

Transport Statement

**Proposed Storage Unit/Office Development
2 Farm Yard, Levenshulme, Manchester**

Kingston Estates & Property Ltd

September 2022

Doc Ref: NT/220508/TS/0

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Kingston Estates & Property Ltd to provide highway, traffic and transport advice in connection with a proposal for the construction of a storage facility under use class B8 and separate office linked to the storage facility on land located off 2 Farm Yard, Levenshulme.
- 1.2 The proposed development will be for use solely by our client to store furniture from the clients' other businesses in the local area. Further details of the proposed development are provided in Chapter 4 later in this report.

Purpose and Structure of Report

- 1.3 This Transport Statement (TS) has been produced as part of the planning application and consider the change of use from a highway safety, traffic and access perspective.
- 1.4 The TS has been prepared in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment". The structure of the report summarised below:
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 4 – defines the development proposals including the proposed access and servicing arrangements;
 - Chapter 5 – presents the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

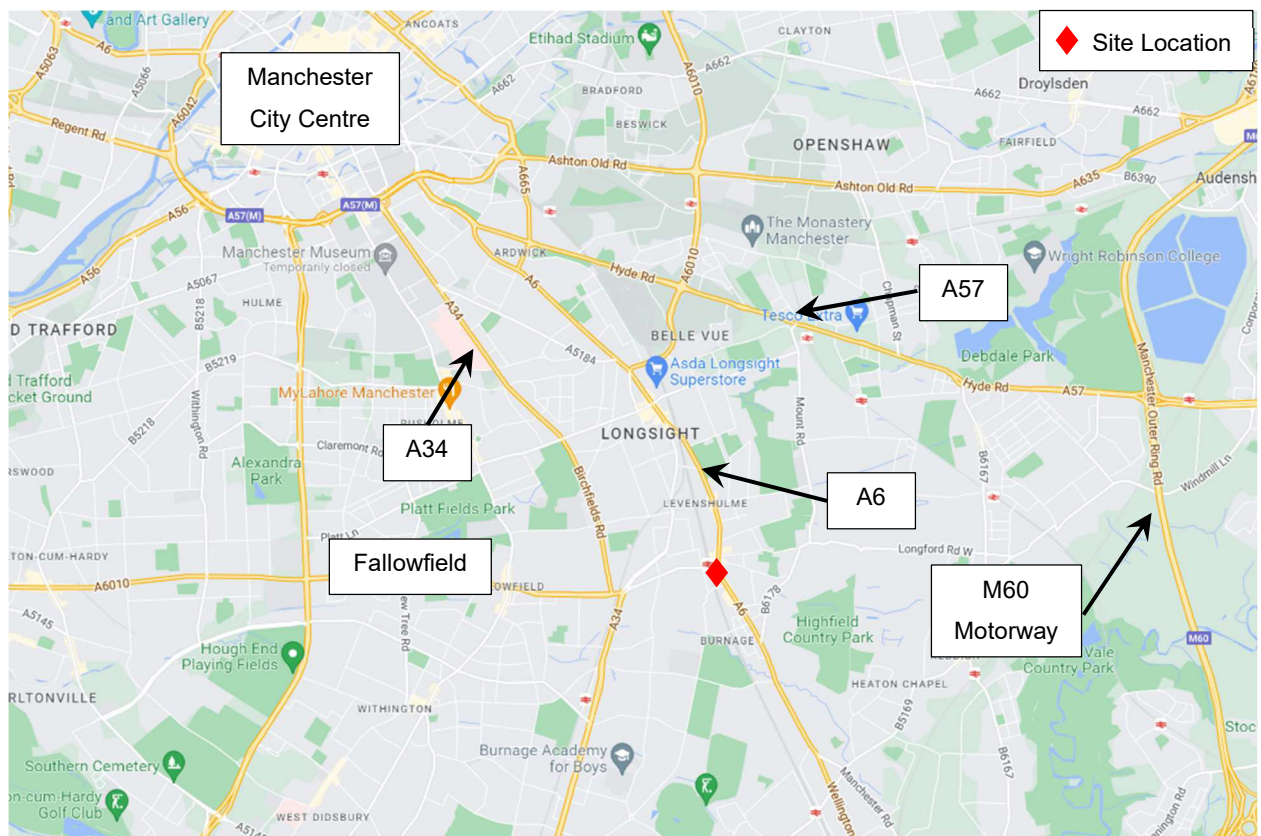
General

- 2.1 This chapter provides a detailed description of the location of the site and composition, local highway network and road safety record.

Site Location and Composition

- 2.2 The site comprises approximately 0.0894 ha of undeveloped land located to the north of Farm Yard within Levenshulme Town Centre, approximately 5.5km to the south-east of Manchester City Centre and 4.5km north-west of Stockport Town Centre.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below:

