

Transport Statement

13 Lockett Street, Manchester M8 8EE

Proposed Change of Use from 5 No. small units retailing sports / tech goods to B2 garment manufacturing and personalised embroidery

Introduction

The proposal is to change the use of No.13 Lockett Street M8 8EE from 5 No. units that retailed sports / tech and fashion goods to a single unit that manufactures bespoke garments for fashion designers who require rapid 24 hour turn around to promote designs to wholesaler buyers; and embroidery of promotional clothing for sporting events / music venues/business marketing etc that also require a repaid turnaround.

The proposal involves no external changes to the property.

The site is located in the commercial area of Cheetham Hill to the West of the A56 / Bury New Road which provides good links to the local road network and is a primary artery connecting the site with surrounding areas.

The site is land locked with no off street parking or loading provision.

There are no parking restrictions on the section of Lockett Street immediately adjacent to this property.

A private pay and display car park is located at the end of Lockett Street to the West of the application site.

Transport Considerations

It is estimated that the previous use employed approximately 10 full time workers (2 per unit) and generated approximately 70 delivery trips per week (primarily delivery of new stock, 2 trips per day x 5 units x 7 days) that would primarily have been undertaken in small vans / light goods vehicles concentrated during the standard working day.

It is estimated that customer trips generated by the previous use would have been in the range of 700-1050 per week (20-30 customers per day x 5 units x 7 days)

The proposal is anticipated to employ approximately 8 full time staff (6 full time and 4 part time) and will therefore result in a nett reduction in trip numbers relating to employees. In addition the proposal will also operate during off peak hours thereby reducing peak traffic flows / demands in the immediate area.

It is estimated that customer trips generated by the proposal would be in the range of 350 per week (50 customers per day x 7 days), and this would result in a nett reduction in trip numbers relating to customers.

Refuse collection was previously undertaken by private licensed contractors who parked adjacent to the building and typically serviced the premises early in the morning. It is proposed to maintain this arrangement.

Conclusions

The previous use as 5 small units generated a significant amount of vehicular traffic movements whereas the proposal to operate the premises for garment manufacturing and marketing embroidery functions is anticipated to result in a noticeable reduction in demand for off site parking on Lockett Street and the adjacent road network.

Given the number and frequency of vehicle movements that are anticipated it is considered that the proposal will have a positive effect on the aim of alleviating the demands on the local highway network.