VAUGHAN STREET INDUSTRIAL ESTATE, MANCHESTER – PROPOSED CHANGE OF USE TO PADEL COURTS

TRANSPORT STATEMENT

AMNI TRANSPORTATION

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TRANSPORT STATEMENT

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Table of Contents

1.0 Introduction and Background 4
2.0 Site Location and Description 4
3.0 Existing Characteristics 4
4.0 Policy and Guidance 5
5.0 Site Accessibility 9
6.0 Proposals 12
7.0 Trip Generation & Traffic Generation Methodology 16
8.0 Summary and Conclusions 18

List of Tables

Table 1 - Parking Standard for Leisure Facilities 14
Table 2 - Traffic Generation Existing Use 16
Table 3 - Traffic Generation Padel Courts 16
Table 4 - Net Traffic Generation 16
Table 5 - Traffic Distribution 17

List of Figures

Figure 1 - Site Location 4
Figure 2 - Road Safety Record (www.crashmap.co.uk) 5
Figure 3 - Site Accessibility (GM Mapping Tool) 9
Figure 4 - Map of Bus Service Route 219 and 205 (TfGM) 10
Figure 5 - Cycle Access to the Site (www.app.traveltimeplatform.com) 11
Figure 6 - Cycle Map (TfGM) 11
Figure 7 - Map illustrating the location of National Cycle Network Route 60 11
Figure 8 - Walking Access to the Site (www.app.traveltimeplatform.com) 12
Figure 9 - Proposed Site Layout 13

Appendices

Appendix A Existing Site Layout
Appendix B Proposed Site Layout
Appendix C Parking Accumulation Analysis
Appendix D Census Data
Appendix E TRICS Outputs
Appendix F National Travel Survey
Appendix G Traffic Distribution

VAUGHAN STREET INDUSTRIAL ESTATE, MANCHESTER – PROPOSED CHANGE OF USE TO PADEL COURTS

TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been produced to support a planning application for the change of use from warehouse to padel courts in an existing building located on the Vaughan Street Industrial Estate, Manchester.

1.2 The development will comprise :

- The creation of 12 padel courts within the existing building with associated car parking.

2.0 Site Location and Description

2.1 The proposed site is Unit 9 on the Vaughan Street Industrial Estate. Vaughan Street Industrial Estate is located on the west side on Vaughan Street, West Gorton, Manchester. The floor area of the existing development is 3300sq.m. An existing site layout is located in **Appendix A**.

2.2 The site location is shown in the Figure below.

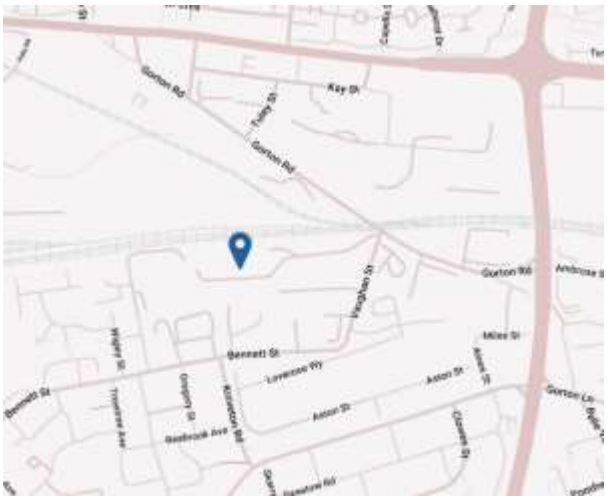


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

3.2 The proposed site is Unit 9 on the Vaughan Street Industrial Estate. Vaughan Street Industrial Estate is located on the west side of Vaughan Street, West Gorton, Manchester.

3.3 Vaughan Street runs along the east boundary of the Vaughan Street Industrial Estate with further Industrial units and Ashburys rail station beyond. The industrial estate entrance is at the northern end of Vaughan Street immediately after the junction with Gorton Road.

3.4 A railway line, train care facility and a car breaker and car mechanics site are located to the north of the industrial estate with Gorton Road beyond. Gorton Road runs northwest to southeast across the northern boundary of the industrial estate and connects to the A6010 to the southeast and the A635 to the northwest.

3.5 Industrial units are located on the south boundary of the site with Bennett Street and more industrial units then residential dwellings beyond.

3.6 Industrial units are located on the west boundary of the site with Matthews Street and more industrial units then residential dwellings beyond.