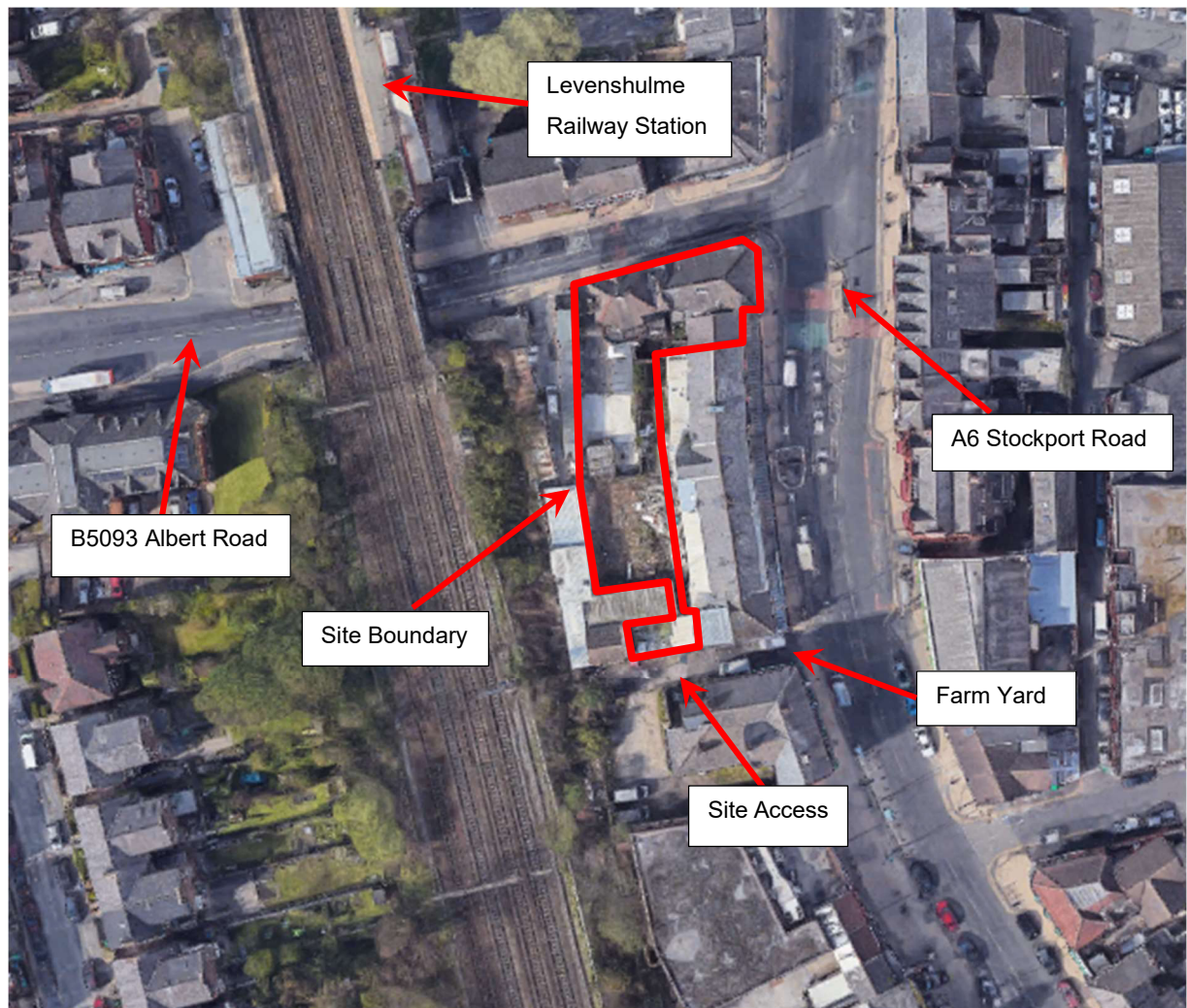
Figure 2.1 – Site Location – Wider Highway Network



Google © 2022

- 2.4 The site is an irregular shaped parcel of land accessed from Farm Yard to the south and Albert Road to the north; it is currently made up of undeveloped land as well as partial land forming a yard area from 936 – 938 Stockport Road, which is owned by the client. The site is bounded by Albert Road to the north, an existing parade of retail units to the east, Farm Yard to the south and an existing commercial business to the west of the site located on Albert Road. The site location in a more local context is shown on **Figure 2.2**.

Figure 2.2 – Site Location – Local Highway Network



Google © 2022

- 2.5 The land is very overgrown and has been, and continues to be, subject to fly tipping. Some of the land that sits within the site boundary has been subject to a number of planning applications over the years including change of use applications from a public house to an educational establishment, which was approved in April 2013 under ref: 101442/FU/2013/N2, as well as a change of use application from a charity shop to a wine bar and restaurant, that was approved in December 2019 under ref: 124089/FO/2019.

