

Create It Studios

74 Sherborne Street
Cheetham Hill, Manchester

Transport Statement



Control Sheet

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Acknowledgements

Google Map, Google MyMaps, OpenRouteService and OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

A Transport Statement produced by RSK in support of planning application ref: 111429/FO/2016/N1 has been referenced in this report.

The Crashmap Pro Collision Analysis System v1.40 has been utilised to carry out a road traffic incident review.

A table included in Providing for Journeys on Foot (2000) produced by the Chartered Institution of Highways and Transportation (CIHT) has been included in this report.

An extract of the Greater Manchester online cycle map provided by Transport for Greater Manchester is included in this report.

The TRICS database v1.11.4 has been used in this report to calculate traffic generations.

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Proposed Site Plan

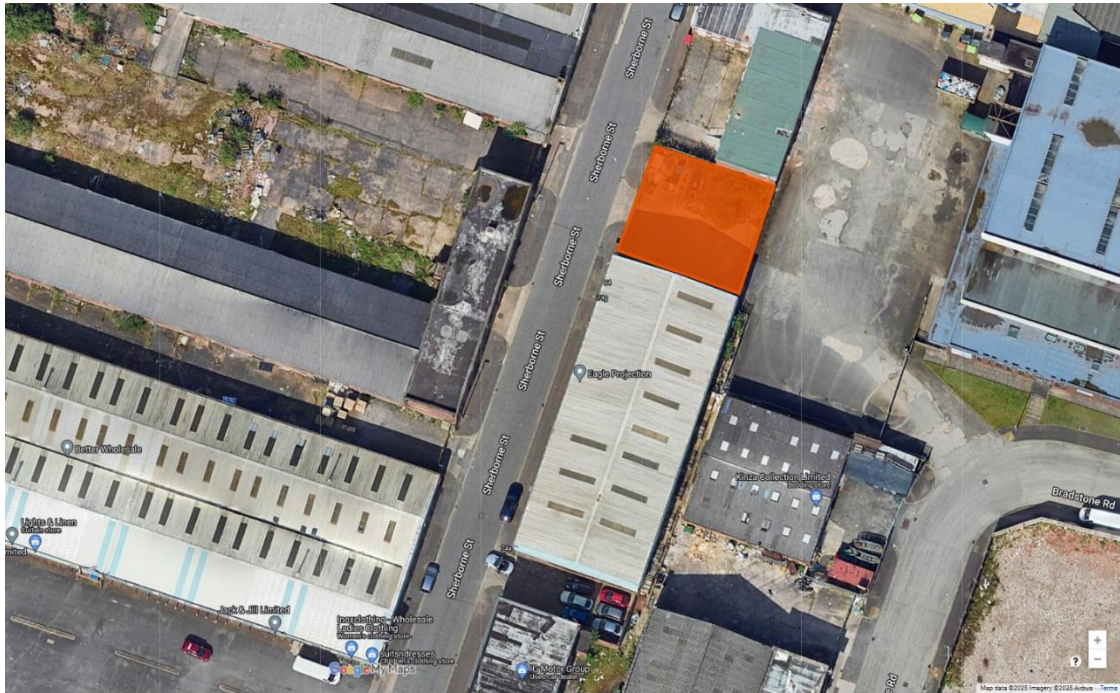
Appendix C

TRICS Report

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Create It Studios to prepare a Transport Statement in relation to development proposals comprising of an infill two storey building which would provide two units for commercial use. The site is at 74 Sherborne Street in Cheetham Hill, Manchester, M8 8HU, and is currently vacant. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Location of site in relation to surrounding area



- 1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Statement, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:
- The local highway network and its highway safety record;
 - The existing use of the site;
 - The proposed development;
 - Accessibility of the site, in relation to local facilities by sustainable modes;
 - The predicted multimodal trip generations; and
 - The impact of the development on the local highway network in terms of highway safety and capacity
- 1.3 This Transport Statement seeks to demonstrate that the development will not have an unacceptable impact on highway safety, that the residual cumulative impacts of the development are not severe in transport terms, and consequently that the planning application should be supported on transport grounds.

2. Planning Policy Context

2.1 National Planning Policy

National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the December 2024 revision of the NPPF states that:

‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.’

2.1.3 Paragraph 116 then states:

‘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, following mitigation, would be severe, taking into account all reasonable future scenarios.’

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

‘Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.5 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.2 Local Planning Policy

Manchester Local Development Plan Framework: Core Strategy (July 2012)

2.2.1 The adopted Core Strategy was adopted on 11 July, 2012 and is the key document in Manchester's Development Framework, covering a period of 15 years from 2012 to 2027. It outlines the Council's vision for Manchester in 2027, along with planning policies used to deliver the vision.

2.2.2 Objective 5: Transport puts forward the policies designated to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Policy T1: Sustainable Transport is a key policy in relation to this development. It outlines that the Council will support developments which:

- Improve choice by developing alternatives to the car;
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for EV;
- Reduce the negative impacts of road traffic, e.g. congestion, air pollution and road accident casualties;
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority
 - Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and,
 - General peak time traffic.

2.2.3 Parking standards are laid out in Appendix B of the Core Strategy. It is considered that the closest land use category with available parking standards is A1 Shops – Non-food retail. The parking standards for Non-food retail use are shown in **Table 1**.

Table 1 – Parking Standards for Non-food retail use

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
A1: Shops					
Non-food Retail	1 space per 22sqm	1 space per 20sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200sqm minimum of 2 spaces

Greater Manchester Transport Strategy 2040

- 2.2.4 The Greater Manchester Transport Strategy 2040, adopted in February 2017 and updated in January 2021 sets out the ambitions to create ‘*world class connections that support long-term, sustainable economic growth and access to opportunity for all.*’

3. Existing Situation

3.1 Site and surrounding area

3.1.1 The application site is located in the industrial area of Cheetham Hill, approximately 1.8km north of Manchester City Centre.

Figure 2 – Site context



3.1.2 The boundaries of the site can approximately be described as:

- North – Cash and carry store at 76 Sherborne Street
- East – Yard off Bradstone Road
- South – Unit at 74a Sherborne Street
- West- Sherborne Street

3.1.3 The site is currently vacant and has previously been used for storage. Access to the site is taken off Sherborne Street.

3.2 Local Highway Network

3.2.1 Sherborne Street is located between the A56 Bury New Road and the A6010 Elizabeth Street. Both roads form part of the primary road network around Manchester. Sherborne Street ends north of the site at a priority junction with the A6010, to the south Sherborne Street intersects with the A56 at a priority junction.

3.2.2 Broughton Street, Waterloo Road and the A665 Cheetham Hill Road also form part of the relevant highway network in the area. The following descriptions are based on a RSK Transport Statement for an adjacent site on Sherborne Street that was consented for similar development uses.

Sherborne Street

- 3.2.3 Sherborne Street runs north to south past the application site. The street has a wide carriageway flanked by footways on both sides and serves multiple single and multi-use commercial premises located along the street. The street is subject to a 30mph speed limit and there are generally no parking restrictions.

A6010 Elizabeth Street

- 3.2.4 The A6010 forms a half-circle loop road around the northern suburbs of Manchester and provides connections to the primary road network surrounding Manchester city centre. The A6010 offers two lanes in each direction without a central reserve with associated traffic management measures for pedestrians and bus stops. Ghost islands and signalised junctions are utilised to provide right-hand turns at major intersections.
- 3.2.5 The A6010 intersects with Sherborne Street at a priority junction where there is a range of residential flat developments. Cheetham Children's Centre is located on the corner of Sherborne Street and the A6010. There is a zebra crossing across the A6010 at this junction with associated traffic calming measures implemented.

A56 Bury New Road

- 3.2.6 The A56 is part of the primary road network in Manchester and provides a connection from the Manchester Inner Ring Road directly to the M60 which forms the Outer Ring Road. To the south, the A56 connects to New Bridge Street at a large signalised junction. In the north, the A56 connects to the M60 at a grade-separated intersection.
- 3.2.7 The A56 also intersects with the A6010/A576. The A56 generally provides two lanes in each direction with some sections providing a single bus lane along the southbound carriageway.

