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Transport Statement

18.01.24

Caritas House
Nobby Stiles Drive
Manchester
M4 4FA

For Caritas Diocese of Salford

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Part One: Introduction

1.1 This transport statement has been prepared in support of the Full Planning Application for the change of use of the property known as Caritas House, Nobby Stiles Drive, Manchester, M4 4FA from its current use as class E (Commercial, Business and Service) to use class C3 (Dwellinghouses).

1.2 The applicant is Caritas Diocese of Salford, the agent acting on behalf of the applicant is Property Tectonics Ltd.

1.3 Caritas House is a two-storey property located on Nobby Stiles Drive in Manchester. The gross building footprint is approximately 6,098m² and the property abuts the adjacent St Patrick's Church and Presbytery. The area surrounding the site comprises a mix of residential to the east with industrial buildings and a school to the north & west.

1.4 The detailed description of development on the planning application form reads as follows:

> *'change of use of the building known as Caritas House, 4 Nobby Stiles Drive, Manchester, M4 4FA from its current office use (Use Class E (Commercial, Business and Service) to residential use (Use Class C3 (Dwellinghouses)'*

1.5 The site plan is provided in Appendix 1.

Part Two: Existing Situation

Site Location

2.1 The site measures approximately 0.41ha (1 acre) in size and is located on the North- Eastern edge of Manchester City Centre. The extent of the application site is shown within appendix 2. It sits on the outskirts of Manchester City Centre, just outside the city's inner ring road, and adjacent to Rochdale Road, a key arterial route into the City Centre. The site is bound by Nobby Stiles Drive to the north, Livesly Street to the west and St Patrick's Church to the South/ East.

2.2 In a more local context, the site is adjacent to St. Patricks Church to the South and Abbott Community Primary School to the North. The immediate surround land generally consists of residential housing.

2.3 The site is c. 0.38 hectares in size and consists of a 2 story building and associated car parking accommodating approximately 70 vehicles. The building is currently being used as commercial offices by approximately 25no. staff.

Existing Use and Access

2.4 The main entrance to the existing building is located on Nobby Stiles Drive and accessed via a short length of pre-cast concrete slab hardstanding, there is a set of double entrance doors which are secured by an access control system operated by way of a fob or push button release. There is also an intercom system for communication direct with the main reception, adjacent to the entrance lobby.

2.5 As previously noted, the building was designed and constructed as a purpose built residential care home and as such the main entrance door incorporates a level access threshold and the external hardstanding is also level with no stepped access. Internally, there is an existing passenger lift providing access to the upper floor which shall be retained.

2.6 The proposed residents would typically utilise the Greater Manchester public transport system with the most local bus stop located on Rochdale Road (approximately 160m) and Shudehill Metrolink Station (approximately 965m).

2.7 Staff who drive will utilise the existing large, secure car park with a notable reduction in vehicles with an anticipated 5no. staff members down from the current maximum of 25no. office staff. There would be no requirement for on street parking.

2.8 Nobby Stiles Drive has limited on street parking and is largely marked both sides with single yellow lines and signed with a restriction on parking between 8.00am and 6.00pm. There is also an area of hatching in front of the school entrance with signed restrictions instructing on no parking between 8.00am and 5.00pm Monday to Friday.

2.9 Access by emergency vehicles will not be affected.

Part Three: Development Proposals

Overview of Proposals

3.1 The proposed development will comprise a new homeless shelter with a total of 19no. single ensuite bedrooms, associated communal amenity space, staff offices, internal and external breakout areas and storage areas.

3.2 These amenity spaces will allow the tenants access to facilities for the development of skills, job searching, and other necessary access such as facilities for applying for benefits.

3.3 Owing to the buildings previous use as a purpose built residential care home, there are minimal alterations required to provide the proposed service.

Proposed Access

Vehicular Access

3.4 The existing vehicular access off Nobby Stiles Drive will be retained to allow access to the secure car parking areas for staff and visitors. The current access controls will be retained to maintain a private and secure parking facility.