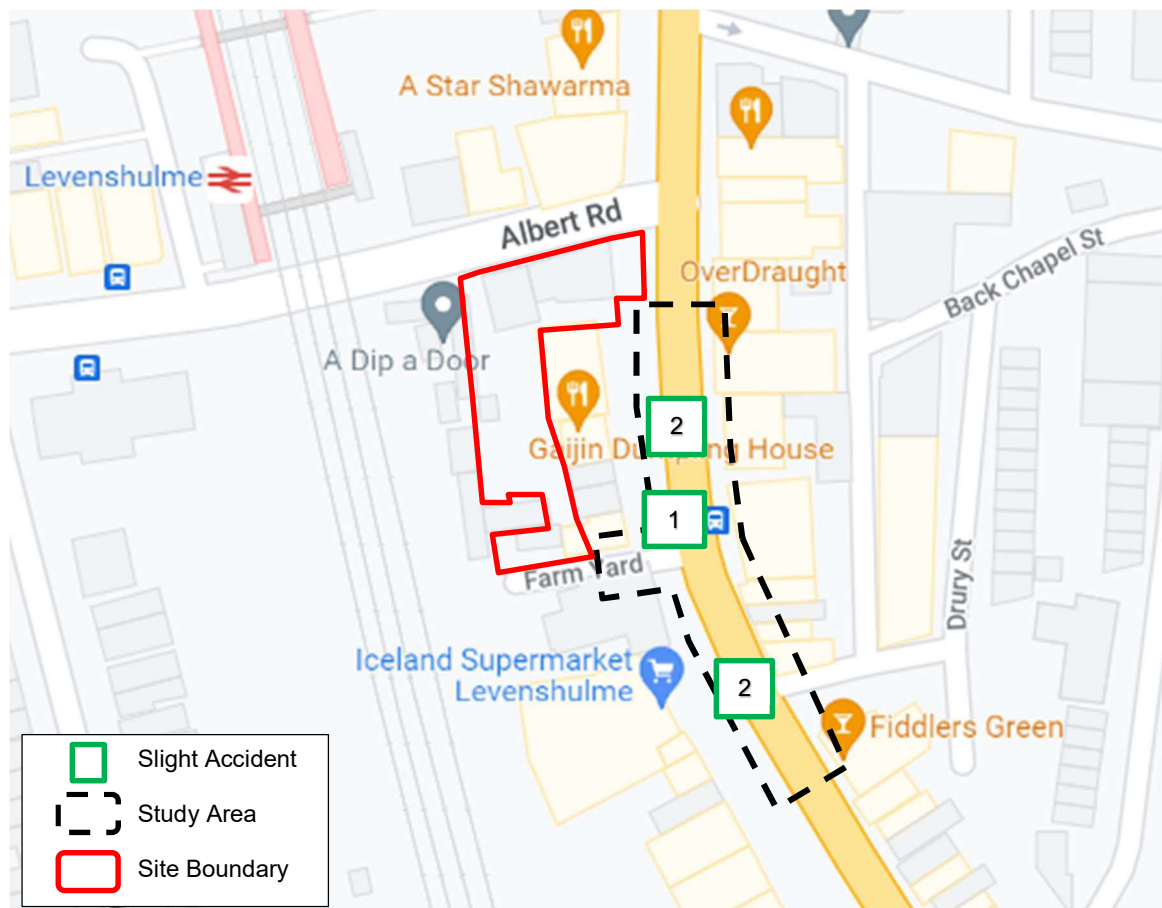
Local Highway Network

- 2.6 Farm Yard is an access road serving the proposed development and a small number of other businesses. The road is a dead-end and provides narrow footways on both sides of the road, meeting A6 Stockport Road at a priority junction that is protected by Traffic Regulation Orders (TROs) in the form of double yellow lines with dropped kerbs and tactile paving present at the junction.
- 2.7 A second access point serving the development is taken from B5093 Albert Road. Albert Road runs in an east/west direction and is a local road facilitating access to Levenshulme Railway Station and towards Fallowfield. The road contains TROs in the form of double yellow lines and footways can be found on both sides of the road that are covered by street-lighting, with a signalised pedestrian crossing adjacent to the site boundary that allows pedestrians to cross the road to/from Levenshulme Railway Station. Albert Road meets with the A6 Stockport Road at a signalised junction at the north-eastern boundary of 936 – 938 Stockport Road.
- 2.8 A6 Stockport Road is a principal route in south Manchester running in a north-east/south-west direction past the site from Manchester City Centre to Stockport and beyond to the Peak District. The road varies in width but measures approximately 10m within the vicinity of the site with the northbound side of the carriageway providing two lanes for vehicular traffic and the southbound carriageway providing one lane for vehicles. The A6 provides wide footways on both sides of the road that are street-lit. Approximately 50m north of its junction with Farm Yard is a signalised crossing with pedestrian facilities including a pedestrian refuge with guard railing, dropped kerbs and tactile paving.
- 2.9 TROs can be found on both sides of the A6 within the vicinity of the site in the form of double yellow lines with a single yellow line found on the northbound side of the carriageway between Ethel Terrace, approximately 90m south of Farm Yard, to the junction with Farm Yard. Restrictions include no stopping and no loading between 7am – 10am Monday to Saturday, with parking allowed between 10am to 7pm for two hours from Monday to Saturday with no return within one hour. Small pockets of parking can be found along the southbound side of the A6, adjacent to Farm Yard, that allows parking from Monday to Friday between the hours of 7am – 7pm for two hours, with no return within one hour.

Road Safety

- 2.10 The DfT document “Guidance on Transport Assessment” states that, “*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*”.
- 2.11 The road safety record of the local highway network has been examined within the most recently available full 5-year period (2016-2020) as well as verified data for the first half of 2021. The location and severity of the accidents are shown below:

Figure 2.3 – Road Safety Plan



Source: Crash Map

- 2.12 The key points to be taken from the accident record are as follows:
- No accidents occurred along Farm Yard or at its junction with A6 Stockport Road over the time period.
 - Three accidents occurred along A6 Stockport Road to the north of Farm Yard whilst a further two occurred south of Farm Yard. All accidents were classed as 'slight' in severity.

- The accidents north of Farm Yard happened between 2017 and 2018 whilst the accidents to the south of Farm Yard occurred in 2020.

2.13 Having regards to the relatively low number of accidents which have occurred between 2016 to 2021 along A6 Stockport Road and the above points, the existing record does not appear to represent a material concern on the context of the proposed development.