Broughton Street

- 3.2.8 Broughton Street exhibits similar characteristics as Bradstone Road (to the east of Sherborne Street) with a variety of cash and carry and large commercial premises along both sides of the street.
- 3.2.9 To the east of the site, Broughton Street intersects with the A665 at a signalised junction. To the west Broughton Street intersects with Waterloo Road at a priority junction. The road is subject to a 30mph speed limit and there are generally no parking restrictions except around junctions with intersecting roads.

Waterloo Road

- 3.2.10 Waterloo Road is a single-carriageway road with setback residential properties along the northbound carriageway and commercial properties along the southbound carriageway. On the northern end of Waterloo Road, near the junction with the A6010, the road becomes residential on both sides with large apartment blocks.

- 3.2.11 Waterloo Road ends at a priority junction with the A56 Bury New Road to the south. To the north, Waterloo Road intersects with the A6010 at a signalised junction.
- 3.2.12 There is a school to the south of the junction with Broughton Street where the speed limit is reduced to 20 mph for a short section with the remainder of the road set at 30 mph.

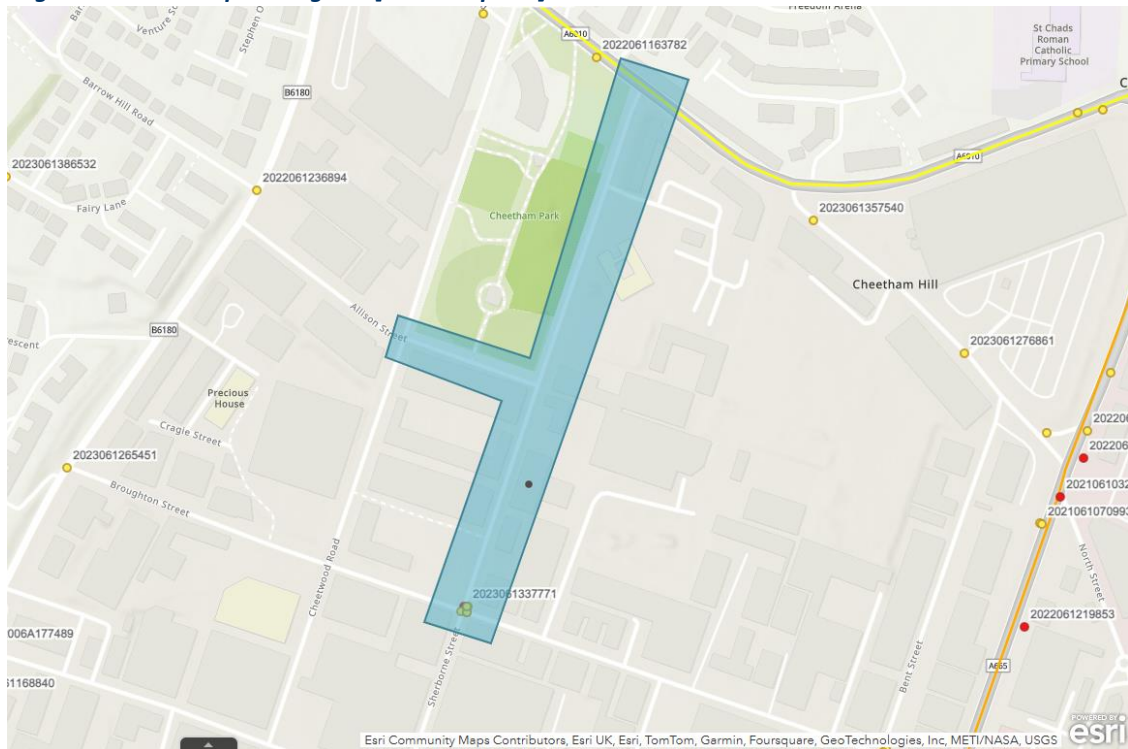
A665 Cheetham Hill Road

- 3.2.13 The A665 is part of the primary road network in Manchester. Travelling south from Broughton Street the A665 connects to New Bridge Road at a large signalised junction and forms part of the Manchester Inner Ring Road. To the north, the A665 connects to the A6010 and the A576 which connects to the M60 further north.
- 3.2.14 The A665 offers two lanes in each direction without a central reserve with associated traffic management measures for pedestrians and bus stops. Ghost islands and signalised junctions are utilised to provide right-hand turns at major intersections.

3.3 Road Accident History

- 3.3.1 National guidance states that a transport statement or assessment should include; “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”
- 3.3.2 Crashmap Pro has been used to analyse road accident data from the national STATS19 database. The most recent 5-year period currently available on Crashmap Pro, covering accidents from 1st January 2019 to 31st December 2023, has been considered in order to provide a robust assessment.
- 3.3.3 The incident plot diagram showing the assessed area is shown in **Figure 3** whilst the full Crashmap Pro accident report is included at **Appendix A**.

Figure 3 – Incident plot diagram [Crashmap Pro]



3.3.4 6 incidents were recorded in the assessed 2019 – 2023 period, with all of these occurring on the crossroads between Sherborne Street and Broughton Street:

- Incident reference: 202306133771 – occurred on 26th July 2023 at 22:05 in dry and clear conditions. A vehicle turning right onto Broughton Street from the north of Sherborne Street collided with a vehicle travelling westbound on Broughton Street, resulting in one of the drivers and a passenger receiving slight injuries.
- Incident reference: 2022061193552 – occurred on 26th June 2022 at 16:30 in dry and clear conditions. A vehicle travelling northbound on Sherborne Street collided with a vehicle travelling eastbound on Broughton Street, resulting in one of the drivers receiving serious injuries.
- Incident reference: 202006A169867 – occurred on 25th February 2020 at 20:30 in damp but clear conditions. A vehicle travelling northbound on Sherborne Street collided with a vehicle travelling eastbound on Broughton Street, resulting in both drivers receiving slight injuries.
- Incident reference: 201906A164799 – occurred on 23rd November 2019 at 14:40 in dry and clear conditions. A vehicle travelling northbound on Sherborne Street collided with a vehicle travelling southbound on Sherborne Street, resulting in one of the drivers receiving slight injuries.
- Incident reference: 201906A261506 – occurred on 13th September 2019 at 09:34 in dry and clear conditions. A collision occurred between two vehicles travelling southbound on Sherborne Street, with the nearside of Vehicle 1 colliding with the front of Vehicle 2. This resulted in a driver and a passenger receiving slight injuries.
- Incident reference: 201906A255745 – occurred on 11th April 2019 at 21:36 in dry and clear conditions. A vehicle moving off towards the west of Broughton Street collided with a

vehicle travelling eastbound on Broughton Street, resulting in both drivers and a passenger receiving slight injuries.

- 3.3.5 It is considered that the incidents that have occurred on the cross road junction have been caused by driver error and are not indicative of any deficiency in the highway network.

3.4 Existing off-site parking

- 3.4.1 As the site does not provide any dedicated parking, it is expected that visitors will use on-street parking available around the site.
- 3.4.2 To determine how many parking spaces may be available around the site, an assessment of on-street parking capacity has been conducted. The assessment covers a total of 6 zones, which are detailed in **Figure 4**.

Figure 4 – Zones used for on-street parking assessment [Google MyMaps]



- 3.4.3 The parking capacity of the highlighted road areas has been assessed deducting for drives/ accesses and waiting restrictions and based on a parallel parked car length of 6m to allow for some manoeuvring tolerance. It is assumed that vehicle will not park within 10m of a junction. **Table 2** shows the results of this assessment. Capacity is rounded down to the nearest whole number.

Table 2 – Assessment of on-street parking on highlighted roads

Location	Total Length (m)	Length of road subject to parking restrictions (m)	Combined length of vehicle accesses in zone (m)	Length of road available for parking (m)	Capacity
Zone 1 – Allison Street (northern)	99	20	14	65	10
Zone 2 – Allison Street (southern)	99	20	7	72	12
Zone 3 – Sherborne Street (western)	166	40	45	81	13
Zone 4 – Sherborne Street (eastern)	166	24	50	92	15
Zone 5 – Broughton Street (northern)	96	30	10	56	9
Zone 6 – Broughton Street (southern)	96	30	9	57	9
Total	722	164	135	423	68

3.4.4 The assessment of parking capacity indicates that across the assessed parking zones, a total of 68 on-street parking spaces are available.

