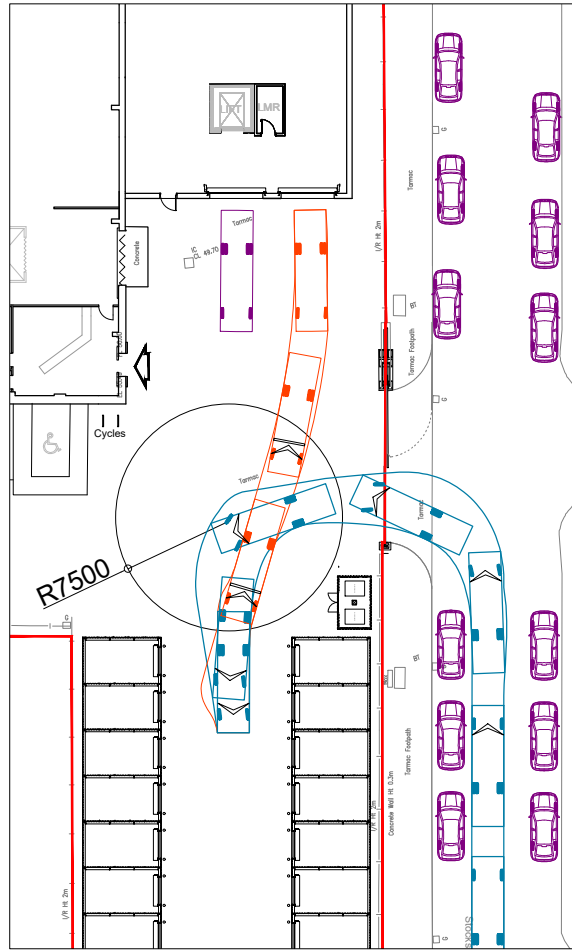


Appendix C

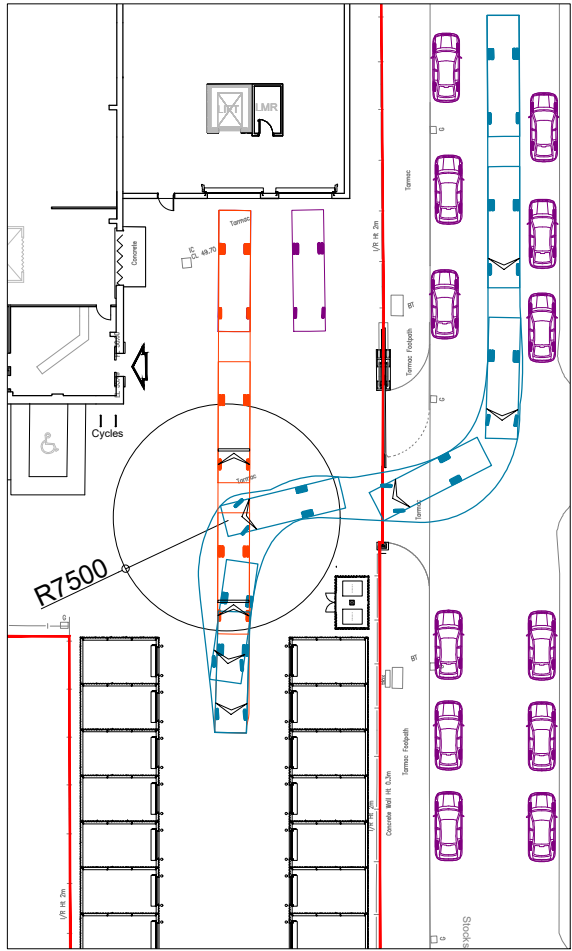
Swept Path Analysis



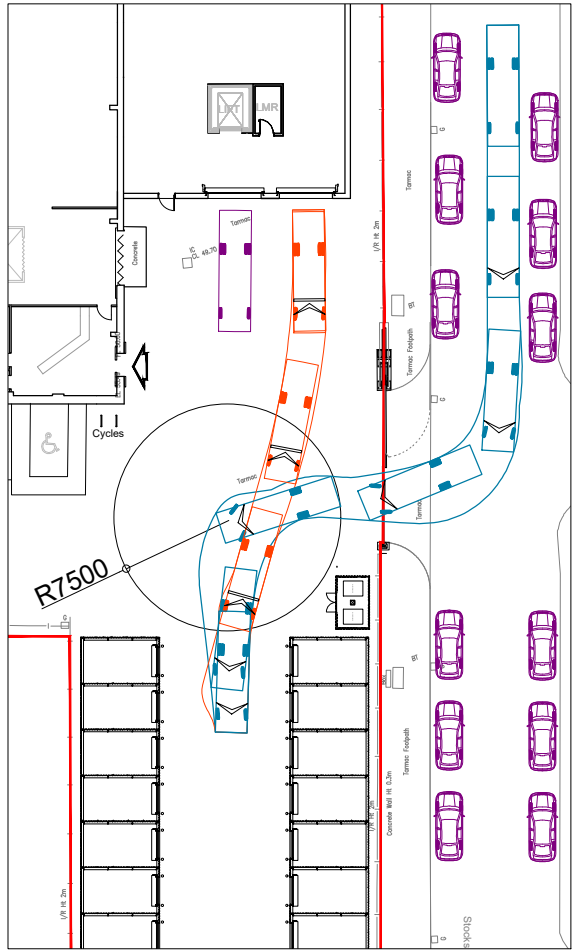
WESTERN LOADING DOOR - ENTRY FROM SOUTH



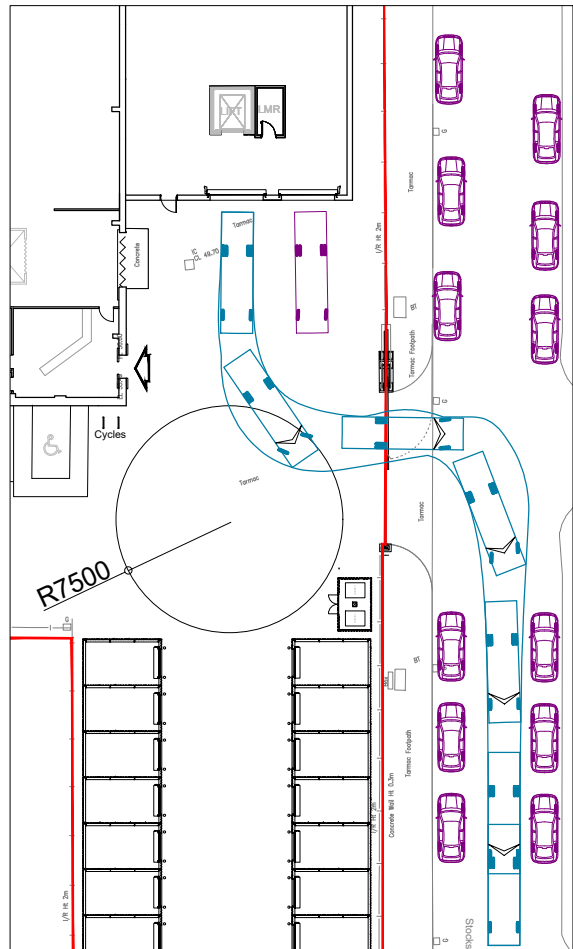