3.0 ACCESSIBILITY

General

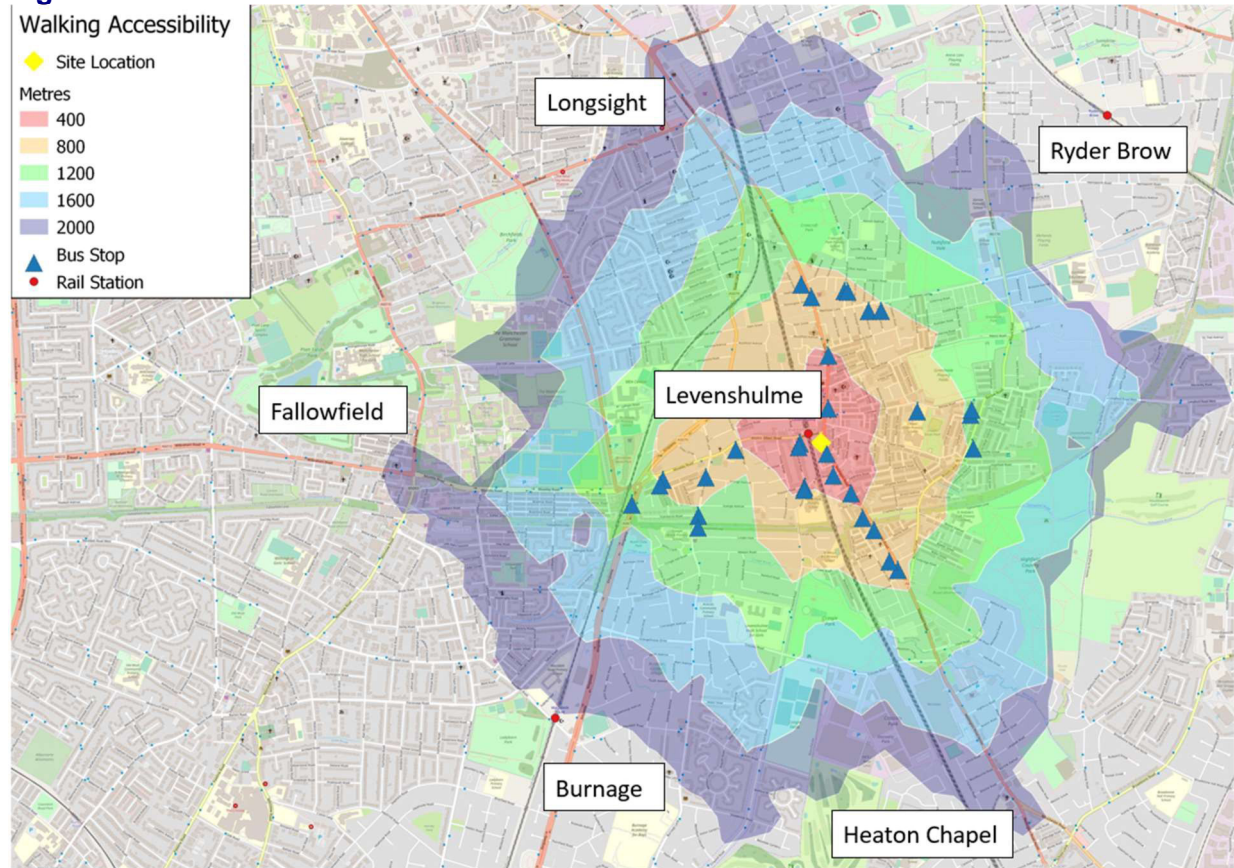
- 3.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 3.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:

Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrian Accessibility

- 3.3 Walking can be a viable option in conjunction with other modes of transport such as public transport. The surrounding highway network provides surfaced footways that are street-lit with dropped kerbs provided at junctions. Located approximately 50m north of the Farm Yard junction with Stockport Road is a signalised crossing with pedestrian facilities, including a pedestrian refuge with guard railing, dropped kerbs and tactile paving that allows pedestrians to safely cross the road for access to nearby facilities and bus stops. A further pedestrian crossing can be found on Albert Road adjacent to the second access, located adjacent to Levenshulme Railway Station.
- 3.4 TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3.1**.