3.7 Road Safety Record

3.8 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Vaughan Street and the adjacent road network, in the vicinity of the proposed site. The analysis did not highlight any accidents having occurred on Vaughan Street. The analysis did reveal a slight injury accident on Bennett Street involving 3 vehicles and 2 casualties on the 29/10/2018 and a slight injury accident on Rostron Avenue, a road in the residential area to the southwest of the proposed site, involving 1 chid casualty and a 1 vehicle on the 28/04/2018.



Figure 2 - Road Safety Record (www.crashmap.co.uk)

3.9 Whilst it is regrettable when there are injury accidents in the road network, the recent accident history suggests that the proposed site should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

4.0 Policy and Guidance

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2024)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
(a) the accessibility of the development;
(b) the type, mix and use of development;
(c) the availability of and opportunities for public transport;
(d) local car ownership levels; and
(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.6 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

4.7 Considering development proposals

4.8 **Paragraph 115.** 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 [48]; 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.

4.9 **Paragraph 116.** 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.

4.10 **Paragraph 117.** 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.

4.11 Local Policy

4.12 Manchester City Council Core Strategy

4.1 Policy T 1 Sustainable Transport

4.2 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

4.3 Policy T2 Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development:
- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular

priority will be given to providing all residents access to strategic employment sites including:

- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
- Links within East Manchester to employment locations, Central Park and Eastlands in particular.
- Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.4 TfGM Transport Strategy 2040

Developing A Comprehensive Walking and Cycling Network
Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the ‘Bee Network’), wayfinding and cycle parking, and supporting ‘Streets for All’ design guidance to ensure consistently high quality standards across the network.

4.5 Manual for Streets

4.6 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets

including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

4.7 Design Manual for Roads and Bridges

4.8 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 Site Accessibility

5.1 Accessibility analysis has been undertaken using the GM mapping tool GM Open Data Infrastructure Map | MappingGM. The analysis shows that the site in Vaughan Street is located in an area that exhibits fairly high levels of transport accessibility.



Figure 3 - Site Accessibility (GM Mapping Tool)

5.2 Public Transport

5.3 The site is served by public transport. Bus services and rail services can be accessed within a short walk of the Vaughan Street industrial estate.

5.4 Bus service 219 operates along Ashton Old Road in the vicinity of the site. The bus stops for the outbound and inbound services are a walk of approximately 550 metres northwest of the site, a walk of around 8 minutes.

5.5 Bus service 205 operates along Kniveton Road and Bennett Street in the vicinity of the site. The bus stops for the outbound and inbound services are a walk of approximately 550 metres and 600 metres respectively southwest of the site, a walk of around 7 or 8 minutes.

5.6 Bus service 219 offers frequent connections to the surrounding areas of Stalybridge, Ashton-Under-Lyne and Manchester City Centre. There are frequent services per hour

during the day including during the am and pm peak times and at weekends servicing the site during its proposed hours of operation.

5.7 Bus service 205 offers frequent connections to the surrounding areas of Dane Bank and Manchester City Centre. There are frequent services per hour during the day including during the am and pm peak times and at weekends servicing the site during its proposed hours of operation.

5.8 Bus service 219 and 205 offer frequent and regular services and can be accessed within 600 metres of the site and are well within the 800 metre 'acceptable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

5.9 Other less frequent services are also available from the bus stops on Ashton Old Road including the 221, 719, 725 ,739, 220, and 221 service.

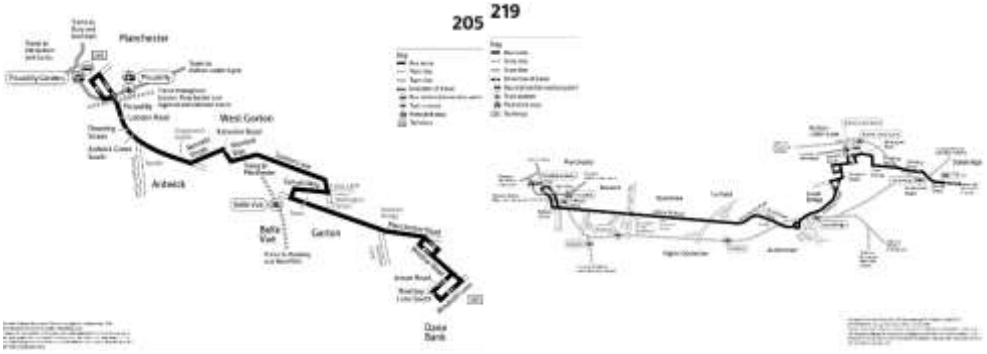


Figure 4 - Map of Bus Service Route 219 and 205 (TfGM)