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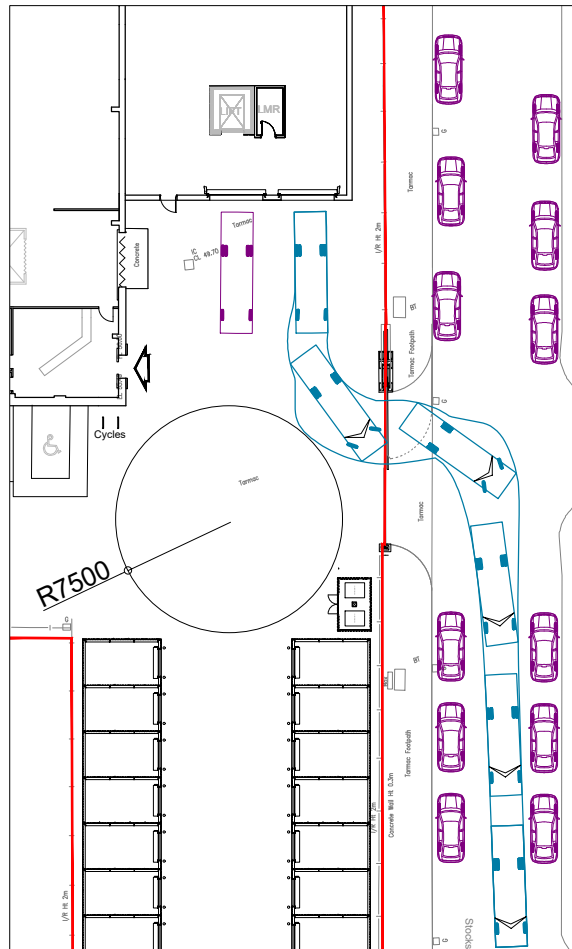
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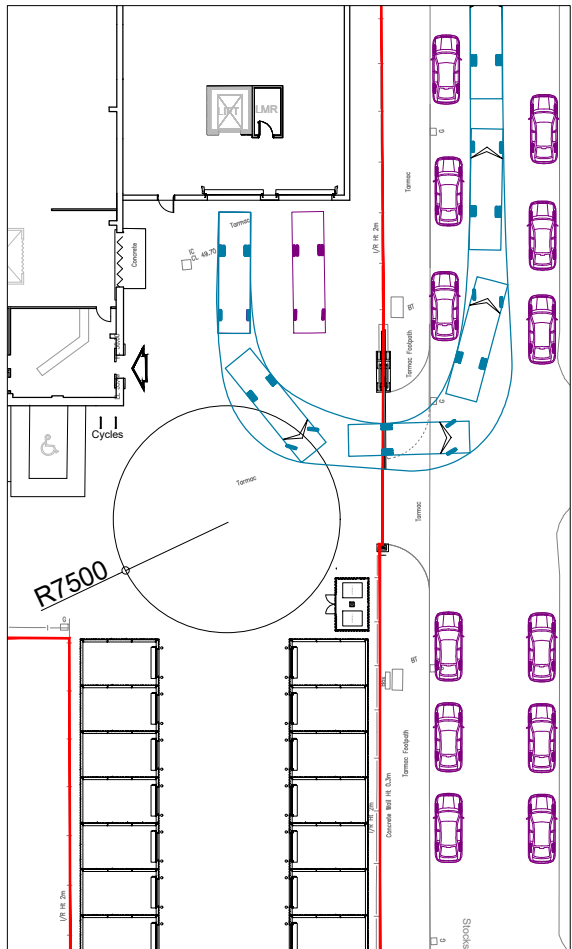
EASTERN LOADING DOOR - ENTRY FROM NORTH



