APPLICATION FOR CHANGE OF USE FROM CASH AND CARRY TO B8 WAREHOUSE STORAGE AND DISTRIBUTION WITH ONE AND TWO STOREY EXTENSIONS AND ASSOCIATED CAR PARKING, 68 DERBY STREET, MANCHESTER

TRANSPORT STATEMENT

AMNI TRANSPORTATION

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TRANSPORT STATEMENT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
410-23-1	Draft		1	JP	MP	12/07/2023
410-23-1	Second Draft		1	JP	MP	21/07/2023

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TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been produced to support a planning application for a change of use from a wholesale cash and carry business to B8 warehouse and storage facility with a single storey 63m^2 extension to the front and a 240m^2 two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site).

1.2 In preparing this Transport Statement the following has been undertaken :-

- an inspection of the existing site, the highway access and the adjacent local highway network;
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the plans,
- an assessment of the traffic generating potential of the development;
- an assessment of the traffic and highway impact of the development; and
- an assessment of the accessibility of the proposed development by public transport, walking and cycling.

1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

2.1 The site of the development is 68 Derby Street, Cheetham Hill Manchester. The site is situated on a corner plot to the north of Derby Street and to the east of Waterloo Road A6180. The site was originally granted planning permission for a warehouse building and car parking in 1975 (F02125 refers) and was granted permission to convert to wholesale cash and carry in 1984 (021170 refers) and in 1986 permission was granted for a first-floor extension to accommodate offices and 7 additional parking spaces (027658 refers). The site location is shown below in Figure 1.

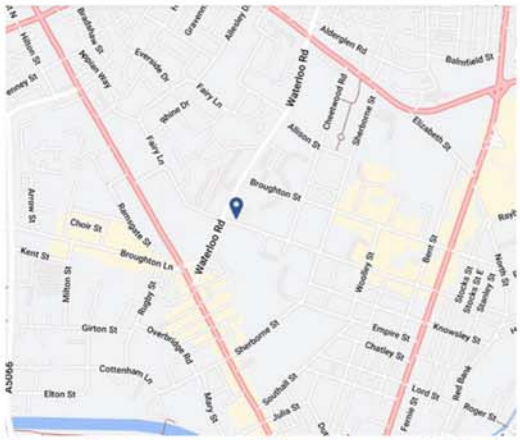


Figure 1 - Location of Development Site in the Context of the Local Road Network

2.2 The site is in the Cheetham Hill area of Manchester and within approximately 2km of Manchester City Centre. The surrounding area is predominantly wholesale business use with residential dwellings to the west and a large retail offering approximately 1.2 km to the northeast of the site at Manchester Fort Shopping Park and Cheetham Hill Retail Park. The site is situated in a highly accessible location which will be expanded upon in Section 3 of this Transport Statement. An existing site location plan is contained in **Appendix A**.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

3.2 The site is located at 68 Derby Street, Cheetham Hill, Manchester on the north side of Derby Street. The site is bounded by Derby Street to the south, no 70 Derby Street then Waterloo Road to the west, Hodgson Street, a no through road, to the north and adjacent building on Derby Street to the east.

3.3 Derby Street runs between the A665 Cheetham Hill Road, to the southeast of the site to the A56 Bury New Road to the northwest of the site via Fairy Lane. Both the A6010 and A56 connect to Manchester city centre to the south and to the M60 motorway to the north at junctions 19 and 17 respectively.

3.4 Deby Street is a 30-mph single carriageway road with street lighting and footways on both sides of the carriageway. The are waiting restrictions in Derby Street at the junction with Waterloo Road but otherwise there are no restrictions on waiting or loading near the building at 68 Derby Street.

3.5 There are bus stops located close by the proposed development, including on Waterloo Road on the west boundary of the plot the site is on.

3.6 The site car park is accessed off Hodgson Street and the proposed development plans to keep this same arrangement.

3.7 Public Transport Access

3.8 The site is well served by public transport with bus services passing along Waterloo Road, Cheetham Hill Road and Cheetham Hill Road close to the junction with Queens Road. All these bus stops are located within 50 metres and 1.4 km of the site.

3.9 The bus stops on Waterloo Road are located on both sides of the carriageway approximately 50 metres and 70 metres west and southwest of the site, a walk of around 1 minute from the site

3.10 The bus stops on Cheetham Hill Road are located on both sides of the carriageway approximately 750 metres east and southeast of the site, a walk of around 10 minutes from the site.

3.11 The bus stops on Cheetham Hill Road close to the junction with Queens Road are located on both sides of the carriageway approximately 1.3 km and 1.4 km northeast of the site, a walk of around 17 minutes from the site.