3.4.5 A site visit was conducted on the 4th February 2025, during which a parking survey counting the vehicle occupancy in each zone was undertaken. The survey was conducted between 10:30 – 11:30 with counts taking place in 20-minute intervals. The results of the parking survey are shown in **Table 3**.

Table 3 – Results of car parking survey

Zone	Parked Vehicle Count			
	10:30	10:50	11:10	11:30
Zone 1 – Allison Street (northern)	2	2	2	2
Zone 2 – Allison Street (southern)	2	3	3	2
Zone 3 – Sherborne Street (western)	7	6	6	6

Zone 4 – Sherborne Street (eastern)	1	3	5	6
Zone 5 – Broughton Street (northern)	2	2	2	2
Zone 6 – Broughton Street (southern)	6	6	6	5
Total	20	22	24	23

- 3.4.6 The results of the parking survey show that currently there is plenty of available on-street parking spaces across the assessed parking areas. The maximum parked vehicle count across all zones was 24 vehicles, which equates to 35.3% of the 68 total available parking spaces. This indicates that around 44 parking spaces may be available for the proposed development to use in the assessed zones.

4. Proposed Development

4.1 Overview

- 4.1.1 The proposed development is for a 2-storey commercial building containing two units with ground and first floors. Unit 1 will have a gross floor area of 282 sqm and Unit 2 a total gross floor area of 285 sqm, giving the development a total gross floor area of 567 sqm. A proposed site plan is included in **Appendix B**.
- 4.1.2 The ground floor of each unit will be used as a cash and carry store, with first floor of each unit being used for associated storage.

4.2 Access

- 4.2.1 Access will be taken from Sherborne Street for pedestrians, cycles and vehicles. Each unit will have access at the front facing the road.

4.3 Cycle Parking

- 4.3.1 Secure cycle parking will be provided within the curtilage of the site with each unit containing a bike store which can store 6 cycles. This secure cycle parking is shown in the site plan attached in **Appendix B**.

4.4 Car Parking

- 4.4.1 The proposals will provide no parking spaces. Therefore, vehicles travelling to the site will need to use on-street parking. The level of off-street parking that could be available for the site to use has been assessed in section 3.4 of this report.
- 4.4.2 Using the TRICS data detailed in section 6 of this report, parking accumulations for a weekday between 06:00 – 21:00 have been determined, indicating the potential demand for parking during this time. This is shown in **Table 4**.

Table 4 – Car park accumulation (weekday)

Time Period	Arrivals	Departures	Car Park Accumulation (spaces)
06:00-07:00	1	1	0
07:00-08:00	3	1	2
08:00-09:00	2	1	3
09:00-10:00	2	2	3
10:00-11:00	3	2	4
11:00-12:00	3	3	4
12:00-13:00	3	3	4
13:00-14:00	2	3	3
14:00-15:00	2	3	2
15:00-16:00	3	3	2
16:00-17:00	2	2	2

17:00-18:00	1	2	1
18:00-19:00	1	1	1
19:00-20:00	1	1	1
20:00-21:00	0	1	0

- 4.4.3 The parking accumulation indicates that peak parking demand on a weekday occurs between 10:00 – 13:00, with 4 spaces being required to meet demand. It is considered that there is plenty of available on-street parking to accommodate this level of demand, with the assessment of off-street parking in section 3.6 indicating that a minimum of 44 parking spaces could be free in the assessed area.

4.5 Servicing

- 4.5.1 Bin stores will be kept within the curtilage of the site. On bin days bins will be taken outside to be collected from the kerb side.
- 4.5.2 Goods delivered to the site will be taken directly into the units from their entrances on Sherborne Street. This appears to be how goods are already delivered at existing units around the site.

5. Accessibility by Sustainable Transport Modes

5.1 Overview

- 5.1.1 This section of the Transport Statement includes an assessment of the accessibility of the site by sustainable modes of transport.
- 5.1.2 This section considers the accessibility of the development by the following modes of transport:
- Walking
 - Cycling
 - Public Transport (Bus and Train)

5.2 Accessibility by Walking

- 5.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.
- 5.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The CIHT publication *Providing for Journeys on Foot* has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 5**.

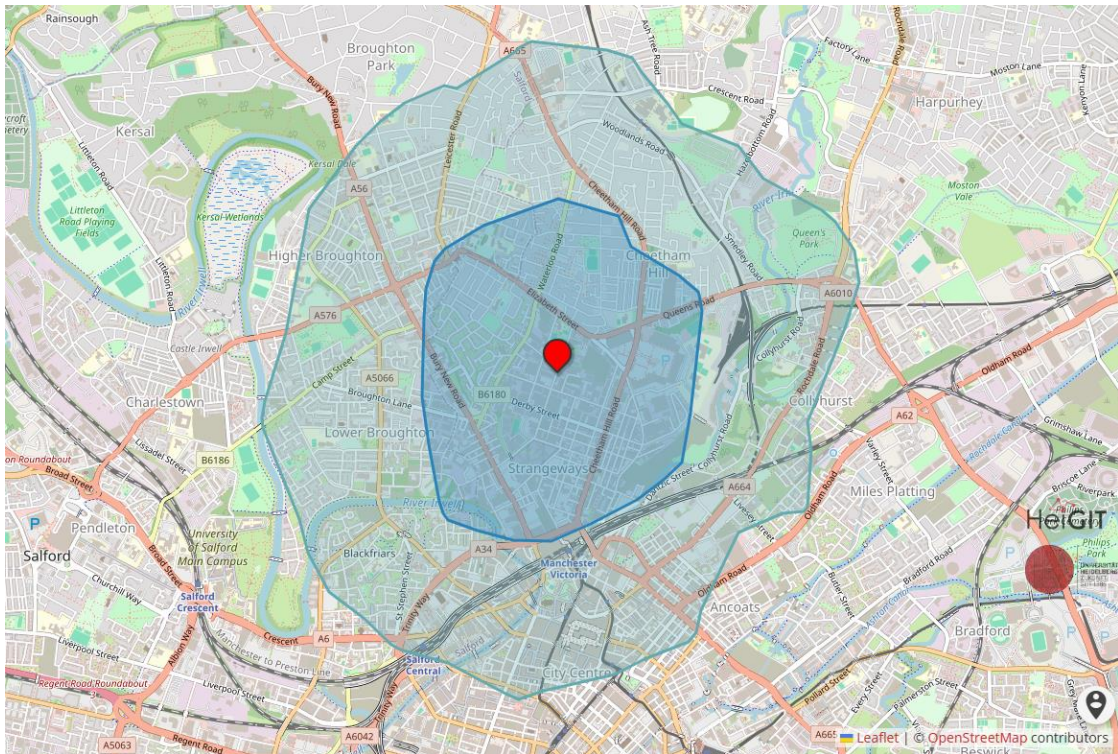
Figure 5 – Extract from *Providing for Journeys on Foot, Walking Distances* [CIHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 5.3 **Figure 6** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential residents of the development may consider to be within walking distance, in line with the 'preferred maximum' walking distances for commuting, school and sight-seeing.

Figure 6 – Indicative Walking Isochrone (1000m and 2000m) [OpenRouteService]



- 5.3.1 The site is considered to be in a walkable location with residential areas in Cheetham Hill, Lower Broughton, Higher Broughton, Blackfriars all within a 2000m walking catchment. Manchester City Centre is also located within a 2000m walking distance of the site, along with Manchester Victoria Station.
- 5.3.2 Facilities and amenities located within a 1000m walk of the site include:
- Various restaurants, bars, cafes and takeaways along Cheetham Hill Road
 - Manchester Fort Shopping Park
 - Lidl and M&S supermarkets
 - B&M discount store
 - Cheetham Primary Care Centre
 - Cheetham Park
- 5.3.3 While there are many local facilities and amenities sitting within walking distance of the site, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.
- 5.3.4 Footways are present on both sides of Sherborne Street. The street has street lighting available, and dropped kerbs are present at crossing points to allow for easier crossing.