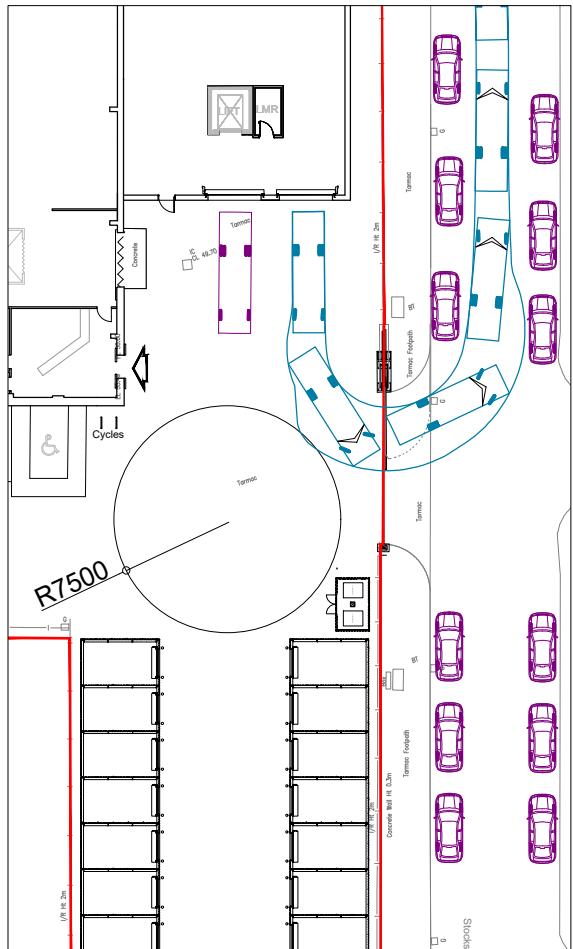
WESTERN LOADING DOOR - EXIT TO SOUTH



EASTERN LOADING DOOR - EXIT TO SOUTH



WESTERN LOADING DOOR - EXIT TO NORTH



EASTERN LOADING DOOR - EXIT TO NORTH

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Tew and Smith's drawing 4664-SK01
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KEY