3.5 Any vehicular drop offs i.e. taxi are considered to be limited in number. There is both limited on street parking and single yellow line restrictions (parking) which can be utilised for shorter duration drop offs, for any prolonged drop offs the car parking facilities will be utilised.

Pedestrian Access

3.6 Pedestrians would access the building via the existing main entrance off of Nobby Stiles Drive. The double main entrance doors are secured via electronic access controls and will be monitored 24/7 by staff. The main pedestrian entrance is accessible, providing level hardstanding and thresholds into the building.

Proposed Parking

3.7 The existing car park off Nobby Stiles Drive will be retained. There is space for around 70no. vehicles which will mainly be used by staff and visitors, providing ample parking for the proposed 5no. staff members. There is also a small section of on-street parking directly to the front of the site (Nobby Stiles Drive), allowing space for approximately 3no. vehicles.

Part Four: Transport Planning Policy

4.1 The following section sets out the key local transport policies, and how the proposal aligns with them.

Manchester Core Strategy (2012 – 2027)

4.2 The Manchester Core Strategy promotes similar principles to National Guidance.

4.3 Policy H10, titled 'Housing for People with Additional Support Needs', states that proposals for accommodation for those with additional support needs (such as homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities) will be supported where:

- There is not a high concentration of similar uses in the area already;
- Where it will contribute to the vitality and viability of the neighbourhood; and
- Where there would not be a disproportionate stress on local infrastructure such as health facilities."

4.4 The core strategy also contains three specific Transport policies, comprising:

- Policy T1 – Sustainable Transport

- Policy T2 – Accessible areas of opportunity and need, and
- Policy T3 – Strategic Integration.

4.5 Policy T1 focuses on sustainable transport and access for all. The site will remain unchanged in terms of accessibility encouraging the use of sustainable public transport.

4.6 Policy T2 focuses on good access to the City's key economic drivers, with easy access via walking, cycling and public transport, the provision of car parking both within the city centre and outside of these districts. The proposed change of use, and the reduction of staff vehicle numbers to the site would significantly exceed the required parking standards.

4.7 Policy 3 refers to the strategic integration of proposal in terms of the transport network. The proposed change of use would not prejudice the implementation of any strategic integration projects in the area.

Greater Manchester Transport Strategy 2040

4.8 The Greater Manchester Transport Strategy sets out the vision to have 'World-class connections that support long-term sustainable economic growth and access to opportunity for all".

4.9 Policy 3: We will maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods).

4.10 Policy 4: We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.

4.11 It is considered that the proposed change of use will not have any adverse effects of the sustainable transport network.

Conclusions

4.12 The proposed development will have minimal impact on the local sustainable transport networks and will in fact create a net reduction in staff vehicles accessing the site. It is considered that the range of existing transport facilities in the local area are more than sufficient, providing a range of sustainable travel choices for staff, visitors and occupants.

Part Five: Summary and Conclusions

Summary

4.1 The proposed change of use would provide 19no. ensuite single bedrooms for low risk male occupants, with the aim of reducing the growing number of rough sleepers within the city of Manchester.

4.2 Given that the building was originally constructed as a purpose built residential care home,

there are minimal alterations to the current building, layout and access arrangements, there is in fact a net reduction in the number of staff vehicles requiring access to the site reducing the impact on the surrounding highways.

4.3 The current site provides ample, secure parking facilities and is also benefited by good sustainable public transport making it highly accessible for staff, visitors and occupants.