3.12 The services and frequency of services operating from the above bus stops are summarised in the tables below.

Table 1 - Bus Services along Waterloo Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
59	Manchester – Oldham	5	5	5	1 - 6	1 - 3
59	Oldham – Manchester	5	5	5	1 - 6	1 - 3
Total		10	10	10	2-12	2 - 6

Table 2 - Bus Services along Cheetham Hill Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
41	Crumpsall/Middleton - Sale	3	3	3	3	2
135	Bury – Piccadilly Gardens	6	6	6	6	3 - 6
41	Sale – Crumpsall/Middleton	3	3	3	3	2
135	Piccadilly Gardens - Bury	6	6	6	6	3 - 6
Total		18	18	18	18	10 - 16

Table 3 - Bus Services along Cheetham Hill Road near Queens Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
151	Crumpsall – Ashton-under-Lyne	1	1	1	1	0
151	Ashton-under-Lyne - Ashton	1	1	1	1	0
Total		2	2	2	2	0

3.13 Bus maps of the routes taken by buses serving the site on Waterloo Road, Cheetham Hill Road and Cheetham Hill Road close to the junction with Queens Road are shown in Figure 2.

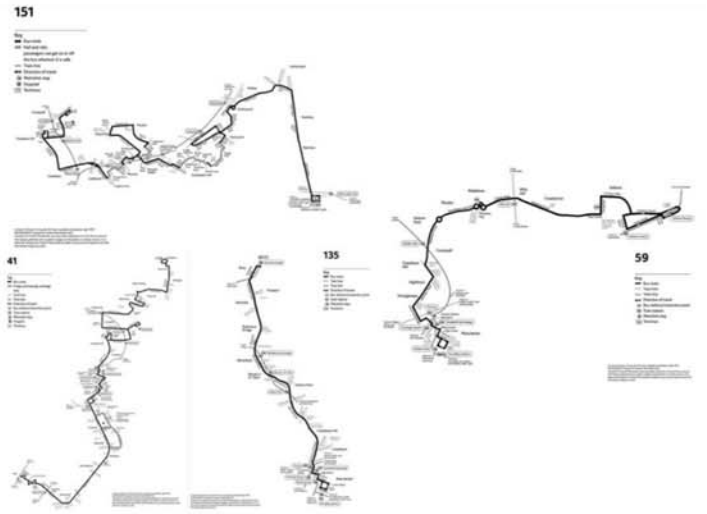


Figure 2 - Bus Routes Maps (TfGM)

3.14 Table 1 shows the bus services along Waterloo Road, Table 2 shows the bus services along Cheetham Hill Road and Table 3 shows the bus service along Cheetham Hill Road close to the junction with Queens Road. Tables 1, 2 and 3 indicate that there are 30 bus services in the morning peak, evening peak and inter peak periods Mondays-Fridays, between 22 and 32 bus services on Saturdays and between 12 and 22 bus services on Sundays, per hour, operating near the site.

3.15 The bus stops on Waterloo Road are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport, the bus stops on Cheetham Hill Road are within the 1000 metre 'acceptable' distance recommended for accessing public transport and the bus stops on Cheetham Hill Road close to the junction with Queens Road are within the 'preferred maximum' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.16 The review of bus services demonstrates that the site is highly accessible by bus services.

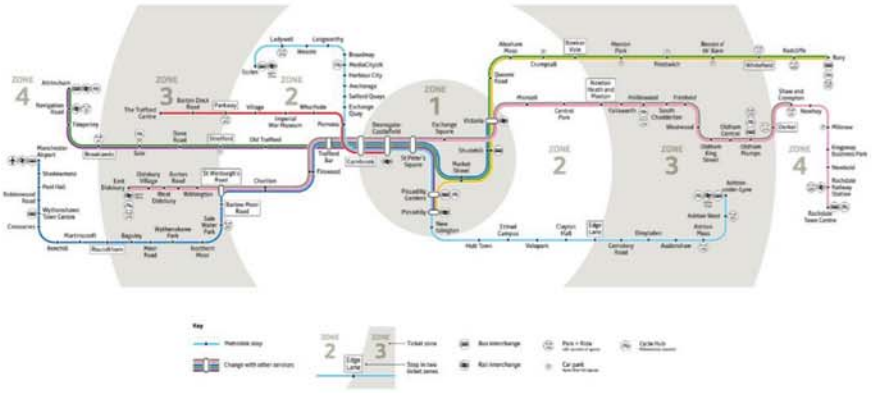
3.17 Rail Access

3.18 Manchester Victoria rail station is located approximately 1.3km away from the Derby Road site and would take approximately 17 minutes to walk or 6 minutes to cycle to the station. Manchester Victoria rail station provides access to local and regional destinations in Northern England and serves as an interchange for Manchester's tramway. The site on Derby Road is highly accessible by rail travel and convenient for access to and from many places.