8m 7.5t box van - forward gear



8m 7.5t box van - reverse gear



8m 7.5t box van - Parked



Car - Parked

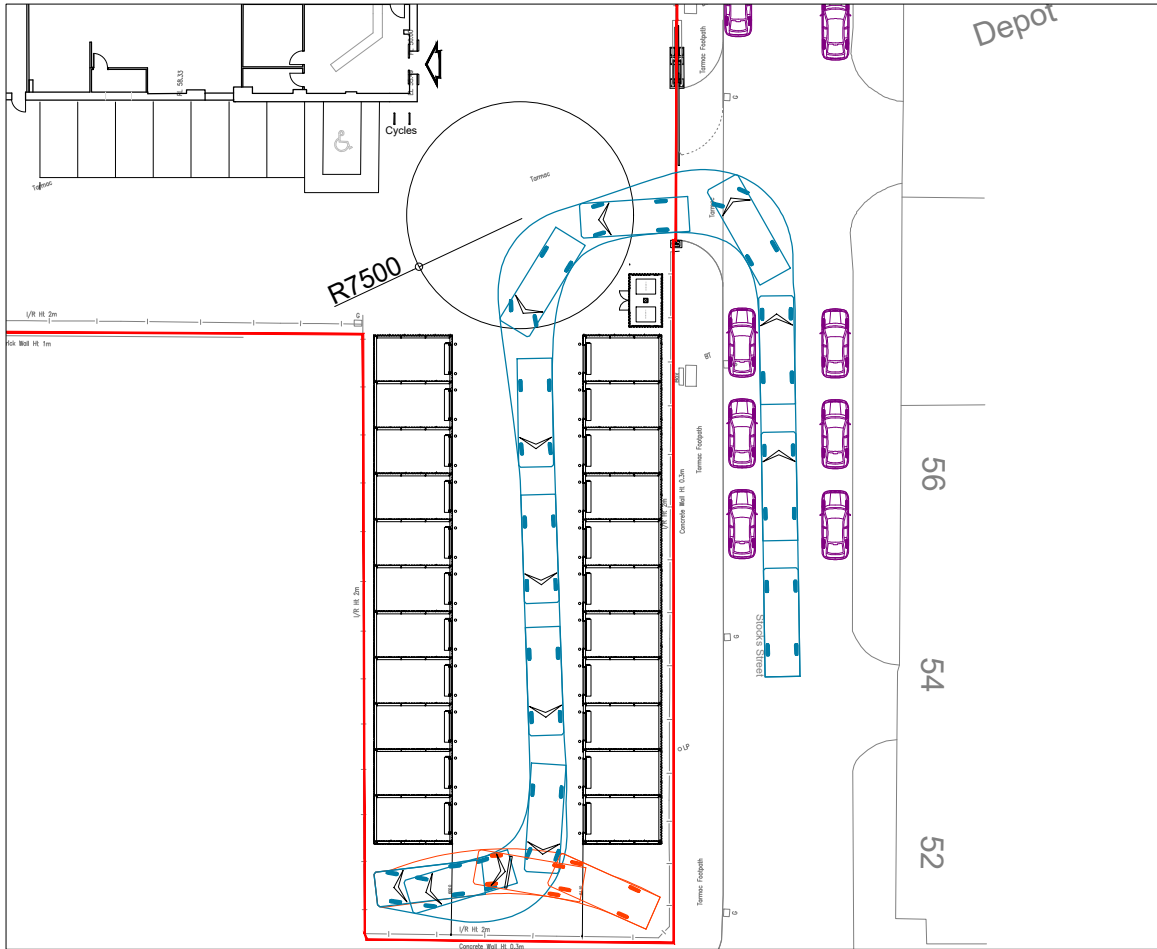


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Rev.	Description	Date	By	Chkd