Figure 3.1 – 2km Walk Distance Isochrone



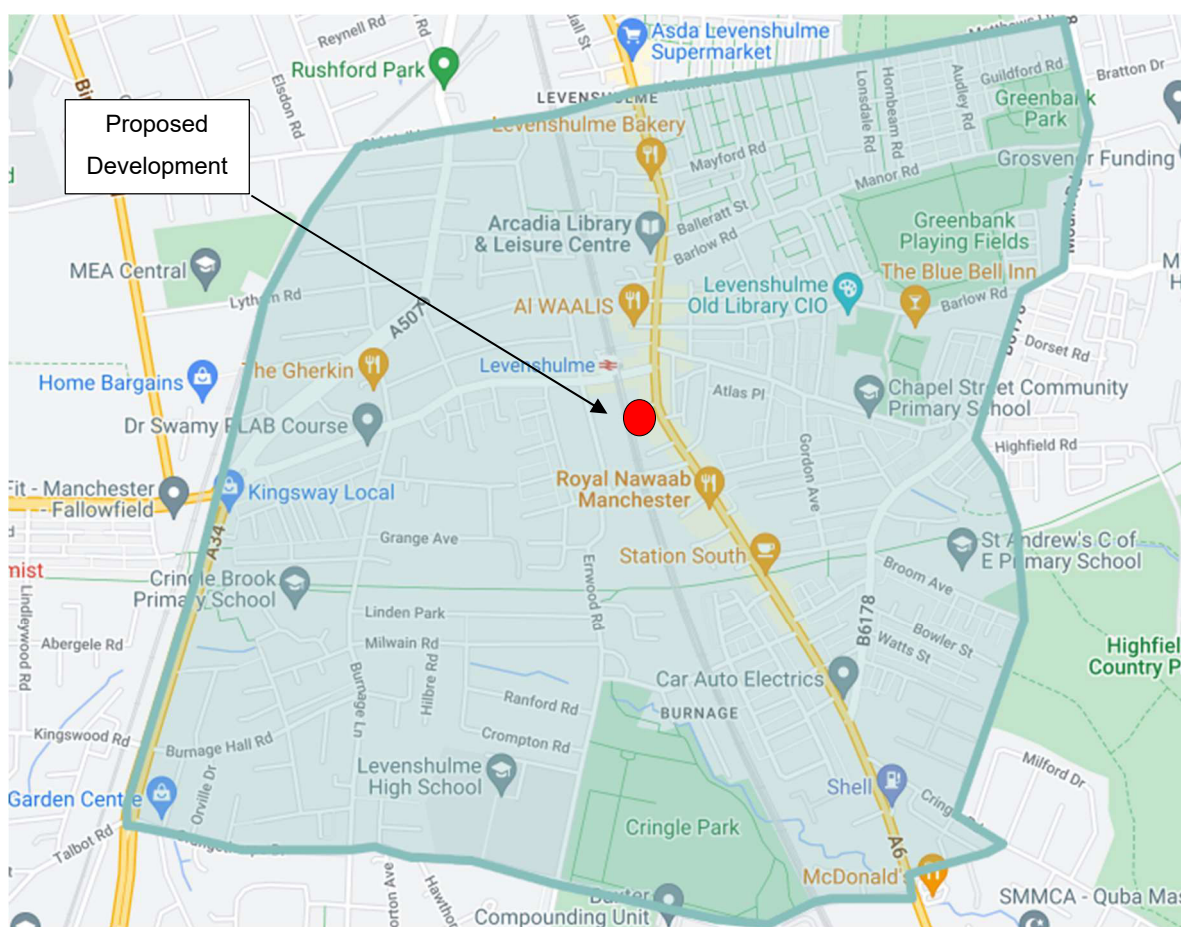
- 3.5 The above demonstrates that the site is within acceptable walking distance of the surrounding residential areas in Levenshulme and parts of Fallowfield and Burnage, including Levenshulme Railway Station and numerous bus stops.

Cycle Accessibility

- 3.6 Transport Policy identifies that cycling represents a realistic and healthy alternative to the private car when making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.7 The local area provides some opportunities to cycle to the proposed development in combination with on-road and traffic-free routes available nearby, which is discussed in more detail below.
- 3.8 Route 6 of the National Cycle Network is located approximately 500m south of the site and is accessed from Crayfield Road. Route 6 is a long-distance route running between Watford to Windermere via Manchester and Sheffield and is known as the Fallowfield Loop Line within the vicinity of the site. This route utilises a former railway line and is a traffic-free route commencing in Chorlton and passes through Levenshulme and Gorton and terminating at Fairfield Railway Station in Droylsden.

- 3.9 Route 6 connects to other National Cycle Network routes within Greater Manchester utilising quieter roads, canal towpaths and disused railway lines, where possible, to facilitate connections to other local routes for access to the proposed development.
- 3.10 Transport for Greater Manchester (TfGM) has been improving cycling routes in Greater Manchester to deliver the UK's largest cycling and walking network, called the Bee Network. TfGM are delivering segregated cycling and walking routes on busy roads, signage and crossings on quieter roads. As part of this vision, the Levenshulme and Burnage Active Neighbourhood is being developed where movement of people is prioritised over motor traffic. It is anticipated that the scheme will be completed by February 2023.
- 3.11 The boundary of the Active Neighbourhood and where the proposed development sits within the boundary is shown at **Figure 3.2** whilst more information can be found on TfGM's website (www.tfgm.com).