5.10 Rail Access

5.11 The nearest rail station to the site is Ashburys rail station, it is located a walk of approximately 400 metres east of the Vaughan Street industrial estate, a walk of around 6 minutes. There are frequent services during the am and pm peak periods and during the rest of the day. Rail stations with direct connections from Ashburys rail station include Manchester Piccadilly, New Mills Central, Rose Hill Maple and Hadfield.

5.12 Cycle Access

5.13 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated in the Figure below.

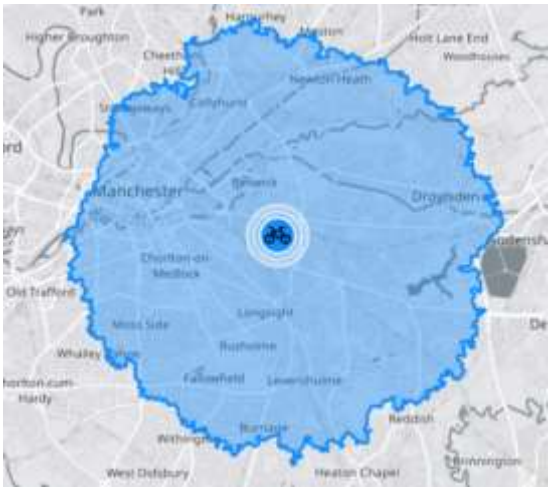


Figure 5 - Cycle Access to the Site (www.app.traveltimeplatform.com)

5.14 A map of the local routes is shown in the Figure below. The map below indicates the local cycle routes in the vicinity of the proposed development.

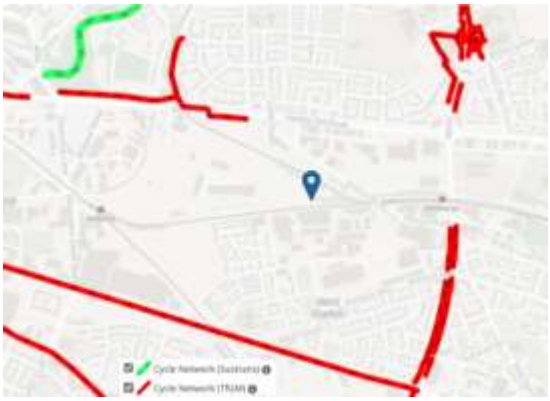


Figure 6 - Cycle Map (TfGM)

5.15 The figure below illustrates that cycle route 60 of the National Cycle Network can be accessed approximately 1.9 km northwest of the site, a cycle journey of approximately 8 minutes and runs between north and east Manchester.



Figure 7 - Map illustrating the location of National Cycle Network Route 60

5.16 Walking Access

5.17 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered

Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

5.18 An assessment has been made of the locations that can be accessed within a 2km walk from the site. This analysis is depicted in the Figure below.



Figure 8 - Walking Access to the Site (www.app.traveltimeplatform.com)

5.19 There are footways and streetlighting along Vaughan Street and the roads surrounding the site including Bennett Street, Gorton Road, Ashton Old Road, Kniveton Road and Matthews Street. There are pedestrian crossing facilities on Ashton Old Road, Gorton Road and Bennett Street. There are traffic calming road humps on Bennett Street.

5.20 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Ashton Old Road, Bennett Street and Kniveton Road and are positioned within 600 metres of the proposed site. The walking distances to access bus services are short, taking approximately 7 or 8 minutes and the site is considered to be well located for bus services.

6.0 Proposals

6.1 The proposed change of use development is for the creation of 12 No Padel Courts within the existing building located on the Vaughan Street Industrial Estate, Manchester.

6.2 The change of use scheme will consist of :

- 9 Double Courts;
- 3 Single Courts

6.3 The figure below shows the proposed site layout. **Appendix B** contains the proposed site layout drawings. The development is proposed in Unit 9 shown in the Figure below.