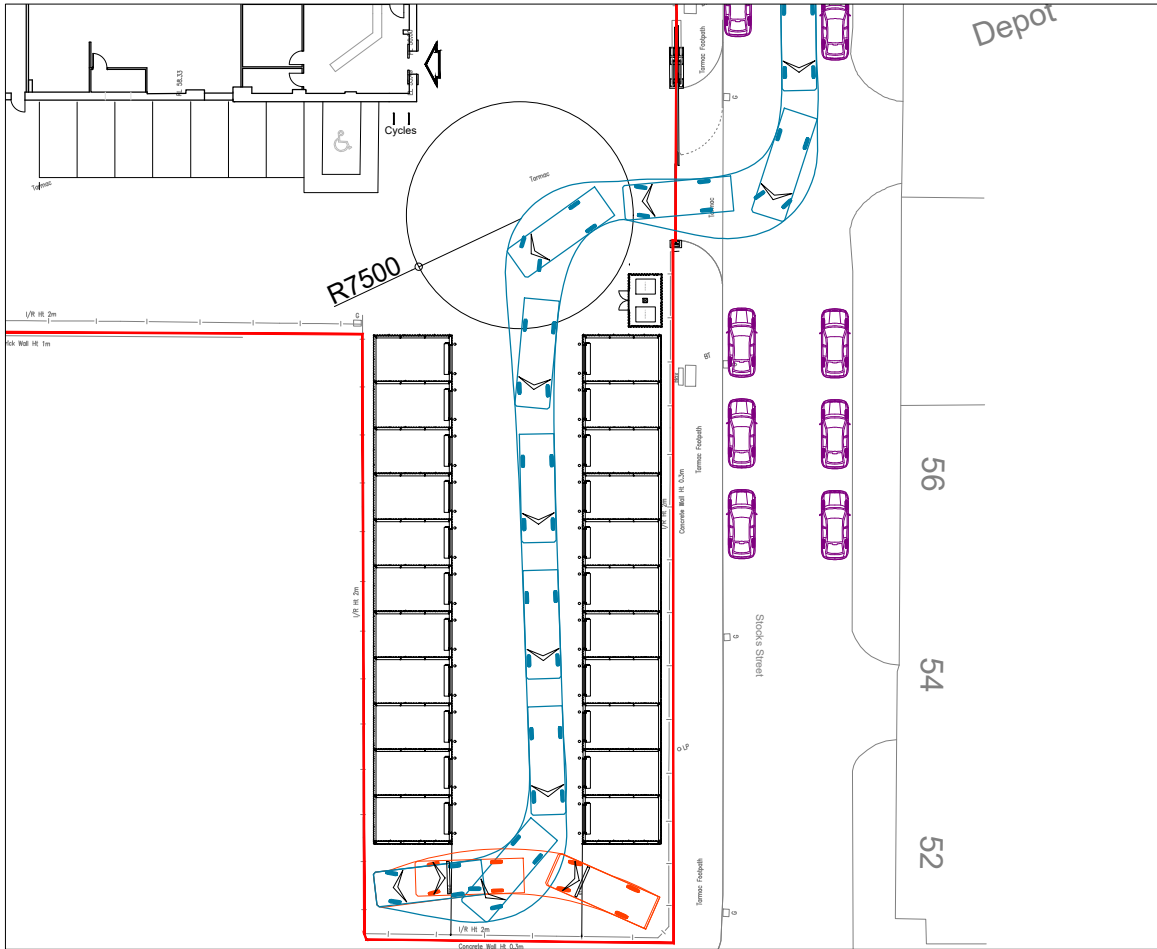


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Project :	Safestore Manchester Central
Title :	Swept Path Analysis 8m 7.5t Box Van
Engineer : T. Hart	Date : December 2023
Director : T. Foxall	Scale : 1:500 @ A3
Status :	PRELIMINARY

