

TEMPORARY CHANGE OF USE FROM A VACANT WAREHOUSE TO A MUSIC AND EVENTS VENUE (SUI GENERIS), BURSTOCK STREET, MANCHESTER

HIGHWAY NOTE - NOVEMBER 2024

Introduction

Eddisons have been instructed by Connecting Dots Group Ltd to advise on the traffic and transportation issues relating to a temporary change of use application for the change of use of a vacant warehouse to a music and events venue (suis generis) at Burstock Street, Manchester.

This note will consider any highway related matters relating to the application in order to provide the necessary reassurance that the proposals can be accommodated by the local transport network and not give rise to any traffic or road safety issues.

Site Location and Proposals

The site comprises a vacant warehouse situated on the junction of Burstock Street, Bromley Street, Peary Street and Bilbrook Street, as identified in **Figure 1** below.



Figure 1 – Site Location

The proposals refer to the temporary change of use of the currently vacant warehouse and associated land on the site to a music and events venue.

It is understood that the existing warehouse building will be retained and there will be no change to the amount of internal or external floorspace, which amounts to a total of 618 square metres, comprising 434 square metres on the ground floor and around 184 square metres at basement level.

Notwithstanding the above, music events will only take place on the ground floor, whilst the basement will be used for storage purposes.

The venue space will be used for DJ-led events and the opening hours will be as follows:

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

The events will be lead and managed by Connecting Dots Group, who is an experienced and established operator, who regularly organise various indoor and open air events across Manchester.

As illustrated on the proposed site plan, the events space will include a front of house area, a bar and a stage.

Car Parking and Drop off/Pick Up Arrangements

The majority of patrons will arrive on foot. However, some are likely to be dropped off on Burstock Street by taxi or private car. It is unlikely that such arrangements will give rise to any safety issues or highway related issues at the site.

Indeed, in order to manage this, there is potential for the operators to commission Greater Manchester Police (GMP) to provide stewarding and monitoring of the drop off/pick up arrangements which will ensure that it operates safely and efficiently.

In addition to the above, it can be confirmed that a security team will operate on site during events, to assist patrons and ensure they are advised on safe walking routes to and from the site at all times.

Whilst no parking on site is proposed, there is opportunity for up to 4no. crew vehicles i.e. performers, rather than staff, to park along Bilbrook Street, located to the west of the site.

To encourage sustainable travel, cycle parking for up to 10 no. cycles is also proposed, as identified on the site plan.

Staff Travel and Sustainability

It is understood, as would be expected given the site's highly accessible location, that most of the staff will travel to the site by non-car travel modes.

The site is very well located to facilitate sustainable travel in terms of access to public transport. It is situated within 1km walking distance of various city centre transport hubs, including Victoria rail/Metrolink station, Shudehill Bus Interchange and Manchester Piccadilly station. Rail, Metrolink and bus services are available from both Victoria and Shudehill to a wide range of destinations across Greater Manchester and beyond, and typically run late into the evening and at weekends. The site is also easily accessible by foot being located less than a 15 minute walk from Victoria station.

There are also a number of public car parks in the vicinity, including one directly adjacent accessed off Bilbrook Street and the ParkBee RCP off Rochdale Road, that would be available for anyone that wishes to drive to the site, but it is likely that this will be minimal.

Access and Servicing

Pedestrian access to the site will be via Burstock Street, as indicated on the site plan.

Waste collection will be undertaken by a private waste management company and along with any service vehicles, will be likely to approach the site either from the A664 Rochdale Road via Peary Street, as shown in **Figure 2** below and exit via Bromley Street.

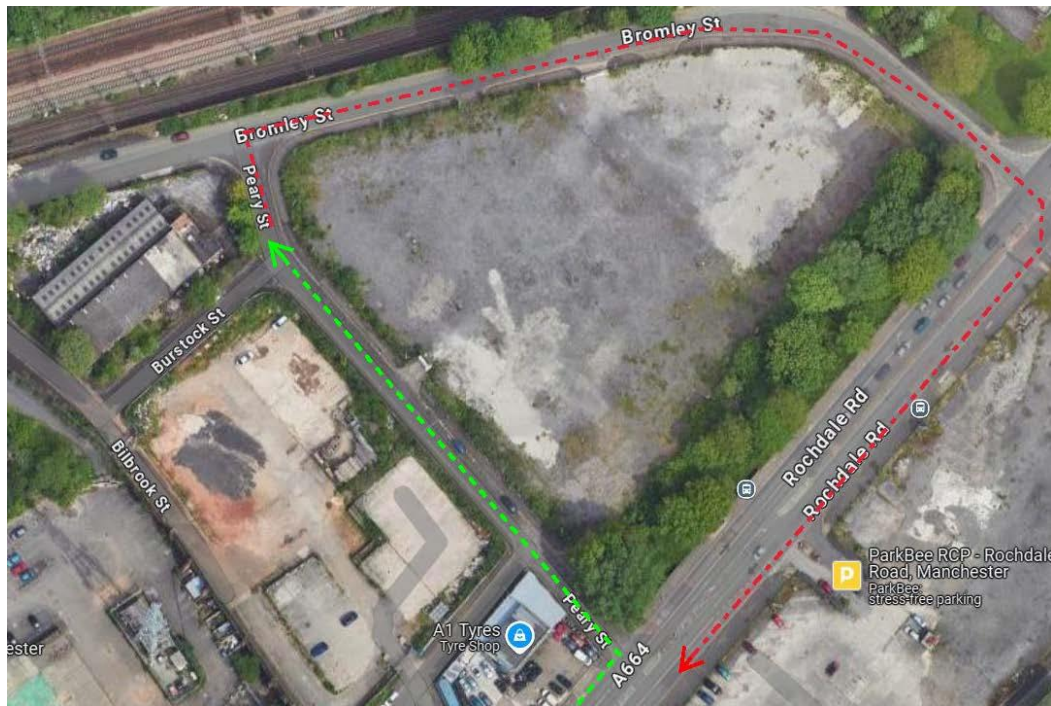


Figure 2 – Proposed Service Routes

Delivery vehicles will be advised on the route/s to be used when making deliveries. It is considered that the site will continue to adequately cater of both service and refuse collection vehicles.

Travel Information

In terms of travel information, the applicants have a website with a range of information on it including a specific page on it dedicated to travelling to the site. Furthermore, it is intended that every purchaser of a ticket will receive a 'flyer' with directions to and from the site as well as the venue's rules and regulations.

Traffic Impact and Staff Travel

Clearly, the site (when operational as a warehouse) will have already generated trips onto the adjoining highway network.

However, this was most likely to take place during the traditional morning and evening peaks. In contrast, any vehicular traffic associated with the proposals, will take place outside of these times, when background traffic flows are typically much lower. On that basis, it is considered that the impact of the development in highways terms would be minimal.

It is understood, as one might expect given the site's location, that most of the staff travel to the site by non-car travel modes. The site is clearly located very close to Piccadilly train and Metrolink station as well as being a very short walk from the bus routes on London Road and the taxi ranks just to the north of the site.

Summary

This note has considered a number of highways matters in relation to a temporary change of use of a vacant warehouse to a music and events venue at Burstock Street, Manchester.

It is envisaged that the length of the temporary use as detailed would be either 2 or 3 years.

Based on the above, the proposals should be considered acceptable by Manchester City Council.