5.4 Accessibility by Cycling

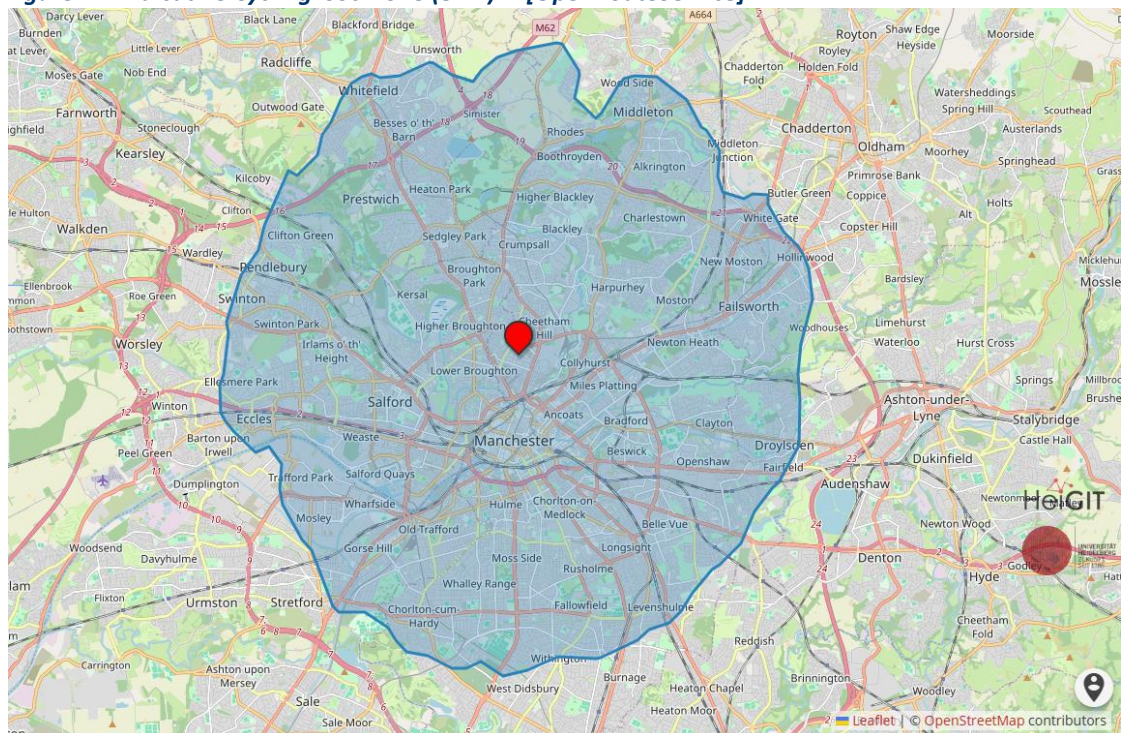
5.4.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

5.4.2 CIHT's *Planning for Cycling* (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.4.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 7** identifies destinations that lie within 8km of the site access.

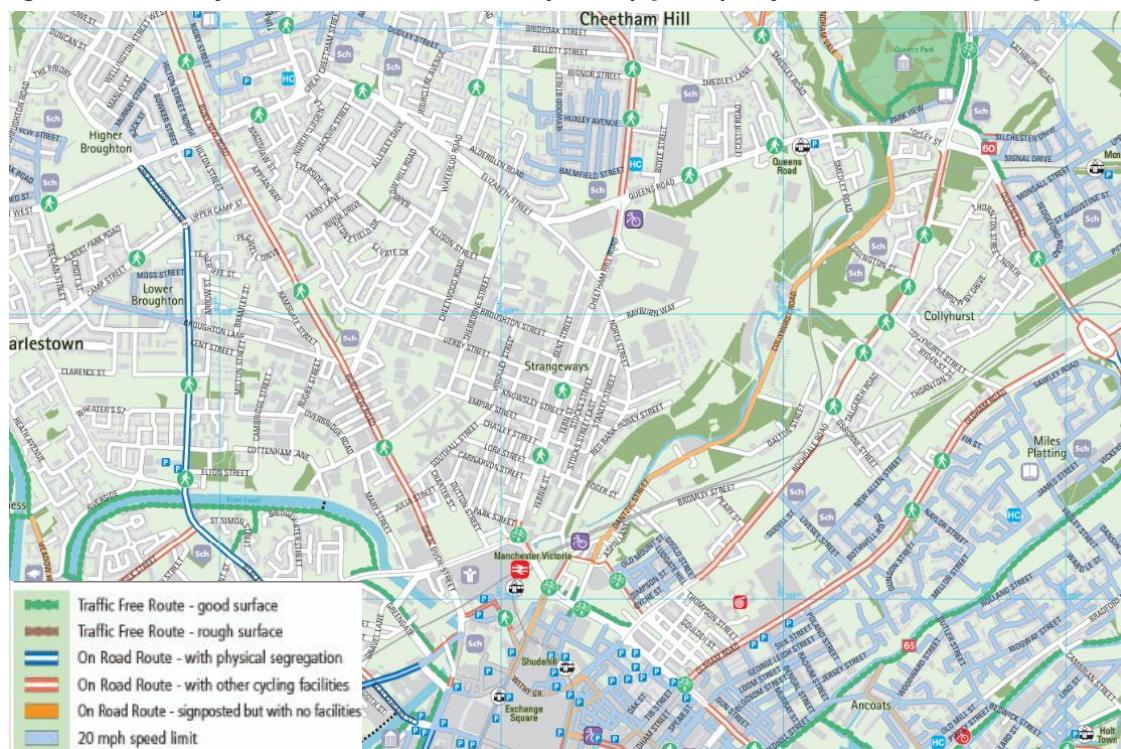
Figure 7 – Indicative Cycling Isochrone (8km) [OpenRouteService]



5.4.4 The site is considered to be in a cyclable location, with Manchester City Centre, Salford, Failsworth, Droylsden, Whitefield and Middleton all located within an 8km cycling catchment of the site.

5.4.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 8** shows an extract of the Greater Manchester online cycle map provided by Transport for Greater Manchester, detailing the cycling infrastructure available near the site.

Figure 8 – Extract of Greater Manchester online cycle map [Transport for Greater Manchester]



5.4.6 This map shows that within Manchester City Centre most roads have a speed limit of 20 mph. This makes cycling far more appealing and allows for safer navigation around the city centre.

5.4.7 A number of cycle routes link the city centre with residential areas throughout Manchester. These are either completely separate from traffic or segregated physically from the road.

5.4.8 In the vicinity of the site, a section of Cheetham Hill Road to the north has an On Road cycling route with marked cycle lanes present.

5.5 Accessibility by Bus

5.5.1 A number of bus stops are accessible from the site. The nearest is along Waterloo Road to the West of the site, located an approximate 370m walk from the site. Further bus services are available from bus stops on Cheetham Hill Road, located an approximate 630m walking distance away. The locations of these nearby bus stops are shown on **Figure 9**, and an overview of each bus stop is given in **Table 5**.

Figure 9 – Location of nearest bus stops on Waterloo Road and Cheetham Hill Road (in green)