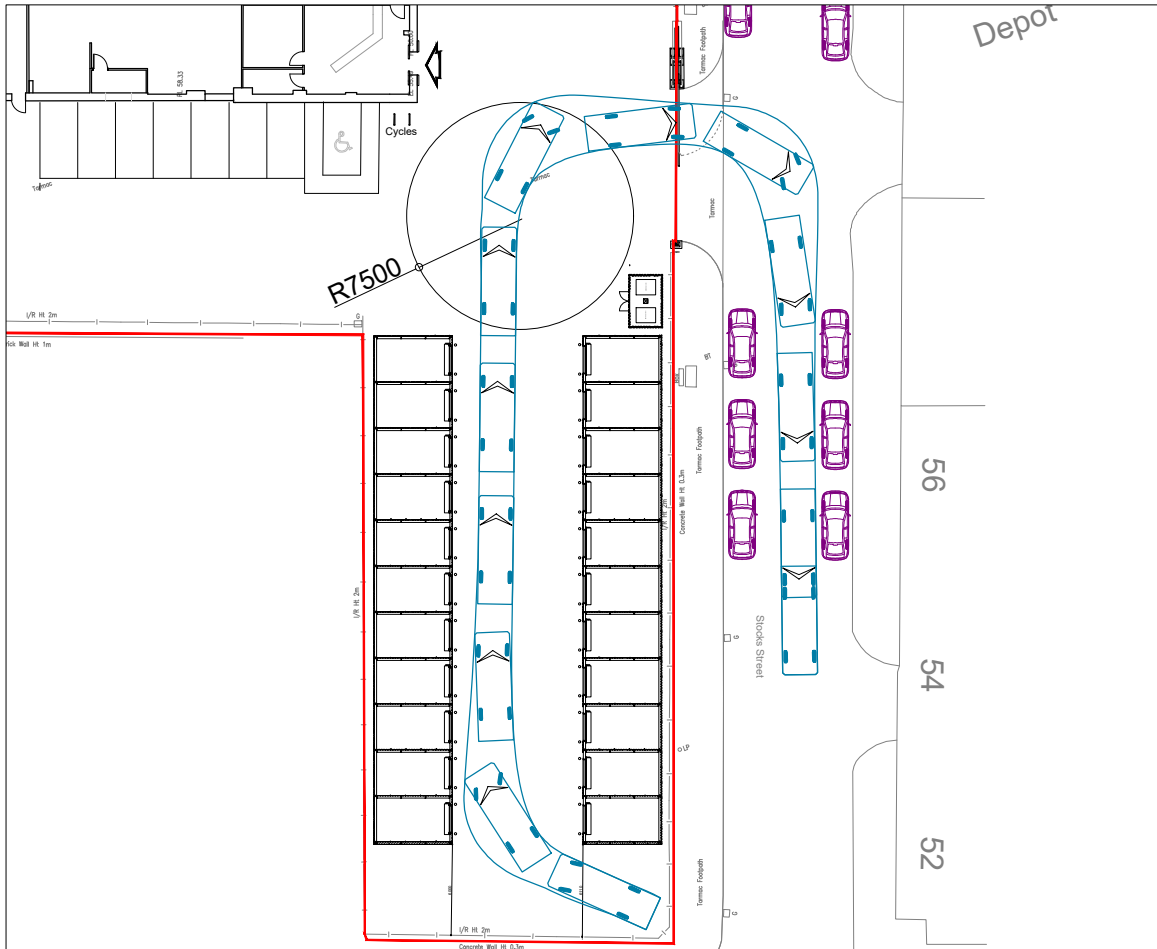
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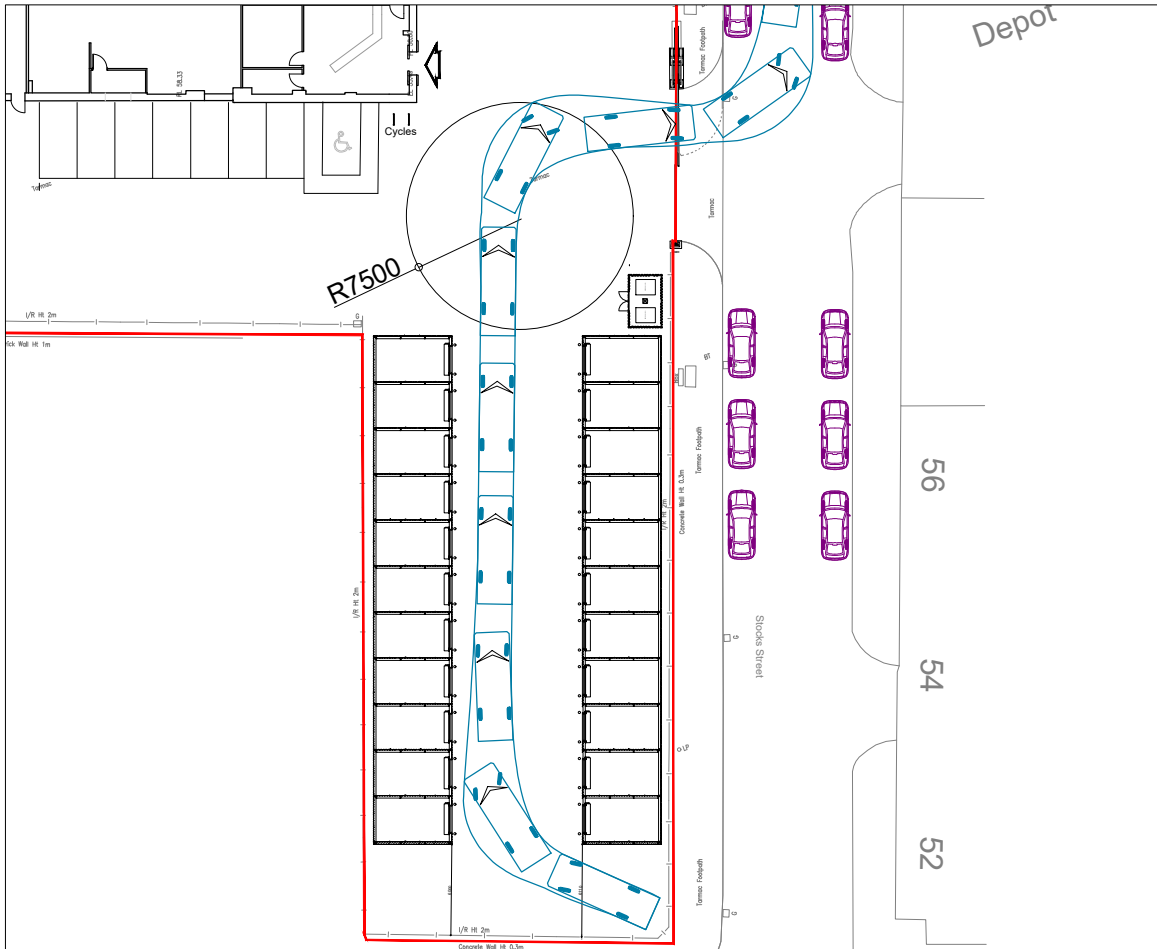
TURNING AREA - ENTRY FROM SOUTH