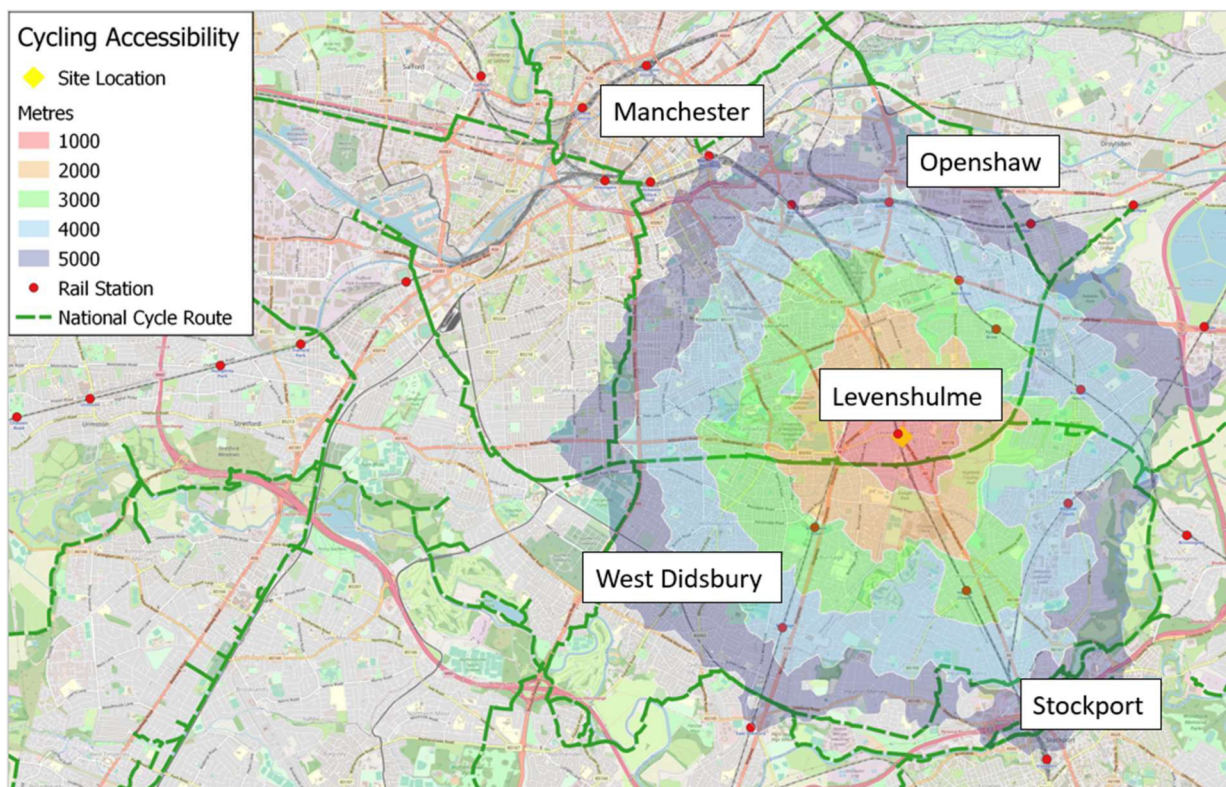
Figure 3.2 – Levenshulme and Burnage Active Neighbourhood



Source: TfGM

- 3.12 TRACC software has been used to assess the accessibility of the development by bike for a 5km distance from the site, as shown in **Figure 3.3**.

Figure 3.3 – 5km Cycle Distance Isochrone



- 3.13 The surrounding areas of Longsight, Chorlton, Gorton, Stockport and Rusholme are within a 5km cycle distance from the site. The topography of the area is generally conducive to cycling with numerous cycle routes available for cyclists, including National Cycle Network routes, that provides on-road cycle facilities or traffic-free routes.

Public Transport

- 3.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 3.15 The nearest bus stops are located less than 100m in either direction from the junction of Farm Yard with A6 Stockport Road. There are also bus stops located on B5093 Albert Road, within a short walk from the site via Stockport Road and Albert Road. The bus stops provide a comprehensive number of bus services that serve the local area and further afield.
- 3.16 A summary of the bus services that operate on an hourly timetable or more are provided in **Table 3.2**. Other less frequent bus services are also available.