Figure 9 - Proposed Site Layout

6.4 Operational Management

6.5 The Padel Court facility is expected to be staffed by a single person.

6.6 Padel Court sessions will need to be booked in advance. The Padel Court sessions will be staggered to manage the demand as follows :

- 50% of courts will start on the hour;
- 50% of the courts will start at 30 minutes past the hour.

6.7 Courts can be booked for 60 minutes or 90 minutes.

6.8 Site Access

6.9 Access to unit 9 (the change of use site) will be via the existing access and there are no changes proposed other than to create additional car parking spaces. The access currently is used by articulated vehicles so access by car to access the Padel Court sessions should not create any issues.

6.10 Visibility Splays

6.11 There are good levels of visibility from the site access onto Vaughan Street and at Vaughan Street at Gorton Road. There are no recorded injury accidents in the recent 5-year period and there are no known problems at either of the accesses.

6.12 Servicing

6.13 Unit 9 is currently served by articulated vehicles. If the Padel Courts change of use application is approved then access by articulated vehicles to unit 9 will no longer take place which will provide a highway benefit. Servicing to the Padel Court development should be ad hoc in nature and should be accomplished by small vans.

6.14 Parking

6.15 The parking provision will be considered against Appendix B of the Core Strategy. Appendix B has the following parking standard for leisure facilities.

Table 1 - Parking Standard for Leisure Facilities

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	
D2: Assembly and Leisure					
Cinemas, Theatres and Conference Facilities	1 space per 8 seats	1 space per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats minimum of 2 spaces
Other Leisure Facilities	1 space per 25sqm	1 space per 22sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 140 sqm minimum of 2 spaces

6.16 The above parking standard at 1 space per 22m2 would equate to 150 spaces (with Unit 9 being 3300sq.m of floor area). However the Padel Courts could only ever accommodate a maximum of 42 on court at any one time so the provision of 150 or so spaces would seem counter intuitive to a site that is located in an accessible area by sustainable transport.

6.17 Manchester City Council' Core Strategy in para 11.17 comments on car parking standards as follows :

'The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The car parking standards in appendix are maximums and the cycle and disabled car parking are minimums however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant an alternative level of parking. This assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities. The guidance on parking standards does not apply to the City Centre. This is the most accessible location in Greater Manchester, but it is also one which accommodates a complex variety of development. Whilst the appropriate level of parking is always likely to be lower than in other parts of the City, the range of circumstances across City Centre sites means that

each case may be different and standards specific to the City Centre are not appropriate.'

6.18 Since the parking standard does not quite seem to cover the parking provision for Padel Courts then analysis has been undertaken to assess whether the proposed parking would be sufficient and be compliant with Policy T2 which indicates '*Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B'*.

6.19 TRICS Parking Accumulation Analysis

6.20 Parking accumulation has been undertaken using trip rates, discussed further in Section 7, to assess whether the proposed level of parking would be sufficient to meet the parking demands of the proposed Padel Courts. The analysis confirms that the proposed level of car parking would be sufficient to meet the demands associated with the Padel Courts. **Appendix C** contains the parking accumulation analysis.

6.21 Census Analysis

6.22 Census 2021 analysis has been undertaken using worksheet TS061 Travel to Work. This analysis used the super output containing the industrial estate and the analysis showed that 45.5% of people in the area travel to work by sustainable methods and 29.5% travel to work in a car or van. This analysis also supports the accessibility analysis contained in Section 5 which showed that the site is in a location that exhibits fairly high levels of accessibility. These analyses would suggest that there would be a strong tendency to access the Padel Courts by non-car modes. Census Analysis is contained in **Appendix D**.

6.23 Other Parking Standards

6.24 A Padel Court scheme was recently approved in St Helens for 4No Padel Courts (application number P/2024/0452/FUL refers). The scheme's parking was assessed at a rate of 1 space per 5 users.

6.25 The Census analysis described above did show that 45.5% people travel by sustainable methods and whilst this relates to travel for work purposes it does demonstrate the propensity for travel by sustainable travel generally. Further analysis of Census worksheet RM076 shows that with households that have access to one or more cars there is still 32% of people that travel to work using sustainable transport.

6.26 As the Padel Courts are used by groups of 2 players or 4 players on single courts and double courts respectively then there should be a strong likelihood that people travelling by car will car share.

6.27 These analyses suggest that the proposed level of parking with 28 spaces would be sufficient to meet the demands of the Padel Court development.