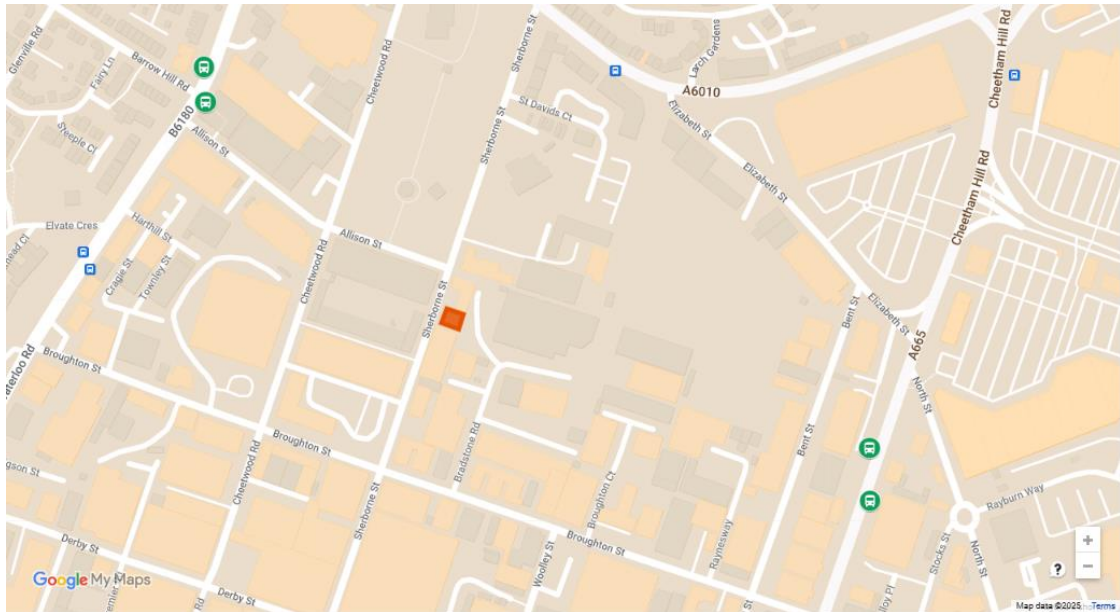


Table 5 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Waterloo Road (near Barrow Hill Road), opp.	Reference	→	MANDJTWT
	Direction of travel	→	Southbound
	Distance from site	→	Approx. 350m walking distance
	Facilities	→	Bus shelter with flag and service information
	Services	→	59
Waterloo Road (near Barrow Hill Road), adj.	Reference	→	MANDJTWP
	Direction of travel	→	Northbound
	Distance from site	→	Approx. 370m walking distance
	Facilities	→	Bus shelter with flag and service information
	Services	→	59
Cheetham Hill Road (near Elizabeth Street), opp.	Reference	→	MANDJPWJ
	Direction of travel	→	Southbound
	Distance from site	→	Approx. 630m walking distance
	Facilities	→	Bus shelter with flag and service information
	Services	→	41, 135
Cheetham Hill Road (near Elizabeth Street), adj.	Reference	→	MANDJGTP
	Direction of travel	→	Northbound
	Distance from site	→	Approx. 630m walking distance
	Facilities	→	Bus shelter with flag and service information
	Services	→	41, 135

5.5.2 A summary of the services available from the nearby bus stops is given in **Table 6**.

Table 6 – Summary of bus services available from nearby bus stops

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
41	North Manchester General Hospital - Cheetham Hill - Cheetham Hill Road - Manchester Victoria - Manchester Piccadilly Gardens - Manchester Royal Infirmary – Rusholme - West Didsbury - Moor End	15 mins	30 mins	30 mins
59	Piccadilly Gardens – Strangeways - Cheetham Hill - Middleton Bus Station - Mills Hill Station - Chadderton Town Hall - Oldham Bus Station - Oldham Mumps Interchange	12 mins	20 mins	20 mins
135	Piccadilly Gardens - City Centre Cheetham Hill Road - Sedgley Park - Heaton Park - Whitefield - Blackford Bridge - Bury	10 mins	20 mins	10 mins

5.5.3 The site is served by 15 buses per hour at peak frequency, connecting the site to locations throughout Greater Manchester, including Manchester City Centre.

5.6 Accessibility by Rail

5.6.1 The closest train station is Manchester Victoria Railway Station which sits approximately 1.6km from the site. It can be accessed on foot from the site via the footpath along Cheetham Hill Road or on the road by cycle.

5.6.2 Rail services from Manchester Victoria Railway Station are operated by Transpennine Express and Northern. Both of these operators allow bicycles on their services free of charge, which enables linked journeys through the city.

5.6.3 Services out of the station travel to Rochdale, Liverpool Lime Street and Leeds every half hour, and to Clitheroe, Stalybridge and Wigan every hour.

5.6.4 A tram stop connecting Manchester Victoria to the Metrolink tram network is present at the station. The Yellow, Pink Navy and Green Lines all pass through the station allowing quick access to the wider Manchester area. These routes terminate at Piccadilly, East Didsbury, Rochdale, Manchester Airport, Bury, Altrincham and Shaw & Crompton.

5.7 Accessibility Summary

5.7.1 In summary, it is considered that the site is accessible by both active and public transport, providing occupiers and visitors with the opportunity to travel by sustainable modes and reduce reliance on the private car.

6. Traffic Impact Assessment

- 6.1 This section estimates the multi-modal trip rates and potential level of vehicle trip generation by all modes of travel resulting from the development proposals.
- 6.2 Information contained in the TRICS database (v7.11.4), has been used to assess the potential multi-modal trips that the proposed development could generate. The search parameters used to filter surveys are shown in **Table 7** for the proposed use. A copy of the full TRICS report is included in **Appendix C**.

Table 7 – TRICS selection criteria for proposed use

Land Use	Trip Rate Selection Criteria
Cash and Carry – Wholesale and Clubs	→ Land Use Category: Land Use Archive, 01/B Cash and Carry – Wholesale and Clubs → Vehicle trip rate surveys; → Date range: 01/01/2000 – 12/07/2018 (latest data available) → Gross floor area; 2240sqm to 10,000sqm → The regions of Greater London, Northern Ireland and the Republic of Ireland were excluded; → Saturday and Sunday surveys were excluded.

- 6.3 The selection criteria returned 7 surveys. The calculated vehicle trip rates and trip generations based on a 567m² gross floor area are shown in **Table 8**.

Table 8 – Calculated vehicle trip generations from TRICS data for 567m² gross floor area

Time Period	Trip Rates			Generations		
	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	0.252	0.176	0.428	1	1	2
07:00-08:00	0.514	0.186	0.7	3	1	4
08:00-09:00	0.404	0.214	0.618	2	1	4
09:00-10:00	0.365	0.324	0.689	2	2	4
10:00-11:00	0.517	0.434	0.951	3	2	5
11:00-12:00	0.508	0.46	0.968	3	3	6
12:00-13:00	0.481	0.523	1.004	3	3	6
13:00-14:00	0.392	0.457	0.849	2	3	5
14:00-15:00	0.401	0.511	0.912	2	3	5
15:00-16:00	0.446	0.454	0.9	3	3	6
16:00-17:00	0.44	0.428	0.868	2	2	4
17:00-18:00	0.247	0.407	0.654	1	2	3
18:00-19:00	0.143	0.2	0.343	1	1	2
19:00-20:00	0.114	0.218	0.332	1	1	2
20:00-21:00	0.005	0.123	0.128	0	1	1
Daily	5.236	5.122	10.358	30	29	59

- 6.4 **Table 8** shows that based on the TRICS data, movements through the day are expected to be very low with hourly vehicle trip generation peaking at 6 two-way vehicle trips during the 11:00 – 12:00, 12:00 – 13:00 and 15:00 – 16:00 hour periods. This equates to 1 vehicle movement every 10 minutes. Generations are so low that there is no identifiable peak hour.
- 6.5 This level of vehicle trip generation is very low and would not be noticeable against regular daily fluctuations in traffic on Sherborne Road.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been appointed by Create It Studios to prepare a Transport Statement in relation to development proposals comprising of an infill two storey building which would provide two units for commercial use. The site is at 74 Sherborne Street in Cheetham Hill, Manchester, M8 8HU, and is currently vacant.
- 7.2 The proposed development is considered to have no material impact on highway safety and following accident analysis for the most recent 5-year period, it has been concluded that there are no specific areas of concern which would necessitate intervention or improvement as a result of the proposals.
- 7.3 The site is within a 2000m walking distance of Manchester City Centre. Footways, street lighting and crossing points with dropped kerbs are present in the vicinity of the site to aid pedestrian travel.
- 7.4 The site is located within an 8km cycling catchment of many areas in and around Manchester with dedicated cycling infrastructure available on Cheetham Hill Road in the vicinity of the site.
- 7.5 The nearest bus stop to the site is located around 350m away and Manchester Victoria railway station is within a 2000m walking catchment of the site, where access to National Rail services and Metrolink tram services can be made. There are frequent public transport links connecting the site to areas in and around Manchester including the City Centre.
- 7.6 The traffic impact assessment predicts that the proposed development will give rise to minimal vehicle trips which are not expected to be noticeable against regular fluctuations in traffic along Sherborne Road.
- 7.7 As such this Transport Statement has demonstrated that the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development on any mode of transport are not severe in transport terms, consequently, the planning application should be supported on transport grounds in accordance with National Planning Policy Framework.