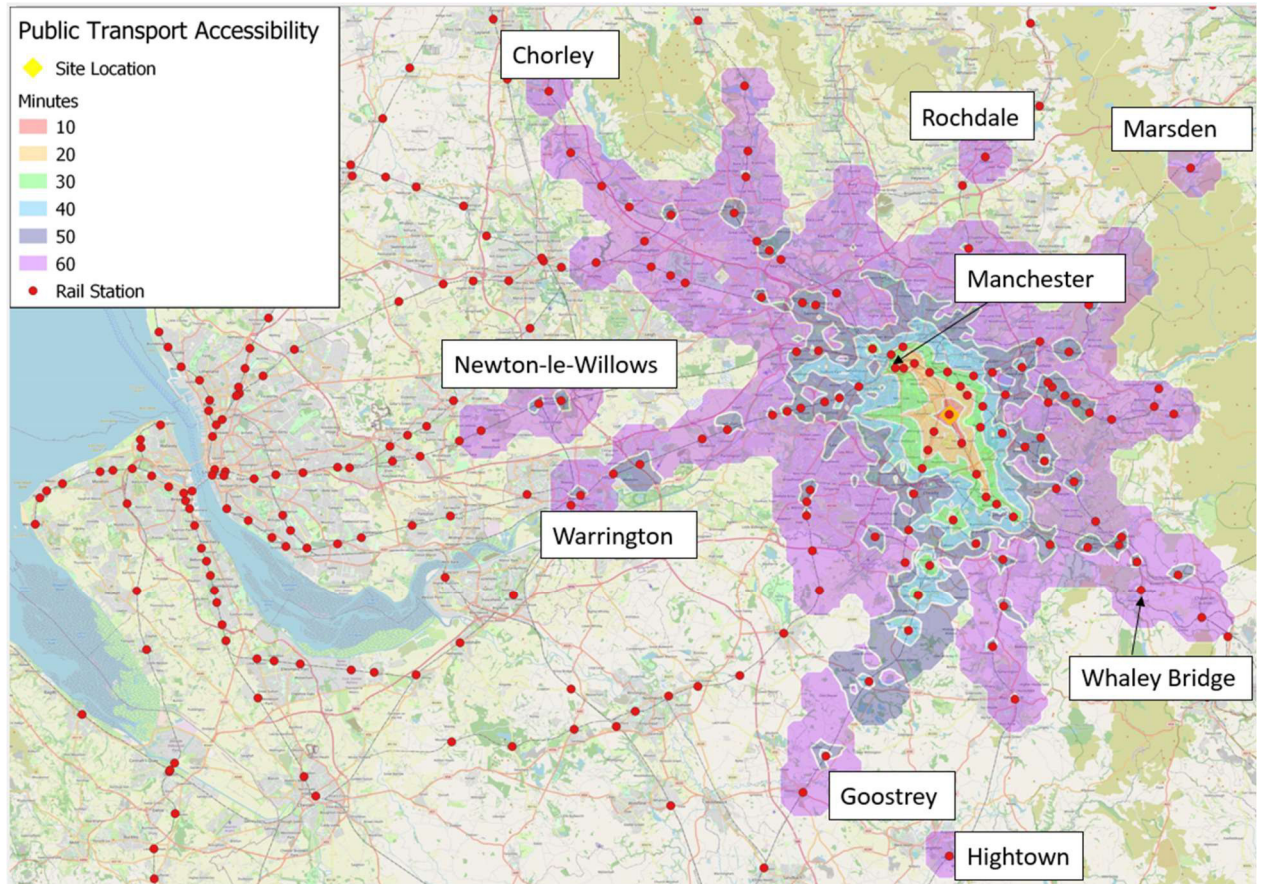
Table 3.2 – Bus Timetable Summary

Service No.	Route	Mon – Fri	Sat	Sun
150	Trafford Centre – Gorton via Chorlton and Longsight	30 mins	30 mins	60 mins
171	Newton Heath – Didsbury	60 mins	60 mins	-
172	Newton Heath – Didsbury	60 mins	60 mins	60 mins
192	Manchester – Hazel Grove	5 mins	5 mins	5 mins
197	Manchester – Stockport	30 mins	30 mins	60 mins

Source: Stagecoach

- 3.17 Levenshulme Railway Station is located approximately 200m walking distance to the north of the site, from Farm Yard via Stockport Road and Albert Road, and is therefore within an acceptable walking and cycling distance. This station provides frequent train services throughout the week to destinations including Manchester City Centre, Stockport and Buxton and highlights that staff working at the proposed development could utilise rail services in conjunction with walking or cycling.
- 3.18 TRACC software has been used to assess the accessibility of the site within a 60-minute public transport (bus and rail) commute, as shown in **Figure 3.4**. The map shows the areas that may be reached within 10-minute coloured bands from the site for the maximum hour-long journey, including the walk to the bus stops / railway station.

Figure 3.4 – 60 Minute Public Transport / Walk Distance Isochrone



3.19 **Figure 3.4** demonstrates that Manchester City Centre, Stockport and Warrington, amongst others, are within an acceptable 60-minute public transport commute. This demonstrates that public transport is a realistic alternative than the private car.

Accessibility Summary

3.20 Having regard to the above, it is considered that the site already provides good levels of accessibility by the main non-car modes of transport to the surrounding residential areas, as well as being accessible by public transport from Manchester City Centre and Stockport.

4.0 PROPOSED DEVELOPMENT

General

- 4.1 The proposals are for the construction of a storage facility under use class B8 and separate office linked to the storage facility. The storage facility will be a single-storey building with a GIA of 378m² whilst the office will be a two-storey building with a GIA of 56m². The ground floor of the office will contain the main office space with a kitchenette and washroom facilities and the first floor will provide office storage space with washroom facilities. The proposed site layout is contained in **Appendix 1**.
- 4.2 The proposed development will be for use solely by the client with the storage facility storing furniture from the clients' other businesses in the local area and will not be regularly staffed.
- 4.3 Access to the site will be taken from Farm Yard for deliveries to the storage unit with pedestrian and cycle access also taken from this location.

Parking

- 4.4 The proposed development will not provide vehicular parking on-site linked to the storage facility. It is proposed that the only vehicle demand for the site will be occasional visits by a small van to the storage unit via Farm Yard where vans will park temporarily whilst loading or unloading before making their onward journey linked to our clients other businesses. The vans will not remain on site beyond this.
- 4.5 No additional car parking demand would be generated by the proposals beyond that already associated with the client's adjacent property and the office development will not provide vehicular parking for our client or any visitors that may occasionally come to the office.

Servicing

- 4.6 It is anticipated that waste associated with the storage facility will be minimal due to the nature of the development storing furniture. Servicing for site will be carried out from Farm Yard, which is an existing arrangement with the other businesses served from there.

5.0 TRIP GENERATION AND ANTICIPATED HIGHWAY IMPACTS

General

- 5.1 This chapter provides an estimate of the trip generating potential of the proposed use during the weekday peak hours.

Proposed Trip Generation

Storage Facility

- 5.2 The proposed development will be for use solely by the client and will be an ancillary off-site storage facility for furniture from the clients' other businesses in the local area and will not be regularly staffed. The only trips associated with the storage unit will be ad-hoc occasional delivery vehicle trips, which are anticipated to access the site outside of typical highway peak hours.