4.4 A review of the local transport planning guidance would conclude that the change of use aligns with he policy.

Conclusions

4.5 The proposed change of use would have no detrimental impact from a local traffic and transport perspective.

Appendix 1 – Location Plan

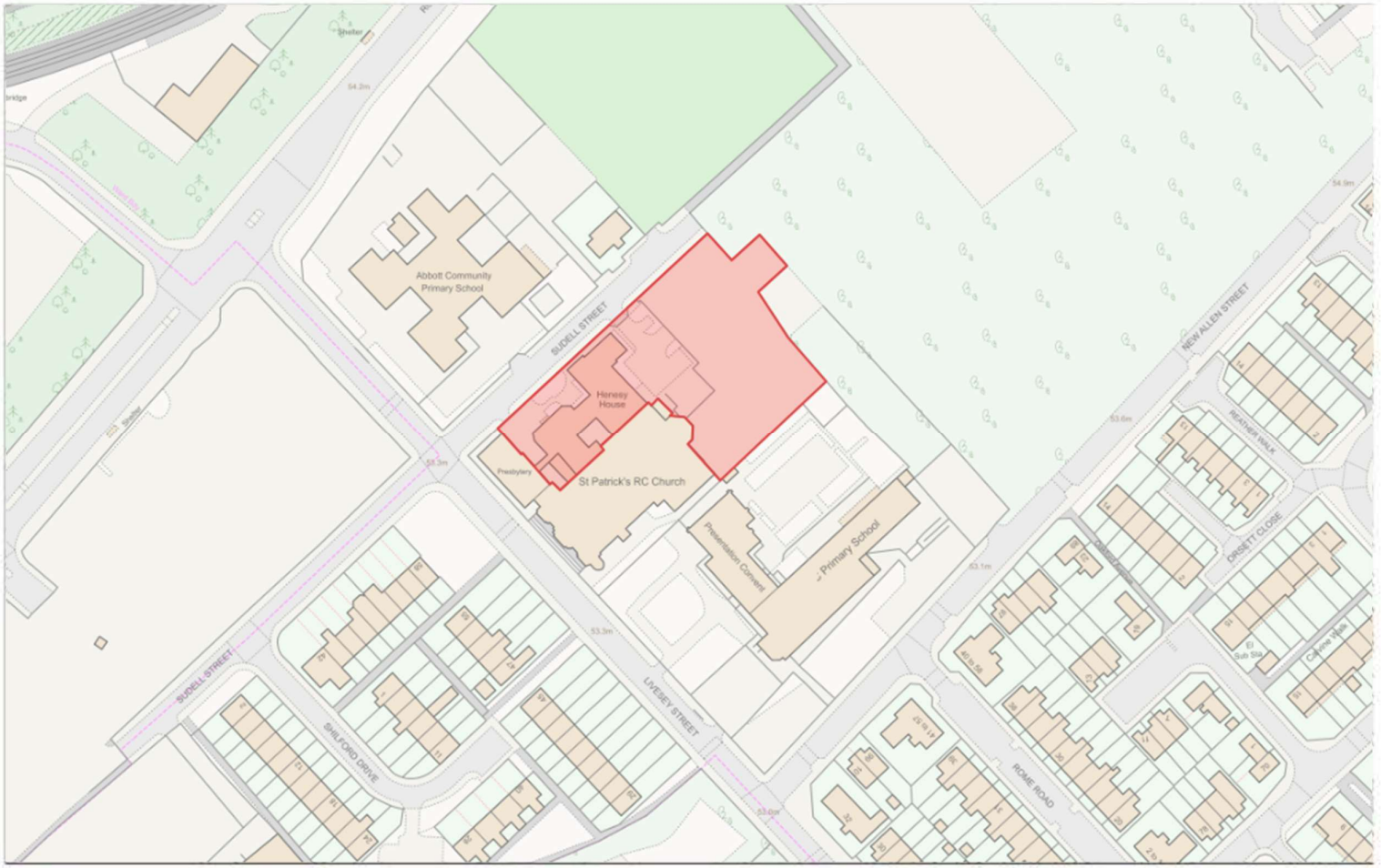
Location Plan

Site Address: **Henesy House, 4, Nobby Stiles Drive, Manchester, M4 4FA**

PlanningPortal

Date Produced: **23-Jan-2024**

Scale: **1:1250 @A3**



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