TURNING AREA - ENTRY FROM NORTH



TURNING AREA - EXIT TO SOUTH



TURNING AREA - EXIT TO NORTH

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Tew and Smith's drawing 4664-SK01

KEY



7.2m 7.5t box van - forward gear



7.2m 7.5t box van - reverse gear



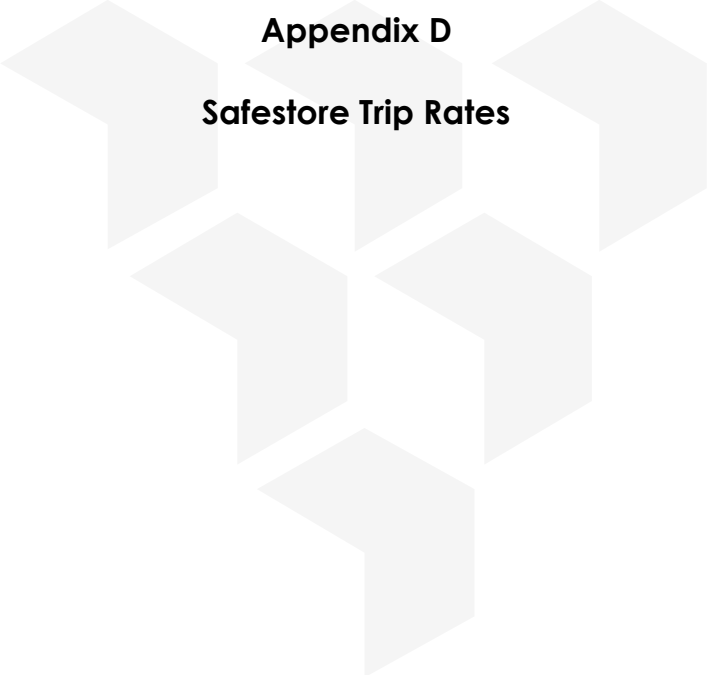
Car - Parked



A	Architect's layout updated.	19/12/2023	TH	AD
Rev.	Description	Date	By	Chkd



Client :	Safestore Ltd.
Project :	Safestore Manchester Central
Title :	Swept Path Analysis 7.2m 7.5t Box Van
Engineer : T. Hart	Date : December 2023
Director : T. Foxall	Scale : 1:500 @ A3
Status :	PRELIMINARY
Drawing No.	8210665/6206
Rev	A



Appendix D

Safestore Trip Rates

SAFESTORE, PETERBOROUGH

TECHNICAL NOTE: TRIP GENERATION

CLIENT: SAFESTORE

DATE: APRIL 2019

INTRODUCTION

1. Velocity Transport Planning was appointed by Safestore in January 2019 to undertake traffic surveys and associated calculations at three existing established Safestore developments in order to determine associated trip generation rates for their operations outside of London.

PURPOSE

2. It is the intention that in the future the trip generation rates calculated as a result of this study will be used to support planning applications for new Safestore development, whereby the planning authority can be reassured that the trip rates and associated trip generation presented Transport Statement or Transport Assessment are a fair representation of those that would occur if the development was permitted.