7.0 Trip Generation & Traffic Generation Methodology

7.1 The TRICS database has been interrogated and trip rates obtained for the following uses :

- 02-C Industrial Unit for the existing use
- 07-G Tennis for the proposed Padel Courts

7.2 **Appendix E** contains the outputs from the TRICS database.

7.3 Traffic Generation

7.4 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database. The traffic generation for the existing use and proposed are shown in the tables below. The net traffic generation is also set out in a Table below.

Table 2 - Traffic Generation Existing Use

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
3300	0.469	0.097	0.566	0.083	0.308	0.391	15	3	19	3	10	13
Total Traffic Generation							**15**	**3**	**19**	**3**	**10**	**13**

7.5 The traffic generation for the Padel Courts is shown in the Table below.

Table 3 - Traffic Generation Padel Courts

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
12	0.722	0.000	0.722	1.667	1.111	2.778	9	0	9	20	13	33
Total Traffic Generation							**9**	**0**	**9**	**20**	**13**	**33**

7.6 The net traffic generation is shown in the Table below.

Table 4 - Net Traffic Generation

Traffic Generation					
AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
IN	OUT	TOTAL	IN	OUT	TOTAL
-7	-3	-10	17	3	20

7.7 Traffic Generation Methodology

7.8 The traffic generation for the proposed change of use scheme for Padel Courts could have a range of trip types :

- new trips
- passby trips
- diverted trips

7.9 However for the purpose of providing a robust analysis all the traffic generation is considered as new trips.

7.10 Traffic Assignment and Distribution

7.11 The traffic generation for the Padel Courts shows 33 two-way trips in the pm peak period. However, when the existing traffic flows are considered the net traffic generation is forecast to be 20 two-way trips in the afternoon peak period.

7.12 A distribution model has been developed to assess the potential routes to and from the change of use Padel Courts on Vaughan Street Industrial Estate. The National Travel Survey 2023 has been investigated and sheet NTS9912 shows the average travel distance for a range of activities. In terms of sport, the NTS groups this together with other activities including entertainment. In the north-west the average travel distance to 'sport and entertainment' in 2023 was shown to be 6.3 miles. The National Travel Survey data is contained in **Appendix F**. The distribution model has been created using Census WU03EW Usual Residence and Location of Work. The origin used in the analysis is E02001062 : Manchester 018 and the residences used were other local authorities in the north-west and super output areas in Manchester. Locations that were more that the average travel distance to sport were excluded from the distribution. The distribution analysis is contained in **Appendix G**.

7.13 National Travel Survey Sheet 0502a shows the travel times by type of activity. For sport it shows that hardly any trips are generated in the morning peak period and that the greater amount of trips occur 6pm onwards which ties in with the operational plans of the Applicant.

7.14 The Table below shows the distribution and assignment across a number of routes. None of the routes show a total two-way traffic flow of 30 trips or more.

Table 5 - Traffic Distribution

Time	Direction	Ashton Old Road W	A635 E then A6010	A6010 S	A6010 N then A6010 S	Vaughan St S	Total
		26%	12%	35%	10%	18%	
AM	IN	2	1	3	1	2	9
	OUT	0	0	0	0	0	0
	TOTAL	2	1	3	1	2	9
PM	IN	5	2	7	2	4	20
	OUT	3	2	5	1	2	13
	TOTAL	9	4	12	3	6	33

7.15 The table above shows the total traffic generation of 33 two-way trips for the Padel Courts. However, as indicated earlier the net traffic generation is forecast to be 20 two-way trips so the distribution and assignment on the particular routes shown above will reduce by approximately 30%.

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support a planning application for a change of use from existing industrial use to proposed Padel Courts at the existing unit 9 on the Vaughan Street Industrial Estate, Manchester.

8.2 The Transport Statement has undertaken a review of the road safety record and acknowledged that there are some injury accidents in the area but the road safety record should not be a material concern for the proposed development.

8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed development and it has been concluded that the traffic generation can be accommodated within the highway network capacity. The net traffic generation shows that traffic levels would be less than 30 two-way trips and should therefore not require any junction modelling.

8.4 The scheme now proposes 28 car parking spaces which is considered sufficient to meet the demands from the proposed Padel Courts. The existing building is located in an accessible location by sustainable transport and this Transport Statement has shown there is a strong propensity for sustainable travel in the area.

8.5 The Transport Statement demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, it is therefore hoped that the scheme will be supported for approval by the Highway Authority and TfGM.