3.19 Tram Access

3.20 Trams can be accessed at Manchester Victoria rail station from the tram interchange. The Figure below shows the tram route and locations served from the stop in Victoria tram interchange. Tram services operate every 12 minutes.

Figure 3 - Route of Tram Services from Victoria Tram Interchange



3.21 Cycle Access

3.22 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 site. The analysis is illustrated below in Figure 4.



Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.23 There is an on road cycle route with other cycling facilities on Cheetham Hill Road accessed from Queens Road approximately 250 metres south-west of the site.

3.24 A map of the local cycle routes and facilities are shown in the Figure 5 below.



Figure 5 - Cycle Map of Routes (source : TfGM)

3.25 Walking Access

3.26 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.

3.27 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

3.28 The walking distance to existing bus, tram and rail stops is also clearly important in determining the accessibility of a site. As described earlier in this TS, the nearest bus stops are located approximately 50 metres and 70 metres from the site and other bus stops located within 750 metres and then within 1.3 km and 1.4 km of the site. The nearest tram stops are at Victoria rail station a walk of approximately 1.3 km. These bus, tram and rail stops are accessible, some within short walking trip and others within a reasonable walking trip. Derby Street has footpaths on each side of the carriageway and has street lighting. The footways along Waterloo Road, Bury New Road and Cheetham Hill Road are wide and have streetlighting. There are crossing facilities provided at some nearby junctions and shown in the cycle map of routes above.

3.29 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.30 Access to Services

3.31 Amenities within the 2 km suggested acceptable walking distance of the site are shown in the map above and include Manchester city centre and the Manchester Fort Shopping Park and Cheetham Hill Retail Park There is a vast choice of retail, restaurants, employment opportunities, education, leisure and sports facilities within a 2 km walk of the site.

3.32 The distances to facilities and services described above and the access by walking (Figure 6) and cycling (Figure 4) demonstrate the site is situated in a highly sustainable location and is capable of being accessed by sustainable transport.

3.33 Road Safety Record

3.34 The CrashMap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Derby Road and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 7 below.

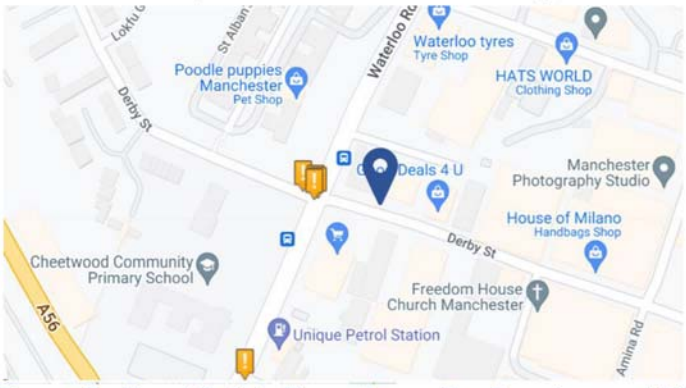


Figure 7 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.35 The accident analysis revealed that there were no accidents in the immediate vicinity of the site but there had been 4 recorded injury accident on Derby Street at or near the junction with Waterloo Road, during the five-year period of the accident analysis. There have been injury accidents on roads in the surrounding network away from the site.

3.36 The details of the recorded injury accidents on Derby Street at or close to the junction with Waterloo Road were as follows: - 13/12/2017 slight injury involving 2 vehicles and 1 casualty, 17/01/2019 slight injury involving 2 vehicles and 2 casualties, 13/12/2019 slight injury accident involving a car and a cyclist and 1 cyclist casualty, 14/11/2020 slight injury accident involving 2 vehicles and 2 casualties.

3.37 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.

3.38 Summary

3.39 The local road network has demonstrated a good road safety record in the recent road safety analysis. The site is in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2021)

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 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

4.6 Paragraph 105 indicates that the planning system should actively manage patterns of growth in support of the above objectives.

4.7 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.

4.8 Paragraph 108 states that 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.

Considering development proposals

4.9 Paragraph 110 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.

4.10 Paragraph 111 states that 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 would be severe.

4.11 Paragraph 112 indicates that developments should :

a) Give priority to pedestrians and cyclists;

b) Address the needs of people with disability and reduced mobility;

c) Create places that are safe, secure and attractive;

d) Allow for the efficient delivery of goods, and access by emergency and service vehicles.

e) Be designed to enable plug-in and ultra-low charging points.

4.12 Paragraph 113 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.

4.13 Travel plans, transport assessments and statements in decision-taking (DfT March 2014)

4.14 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.

4.15 This updated guidance states that "the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development".

4.16 Local Policy

4.17 Manchester City Council Core Strategy

Policy T 1 Sustainable Transport

4.18 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).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, 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:
    1. pedestrians and disabled people
    2. cyclists, public transport,
    3. commercial access,
    4. general off-peak traffic,
    5. general peak time traffic.