Appendix A

Crashmap Pro Report

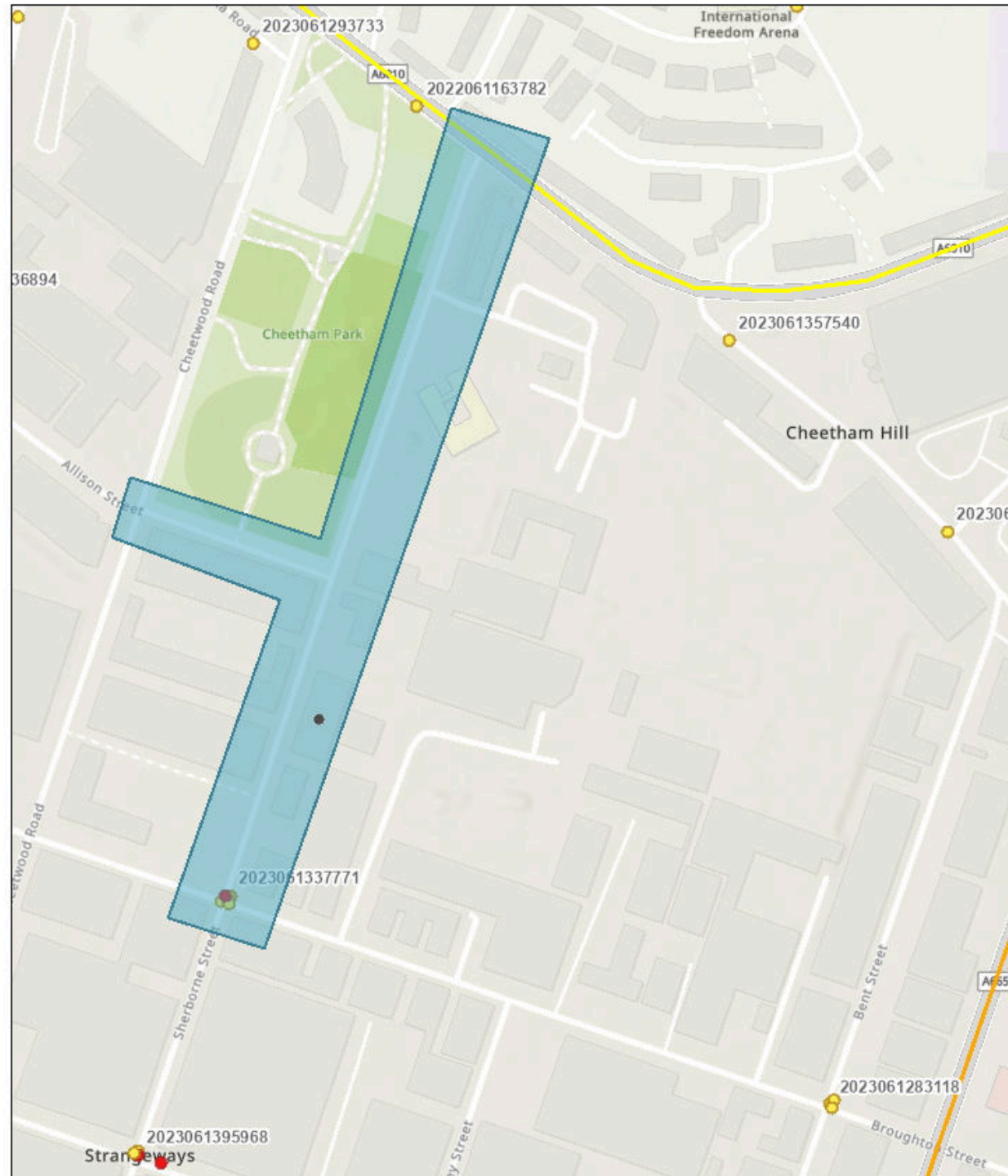


Crash Report

Area of Interest (AOI) Information

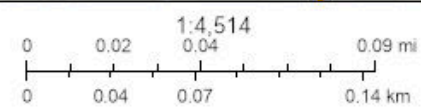
Area : 24,704.16 m²

Jan 31 2025 9:13:35 Greenwich Mean Time



Crashes RSF Crash Risk Results 2024

Slight	Medium
Serious	Low-medium



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrensen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Summary

Name	Count	Area(m²)	Length(m)
Crashes	6	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Slight	Police officer attended crash scene	February 25, 2020	2020
2	None	Slight	Police officer attended crash scene	November 23, 2019	2019
3	None	Slight	Police officer attended crash scene	September 13, 2019	2019
4	None	Slight	Police officer attended crash scene	July 26, 2023	2023
5	None	Slight	Police officer attended crash scene	April 11, 2019	2019
6	None	Serious	No officer attended crash scene	June 26, 2022	2022

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	2	2	383905	400013	Manchester
2	2	1	383909	400012	Manchester
3	2	2	383910	400016	Manchester
4	2	2	383909	400016	Manchester
5	2	3	383909	400012	Manchester
6	2	1	383907	400016	Manchester

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	U	Fine without high winds	Single carriageway	Wet or Damp	30
2	U	Fine without high winds	Single carriageway	Dry	30
3	U	Fine without high winds	Single carriageway	Dry	30
4	U	Fine without high winds	Single carriageway	Dry	30
5	U	Fine without high winds	Single carriageway	Dry	30
6	U	Fine without high winds	Single carriageway	Dry	30

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Darkness: street lights present and lit	Crossroads	No physical crossing facility within 50 metres	0	0
2	Daylight: regardless of presence of streetlights	Crossroads	No physical crossing facility within 50 metres	0	0
3	Daylight: regardless of presence of streetlights	Crossroads	No physical crossing facility within 50 metres	0	0
4	Daylight: regardless of presence of streetlights	Crossroads	No physical crossing facility within 50 metres	0	0
5	Darkness: street lighting unknown	Crossroads	No physical crossing facility within 50 metres	0	0
6	Daylight: regardless of presence of streetlights	Other junction	No physical crossing facility within 50 metres	0	0

#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	0	0	0	0	1
2	0	0	0	0	1
3	0	0	0	0	1
4	0	0	0	0	1
5	0	0	0	0	1
6	0	0	0	0	1

#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	0	0	0	Manchester	Give way or uncontrolled
2	0	0	0	Manchester	Give way or uncontrolled
3	0	0	0	Manchester	Give way or uncontrolled
4	0	0	0	Manchester	Give way or uncontrolled
5	0	0	1	Manchester	Give way or uncontrolled
6	0	0	0	Manchester	Give way or uncontrolled

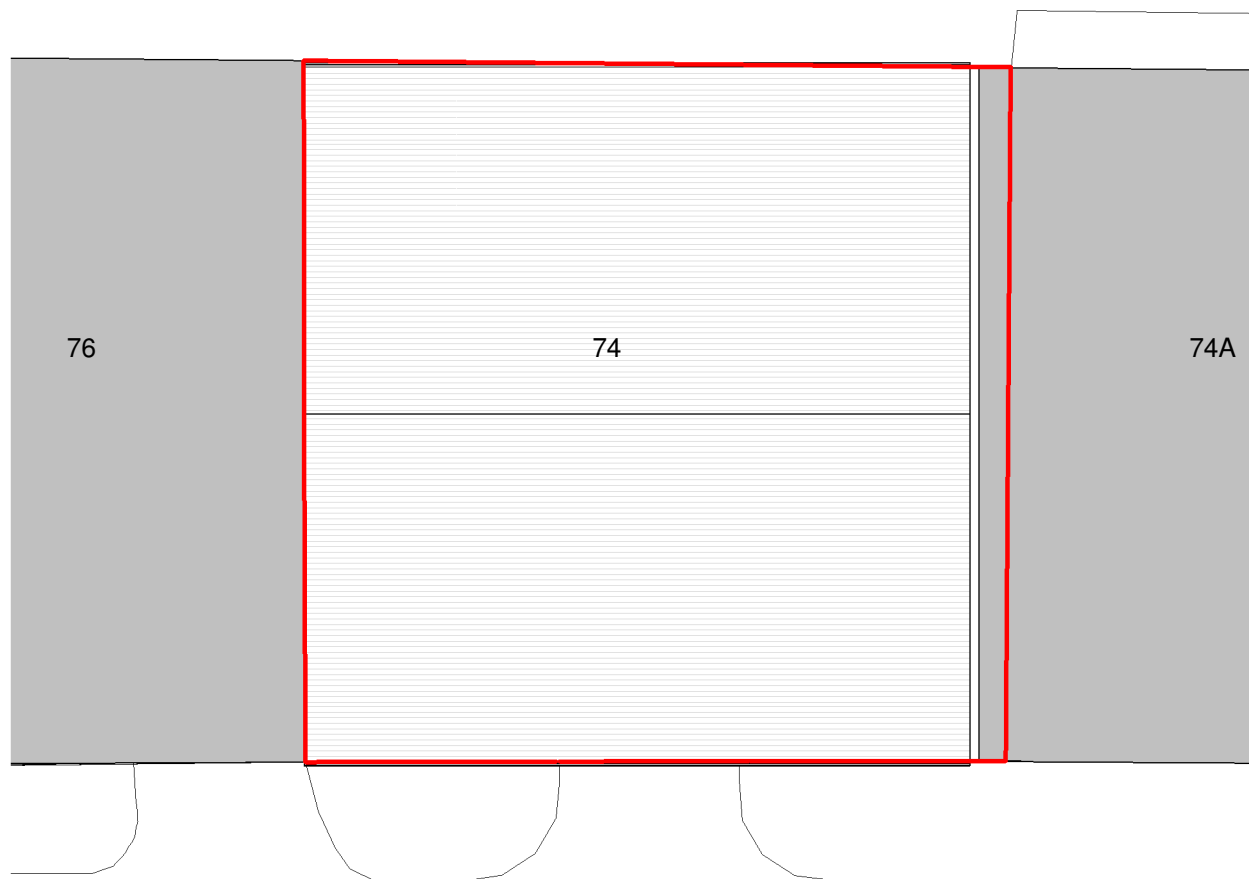
#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006A169867	1
2	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A164799	1
3	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A261506	1
4	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023061337771	1
5	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A255745	1
6	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061193552	1