TRAFFIC SURVEYS

3. Independent traffic surveys were commissioned at the three established Safestore storage locations listed in Table 1 below.

Table 1 – Site Selection

SAFESTORE SITE	POSTCODE	GROSS INTERNAL AREA (M ²)
Coventry Unit 1 Cyan Business Park, Phoenix Way, CV2 4PQ	CV2 4QP	7,755.17
Leicester 1 Pioneer Close, Abbey Lane, Leicester	LE4 5QU	6,465.21
Harlow Ascent Park Unit 9 Edinburgh Way, Harlo	CM20 2DG	7,488.72

4. At each site, the following survey activities were undertaken:
 - ⦿ A site walkover to assess the total number of parking bays provided and record the number of vehicles parked in each location at the commencement of the survey;
 - ⦿ High mast video equipment was erected to record vehicle movements in and out of each car park. Video footage was collected for four 24-hour
5. Each vehicle to be:
 - ⦿ Classified (cyclists, cars, taxis, small vans, longer wheel-based vans, 8m-10m rigid HGVs, articulated HGVs)
 - ⦿ Arrival time of each vehicle (HH:MM:SS)
 - ⦿ Departure time of each vehicle (HH:MM:SS)
 - ⦿ Each vehicle duration of s

COLLATION OF SURVEY DATA AND CALCULATION OF TRIP GENERATION RATE

6. The video footage at each site has been reviewed, analysed and collated in 15-minute intervals, with traffic movements classified by type. **Appendix A** shows the site access locations where surveys were undertaken and the raw survey data from each

SAFESTORE, PETERBOROUGH

TECHNICAL NOTE: TRIP GENERATION

CLIENT: SAFESTORE

DATE: APRIL 2019

7. Table 2 below provides the two-way weekday vehicular trip rates for the surveyed sites between 0700-1900

Table 2: Daily weekday vehicular trip generation

TIME	TRIP RATE	
	Arrivals/100sqm	Departures/100sqm
07:00-08:00	0.018	0.028
08:00-09:00	0.037	0.055
09:00-10:00	0.117	0.131
10:00-11:00	0.127	0.097
11:00-12:00	0.078	0.094
12:00-13:00	0.134	0.120
13:00-14:00	0.122	0.120
14:00-15:00	0.097	0.094
15:00-16:00	0.071	0.083
16:00-17:00	0.111	0.104
17:00-18:00	0.069	0.055
18:00-19:00	0.037	0.037

8. Table 3 and Table 4 provides the two-way Saturday and Sunday vehicular trip rates for the surveyed sites between 0700-1900, respectively

Table 3: Daily Saturday vehicular trip generation rates

TIME	TRIP RATE	
	Arrivals/100sqm	Departures/100sqm
07:00-08:00	0.028	0.032
08:00-09:00	0.064	0.064
09:00-10:00	0.078	0.106
10:00-11:00	0.111	0.092
11:00-12:00	0.092	0.078
12:00-13:00	0.115	0.111
13:00-14:00	0.092	0.111
14:00-15:00	0.106	0.078
15:00-16:00	0.101	0.074
16:00-17:00	0.101	0.138
17:00-18:00	0.041	0.055
18:00-19:00	0.037	0.032

SAFESTORE, PETERBOROUGH

TECHNICAL NOTE: TRIP GENERATION

CLIENT: SAFESTORE

DATE: APRIL 2019

Table 4: Daily Sunday vehicular trip generation rates

TIME	TRIP GENERATION	
	Arrival/100sqm	Departure/100sqm
07:00-08:00	0.037	0.018
08:00-09:00	0.041	0.046
09:00-10:00	0.032	0.046
10:00-11:00	0.088	0.083
11:00-12:00	0	
12:00-13:00	0.097	0.101
13:00-14:00	0.060	0.055
14:00-15:00	0.078	0.060
15:00-16:00	0.064	0.069
16:00-17:00	0.055	0.032
17:00-18:00	0.009	0.028
18:00-19:00	0.051	0.060

SUMMARY

- Table 2 shows that the weekday AM Peak (0800-0900) two-way trip rate is 0.092 per 100sqm the PM peak hour (1700-1800) two-way trip rate is 0.124. The daily peak trip rate is 0.253 per 100sqm which occurs at 1200-1300
- Table 3 shows that the Saturday Peak two-way trip rate is 0.240 per 100sqm which occurs at 1600-1700. Table 4 shows that the Sunday Peak two-way trip rate is 0.198 per 100sqm which occurs at 1200-1300.

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