



transport planning

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Planning Department
Manchester City Council
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Date: 13th January 2023
Reference: 50 Red Bank, Manchester

Dear Sir / Madam,

Mode Transport Planning ('Mode') have been appointed by LWP Eastbrook Property Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a renewal of a temporary change of use application at 50 Red Bank in Manchester.

Background

A 3-year temporary change of use application was granted on 23rd July 2020 (Ref: 125636/FO/2019) for the two-storey property, with Mode producing the Transport Statement (TS) for this application, dated 19th November 2019.

As described in the previous temporary change of use application, the site has been operating as a low-cost creative and social hub, including commercial uses, where young businesses have been able to operate collectively to trial ideas and products. The temporary planning permission expires on 24th July 2023 and the Applicant wishes to submit a planning application to continue the temporary uses for a further 3 years.

The purpose of this letter is to review the site from a highways perspective and to confirm that there are no transport planning or highways reasons that would prevent this application from being approved.

Highways Considerations

Parking

There has been no evidence that the temporary change of use at 50 Red Bank has resulted in any parking issues on the local highway network. The site is highly accessible in terms of sustainable transport, being within a close proximity of Manchester City Centre and surrounding residential areas.

As described in the TS, bus stops on Cheetham Hill Road are available within c.200m (2-minute walk),

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as well as Manchester Victoria Railway Station / Metrolink Station within c.600m (7-minute walk), therefore providing a variety of options for accessing the site via sustainable modes of transport. For those who choose to drive to the site, there are 6 off-site car parks within a c.500m walk from the site. For these reasons, it has not been observed that parking at the site or on the local highway network has been an issue.

A Travel Plan (TP) was also produced to accompany the TS, to encourage sustainable travel to and from the site.

Delivery and Servicing Arrangements

Delivery and servicing arrangements have operated as described in the original TS. Deliveries have taken place on-site within the service yard to the rear, with drivers being instructed not to park on Red Bank. It is expected that typically no more than 6 deliveries occur per week, with the majority occurring on Wednesdays, via a small van opposed to a large HGV.

Deliveries are not permitted when members of the public are within the site. The delivery arrangements have been undertaken as per the temporary planning approval and have not resulted in any highways issues.

Conclusion

To conclude, it is understood that the site has been operating as per the existing temporary planning approval and no highways issues have been evident since the 3-year temporary change of use was granted on 23rd July 2020 (Ref: 125636/FO/2019).

There should be no highways or transportation reasons that prevents a further 3-year temporary change of use application from being approved.

Yours sincerely

A handwritten signature in black ink, appearing to read "Michael Anthony".

Michael Anthony BSc MSc MCIHT
Associate Director

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