Report produced from CrashMap Pro



Appendix B

Proposed Site Plan

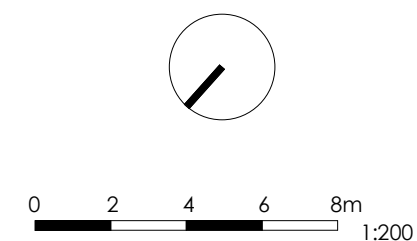


SHERBORNE STREET

1 Proposed Site Plan
1 : 200



2 Proposed Sherborne Street view



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All dimensions should be checked on site. Do not scale from this drawing
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LEGEND

 Site Boundary

P2 28/01/25 SA SH Amended Proposal
P1 21/01/25 SA SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client
Shahid Imran

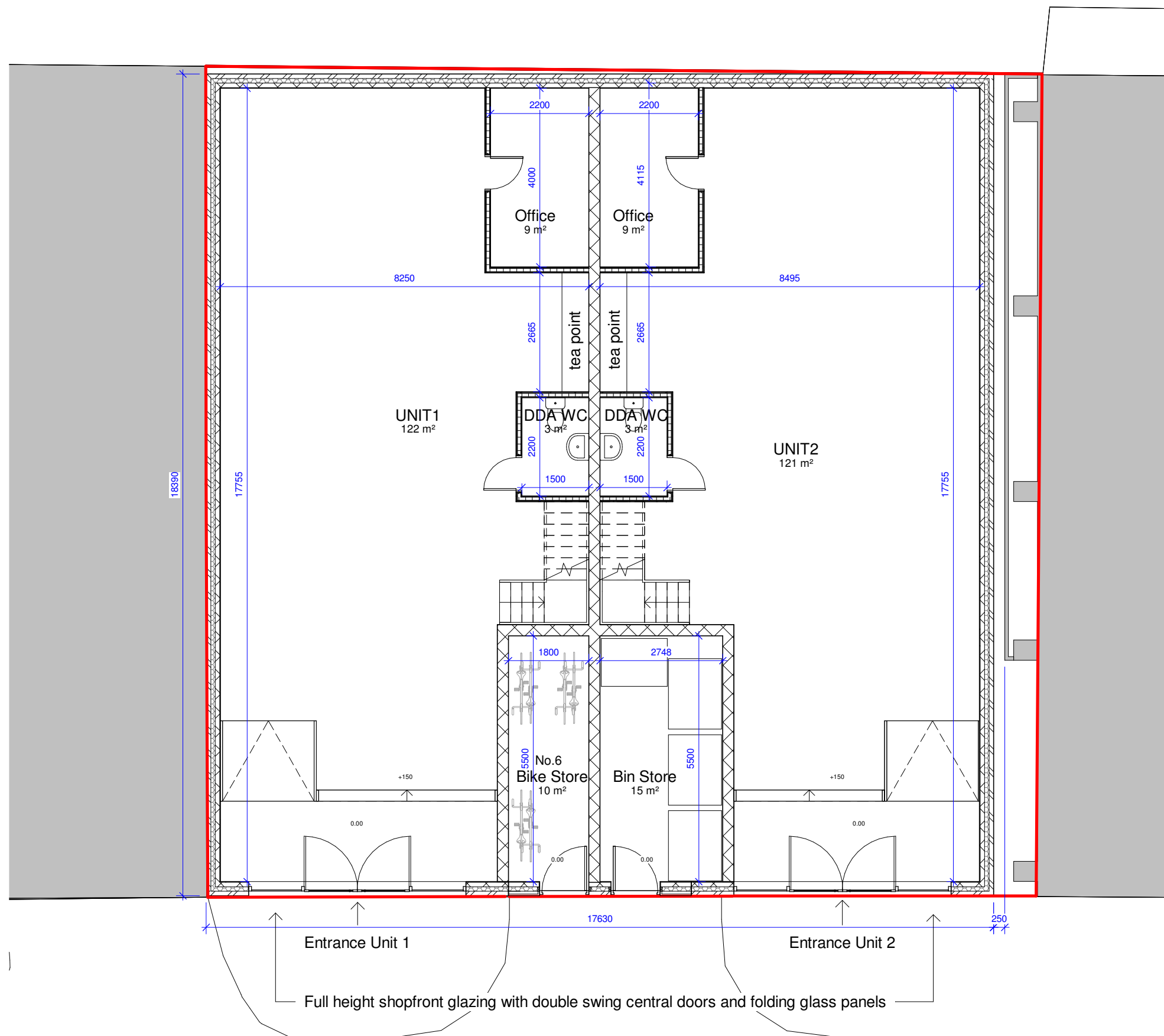
createit studios
... leave an impression
Architect
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0161 521 3234
www.createitstudios.co.uk
info@createitstudios.co.uk

Project Title
74 Sherborne St, Cheetham Hill,
Manchester M8 8HU

Scale / North Point
1 : 200

Drawing Title
Proposed Site Plan

Drawing Number	Revision
A1583(02)AP001	P2
Drawing Status	
Preliminary	



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LEGEND

— Site Boundary

FLOOR AREA

UNIT 1 282 sqm - 3035 sqft
UNIT 2 285 sqm - 3067 sqft

P2 28/01/25 SA SH Amended Proposal
P1 21/01/25 SA SH Initial Issue

No.	Date	Dwn	Chk	App	Revision or reason for issue
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Client
Shahid Imran