Office

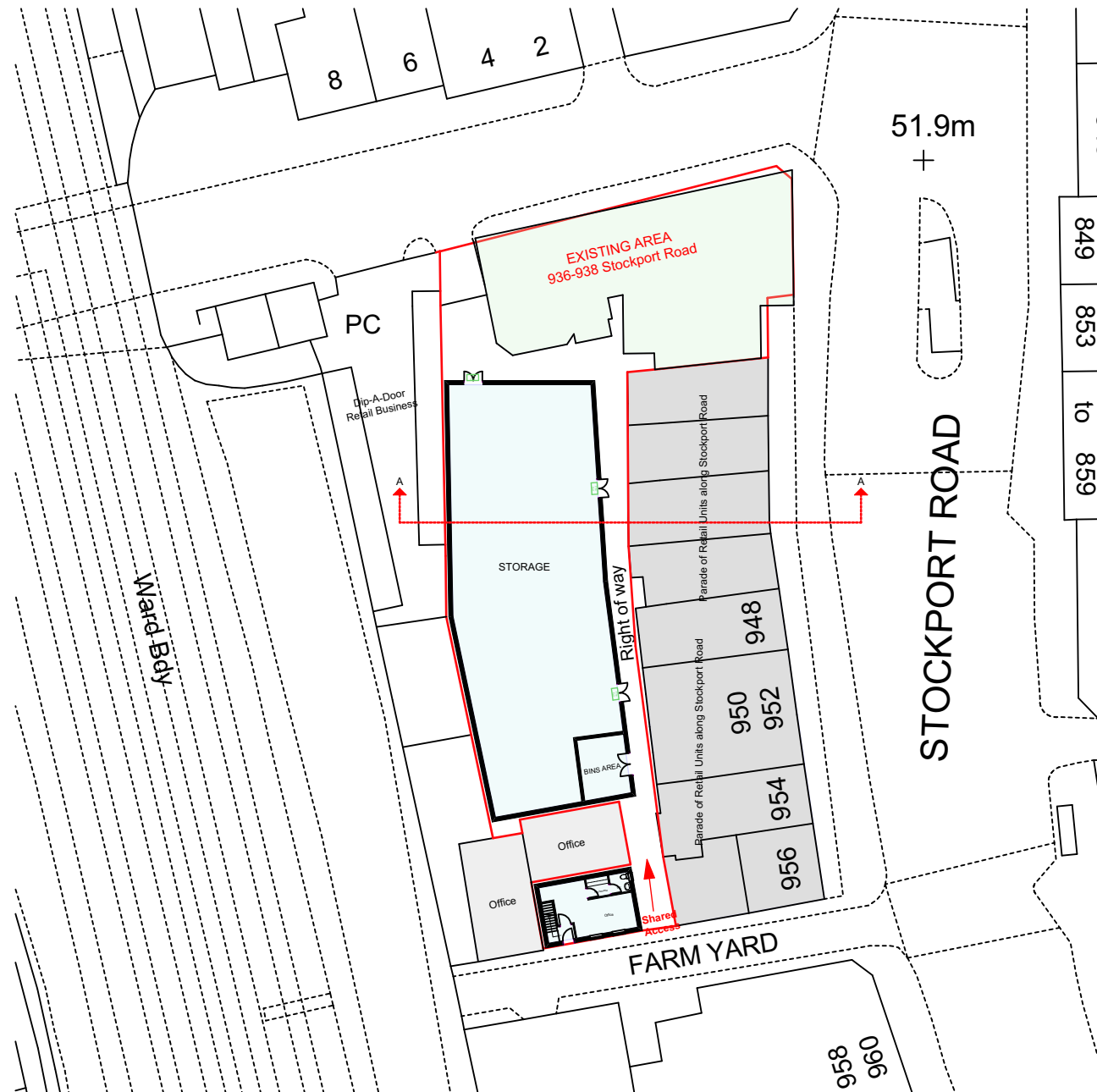
- 5.3 As mentioned earlier in this report, the office is to be used solely by our client to support his other businesses in the local area, including 936-938 Stockport Road adjacent to the site and would not generate additional trips beyond those already associated with the existing unit.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Kingston Estates & Property Ltd to provide highway, traffic and transport advice in connection with a planning application for the construction of a storage unit and associated offices on land located off Farm Yard, Levenshulme.
- 6.2 The proposed development will provide a GFA of 378m² for the storage unit and 56m² for the office, which is to be used by our client to store furniture.
- 6.3 Vehicular access to the development will be provided from Farm Yard for access to the development for occasional deliveries, as per the current arrangement for other businesses along the road. No car parking is proposed within the site boundary or along Farm Yard.
- 6.4 The road safety record of the local highway network has been examined within the most recently available full 5-year period (2016-2020) as well as verified data for the first half of 2021. The records show that a small number of accidents have occurred within the time period all classed as slight in severity. The existing record does not appear to represent a material concern on the context of the proposed development.
- 6.5 It has been demonstrated that the development is within walking and cycling distance to a large area of residential areas for access to the site, including access to local bus and rail services from destinations further afield.
- 6.6 No additional regular vehicle demand is proposed from the scheme, which is ancillary to the applicant's nearby existing operations
- 6.7 Having regard to the above, it is concluded that the application is acceptable with regard to transport.

S|C|P

APPENDIX 1



PROPOSEED GA GROUND FLOOR PLAN

notes

This drawing is subject to a detailed building and site survey, therefore no guarantee of its accuracy can be given.
This drawing has been draughted in accordance with the clients design requirements.
All areas are approximate and are subject to a detailed building and site survey and further design development.
All dimensions should be checked prior to commencement of construction on site. Measurements should not be taken off the drawing.

All dimensions shown are in millimetres (mm).



PL0 Planning Issue

10.02.22

revisions

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D - design	PL - planning	PT - pre-tender
T - tender	P - preliminary	
C - construction	R - record	

R&F ENTERPRISES LTD

NEW BUILD

2 FARM YARD,

MANCHESTER, M19 2NL

PROPOSED GA FLOOR PLAN

scale	date	drawn	checked
1:500 @ A3	10.02.22	MH	AC
job no	(category) dwg no	revision	
22-1022	(04)001	PL0	
Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Architect. This drawing shall be read in conjunction with associated specifications and related consultant's documents.			