Policy T 2 Accessible areas of opportunity and need

4.19 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.

4.20 Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis*.'
and encouraging more active travel is important to improving children's health.

4.21 Assessment of the Proposed Development Against Existing Policy

4.22 Accessibility to the site has been examined in this Transport Statement and it concluded that the site is easily accessible by public transport services, walking and cycling. The scheme is considered to meet the requirements of the Core Strategy as it is highly accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issues or highway safety issues.

4.23 The proposed development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

5.2 The planning application submission is seeking to obtain permission for the change of use from a wholesale cash and carry business to B8 warehouse and storage facility with a single storey 63m^2 extension to the front and a 240m^2 two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site). The proposed development layout is set out in Table 4 below.

Table 4 - Proposed Residential Development

Building	Existing	Retained and Proposed
68 Derby Street	412.199m^2	412.199m^2
68 Derby Street		63m^2 single storey to front of building
68 Derby Street		240m^2 proposed extension to the east

5.3 The proposed site layout for the development is shown in **Appendix B**.

5.4 Servicing to the Development

5.5 The development is anticipated to have refuse collection undertaken the same way it is at present. Access into the servicing area at the rear of the building from Hodgson Street has been tested with swept path analysis software to confirm that a delivery vehicle would be able to access the service area and leave in forward gear. The

analysis confirms that movement into the servicing area can be achieved by driving in and out in forward gear. Swept path analysis is contained in **Appendix C.**

5.6 Parking Strategy

5.7 The Council's Core Strategy indicates that maximum parking standards apply to car parking levels in areas outside of the city centre.

5.8 The scheme proposes a car parking level of 8 car parking spaces. There will be 2 mobility spaces and 6 general car parking spaces.

5.9 Parking Accumulation

5.10 Data from the TRICS database has used warehousing and assessed whether the forecast traffic would have an adverse impact on the proposed parking levels. The trip rates and the forecast traffic has been used to develop a parking accumulation analysis, which indicates that the 8 spaces across the site would be sufficient to meet the parking demands. Parking Accumulation Analysis is contained in **Appendix D**. Further details on trip rates and traffic generation is provided later in this report.

5.11 Disabled Parking

5.12 Two of the parking spaces will be accessible spaces.

5.13 Cycle Parking

5.14 The scheme proposes to provide 6 spaces for cycle storage on the site.

5.15 Public Transport Access

5.16 Earlier in this Transport Statement the existing bus and tram service frequency and the walking distances to transport hubs was described. The site is also located within an acceptable walking distance of Manchester Victoria rail station. The site is in a highly sustainable location for access by public transport.

5.17 Cycle Access

5.18 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 20-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site. The site is excellently located for access by cycling journeys.

5.19 Walking Access

5.20 Wide footways are located on each side of Bury New Road, Waterloo Road and Cheetham Hill Road and good walking infrastructure is provided along Derby Street and in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the proximity of local facilities, amenities and transport hubs to the proposed development. The site is considered to be in a location that is highly accessible by walking.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database has been interrogated to assess the traffic generating potential of the proposed development at 68 Derby Street, Cheetham Hill, Manchester.

6.4 The TRICS outputs are provided in **Appendix E**. Table 5 below provides the forecast traffic in the morning and evening peak periods for the proposed development.

Table 5 - Traffic Generation of the Proposed Development

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
B8	716	0.516	0.192	0.708	0.096	0.264	0.360	4	1	5	1	2	3
Total Traffic Generation								**4**	**1**	**5**	**1**	**2**	**3**

7.0 Traffic Impact

7.1 The traffic generation analysis of the proposed development forecasts 5 two-way trips and 3 two-way trips in the morning and evening peak periods respectively. This Transport Statement suggests that no formal junction assessment should be required and the traffic impact on the local network should be negligible. This traffic generation solely considers the proposed development and has not considered the existing traffic for the current use.

7.2 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the site.

7.3 Within Section 3 of this report, the road safety record for Derby Street and the surrounding road network were investigated. The analysis concluded that Derby Street and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development.

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support a planning application for the change of use from a wholesale cash and carry business to B8 warehouse and

storage facility with a single storey 63m^2 extension to the front and a 240m^2 two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site).

8.2 This Transport Statement demonstrates that Derby Street experienced a good road safety record. This Transport Statement acknowledged there has been 4 slight injury accident on Derby Street in the vicinity of the site and injury accidents in the wider road network but the proposed development is not anticipated to worsen the road safety record.

8.3 This Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the development and illustrated that low levels of traffic will be generated in the morning and evening peak hour periods. This level of traffic generation is anticipated to have a negligible impact on the highway network.

8.4 The access to local amenities from the proposed development scheme by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

8.5 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed development should be approved.