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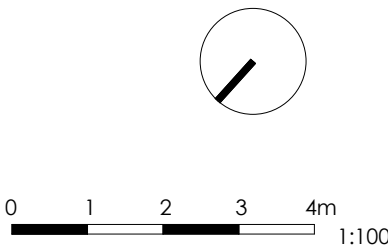
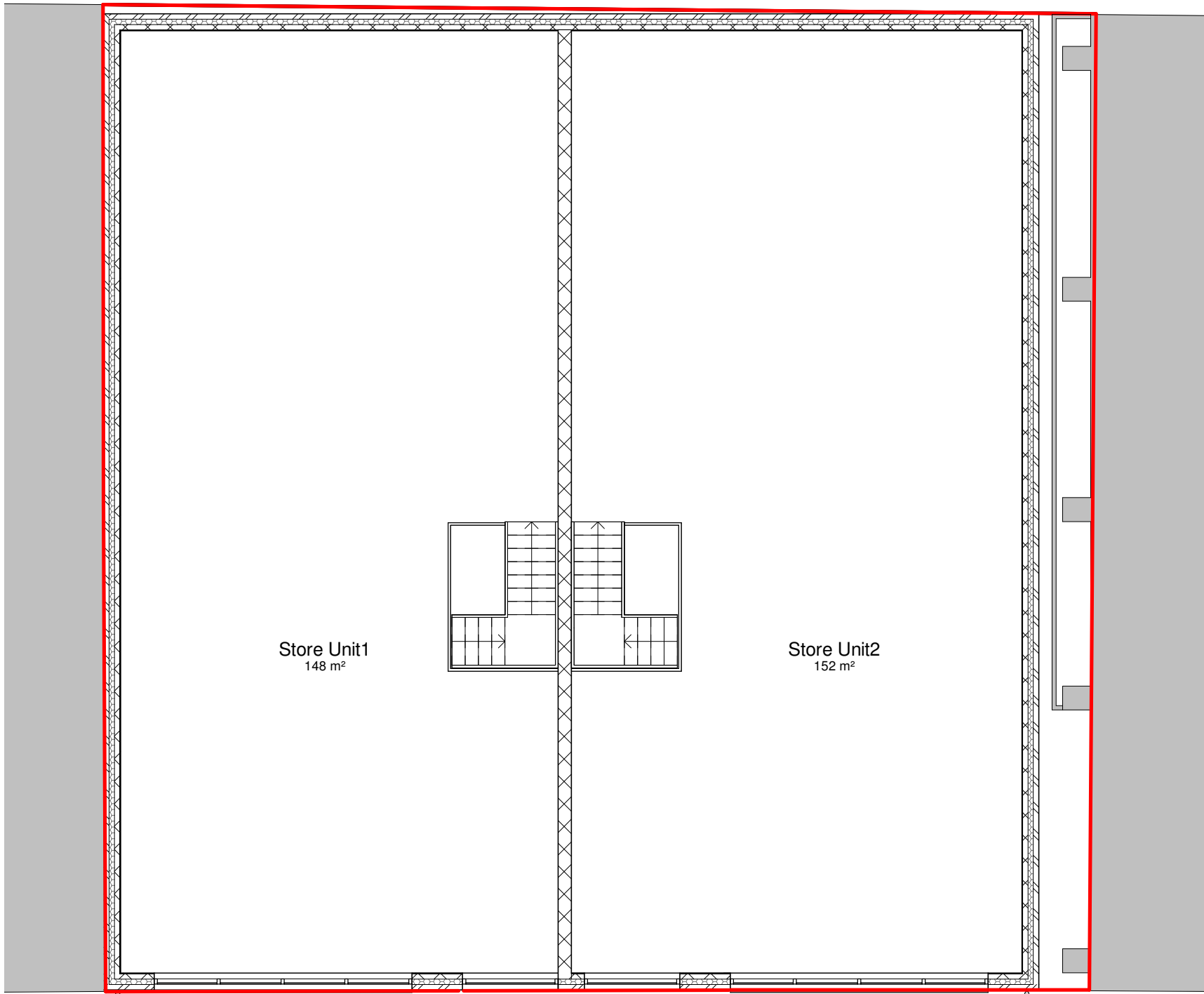
Architect
Create It Studios (NW) Ltd
3 Stevenson Square, Manchester M1 1DN
0161 521 3234
www.createitstudios.co.uk
info@createitstudios.co.uk

Project Title
**74 Sherborne St, Cheetham Hill,
Manchester M8 8HU**

Scale / North Point
1 : 100

Drawing Title
Proposed Ground Floor Plan

Drawing Number	Revision
A1583(02)AP002	P2
Drawing Status	
Preliminary	



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LEGEND

Site Boundary

FLOOR AREA

UNIT 1 282 sqm - 3035 sqft
UNIT 2 285 sqm - 3067 sqft

P2	28/01/25	SA	SH	Amended Proposal	
P1	21/01/25	SA	SH	Initial Issue	
No.	Date	Dwn	Chk	App	Revision or reason for issue

Client
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Project Title
74 Sherborne St, Cheetham Hill,
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Scale / North Point
1 : 100

Drawing Title
Proposed First Floor Plan

Drawing Number A1583(02)AP003	Revision P2
Drawing Status Preliminary	



Appendix C

TRICS Report

Calculation Reference: AUDIT-109307-250130-0146

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE SHEFFIELD	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	PK PERTH & KINROSS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2230 to 9500 (units: sqm)
 Range Selected by User: 2230 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 12/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday 4 days
 Friday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 4
 Commercial Zone 1
 Residential Zone 1
 Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-01-B-01 ASCOT DRIVE DERBY WILMORTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3976 sqm Survey date: THURSDAY 12/07/18	CASH & CARRY DERBY	Survey Type: MANUAL
2	LE-01-B-01 MURRAYFIELD ROAD LEICESTER BRAUNSTONE FRITH Edge of Town Industrial Zone Total Gross floor area: 9500 sqm Survey date: THURSDAY 27/09/12	BOOKER LEICESTERSHIRE	Survey Type: MANUAL
3	NF-01-B-01 ST NICHOLAS ROAD GREAT YARMOUTH Edge of Town Centre Built-Up Zone Total Gross floor area: 2230 sqm Survey date: FRIDAY 19/10/12	BOOKER NORFOLK	Survey Type: MANUAL
4	PK-01-B-01 GLOVER STREET PERTH Edge of Town Centre Residential Zone Total Gross floor area: 3183 sqm Survey date: THURSDAY 12/05/11	BOOKER WHOLESALE PERTH & KINROSS	Survey Type: MANUAL
5	SE-01-B-01 BAWTRY ROAD SHEFFIELD TINSLEY Edge of Town Industrial Zone Total Gross floor area: 7300 sqm Survey date: FRIDAY 28/03/03	BATLEYS SHEFFIELD	Survey Type: MANUAL
6	TW-01-B-01 ADDISON STREET SUNDERLAND Edge of Town Centre Commercial Zone Total Gross floor area: 3400 sqm Survey date: THURSDAY 29/11/12	BOOKER TYNE & WEAR	Survey Type: MANUAL
7	WR-01-B-01 RUABON ROAD WREXHAM Edge of Town Industrial Zone Total Gross floor area: 4200 sqm Survey date: FRIDAY 26/09/03	BOOKER WREXHAM	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	3976	0.252	1	3976	0.176	1	3976	0.428
06:00 - 07:00	2	5638	0.514	2	5638	0.186	2	5638	0.700
07:00 - 08:00	7	4810	0.404	7	4810	0.214	7	4810	0.618
08:00 - 09:00	7	4810	0.365	7	4810	0.324	7	4810	0.689
09:00 - 10:00	7	4810	0.517	7	4810	0.434	7	4810	0.951
10:00 - 11:00	7	4810	0.508	7	4810	0.460	7	4810	0.968
11:00 - 12:00	7	4810	0.481	7	4810	0.523	7	4810	1.004
12:00 - 13:00	7	4810	0.392	7	4810	0.457	7	4810	0.849
13:00 - 14:00	7	4810	0.401	7	4810	0.511	7	4810	0.912
14:00 - 15:00	7	4810	0.446	7	4810	0.454	7	4810	0.900
15:00 - 16:00	7	4810	0.440	7	4810	0.428	7	4810	0.868
16:00 - 17:00	7	4810	0.247	7	4810	0.407	7	4810	0.654
17:00 - 18:00	6	5240	0.143	6	5240	0.200	6	5240	0.343
18:00 - 19:00	4	5269	0.114	4	5269	0.218	4	5269	0.332
19:00 - 20:00	4	5269	0.005	4	5269	0.123	4	5269	0.128
20:00 - 21:00	2	6738	0.007	2	6738	0.007	2	6738	0.014
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.236			5.122			10.358

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 2230 - 9500 (units: sqm)
 Survey date range: 01/01/00 - 12/07/18
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD



01924 844080

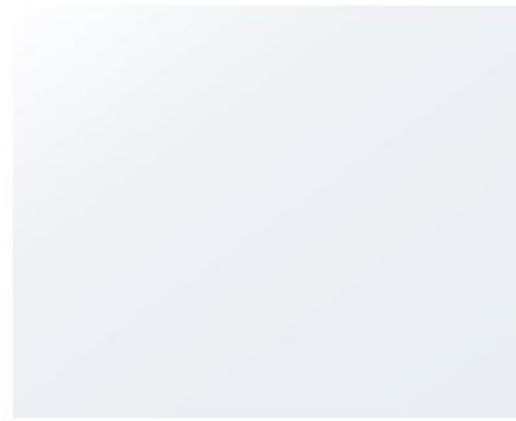


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