

Proposed Exhibition Centre on Land at 158 Cheetham Hill Road, Cheetham Hill Manchester

Transport Statement

Report Control

Document	Transport Statement
Project	Proposed Exhibition Centre on Land at 158 Cheetham Hill Road, Cheetham Hill Manchester
Client	OPM Exec Ltd
Job Number	A26022
File Origin	https://astutetransport.sharepoint.com/sites/AstuteTransport/Shared Documents/2026/A26022 158 Cheetham Hill Road, Manchester/Documents/A26022 158 Cheetham Hill Rd, Manchester - TS - 20.02.26.docx

Document Checking

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Issue	Date	Status	Checked
1	03/03/2025	Transport Statement v1	OM
2			
3			



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Drawing A26022-ATP-HGN-ZZ-DR-CH-00001	General Arrangement Plan
Drawing A26022-ATP-HGN-ZZ-DR-CH-00002	AutoTRACK Assessment - Swept Path Analysis of Large Car



1. Introduction

- 1.1. Astute Transport Planning has been appointed by OPM Exec Ltd to provide highways and transportation advice in support of a planning application for a proposed exhibition centre on land at 158 Cheetham Hill Road, Cheetham Hill Manchester.
- 1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority.
- 1.3. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a planning application.

Development Site

- 1.4. The location of the proposed development site is within the district of Cheetham Hill, to the north of Manchester, and is bound by A665 Cheetham Hill Road to the west, Derby Street to the south, an existing building to the east, and various wholesale outlets to the north. An indicative location of the site is shown in **Figure 1.1**.

Figure 1.1: Proposed Development Site Location (Source: Google Maps)



Development Proposals

- 1.5. The planning application proposes a development of an exhibition centre and an associated basement car park. The basement car park site will be served from access off Derby Street. The proposed site layout plans are provided as **Appendix A**.

National Planning Policy Framework

- 1.6. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023, and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.7. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:
- *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 1.8. Paragraph 116 goes on to state 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, taking into account all reasonable future scenarios."*



Guide to Development in Manchester Supplementary Planning Document (SPD)

- 1.9. The Guide to Development in Manchester Supplementary Planning Document (SPD) was adopted in April 2007.

Paragraph 2.22 highlights the importance of reducing car dependency, stating:

“In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.”

- 1.10. In the section titled ‘Vehicular Access Including Servicing’, the guidance advises developers to consider servicing requirements at an early stage to ensure sufficient on-site provision. It warns that inadequate servicing arrangements can compromise pedestrian safety on nearby roads and lead to increased costs for maintaining a high-quality street environment.
- 1.11. The proposed development supports these objectives by being situated near a wide range of amenities. At the planning stage, factors such as proximity to existing transport infrastructure, site layout, appropriate density, cycling and pedestrian facilities, and opportunities for limiting car parking should all be considered.
- 1.12. These considerations have been fully assessed for this proposed development and are addressed in this TS report.

Scope of Report

- 1.13. This TS has been prepared in accordance with guidance provided by the Department for Housing, Communities and Local Government on 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (2014), as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.14. Following this introduction, the report provides the following information:
- **Section 2:** Baseline Conditions and Site Accessibility - provides a review of the baseline conditions in the vicinity of the proposed development site, and gives an overview of the proposed site's accessibility by sustainable modes of transport.
 - **Section 3:** Development Proposals - provides details of the development proposals.
 - **Section 4:** Traffic Impact - deals with forecast vehicle trip movements.
 - **Section 5:** Summary and Conclusions.



2. Baseline Conditions and Site Accessibility

- 2.1. This Section describes the existing site, the local highway network and reviews the injury accident record on the immediate highway network. It then goes on to review the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

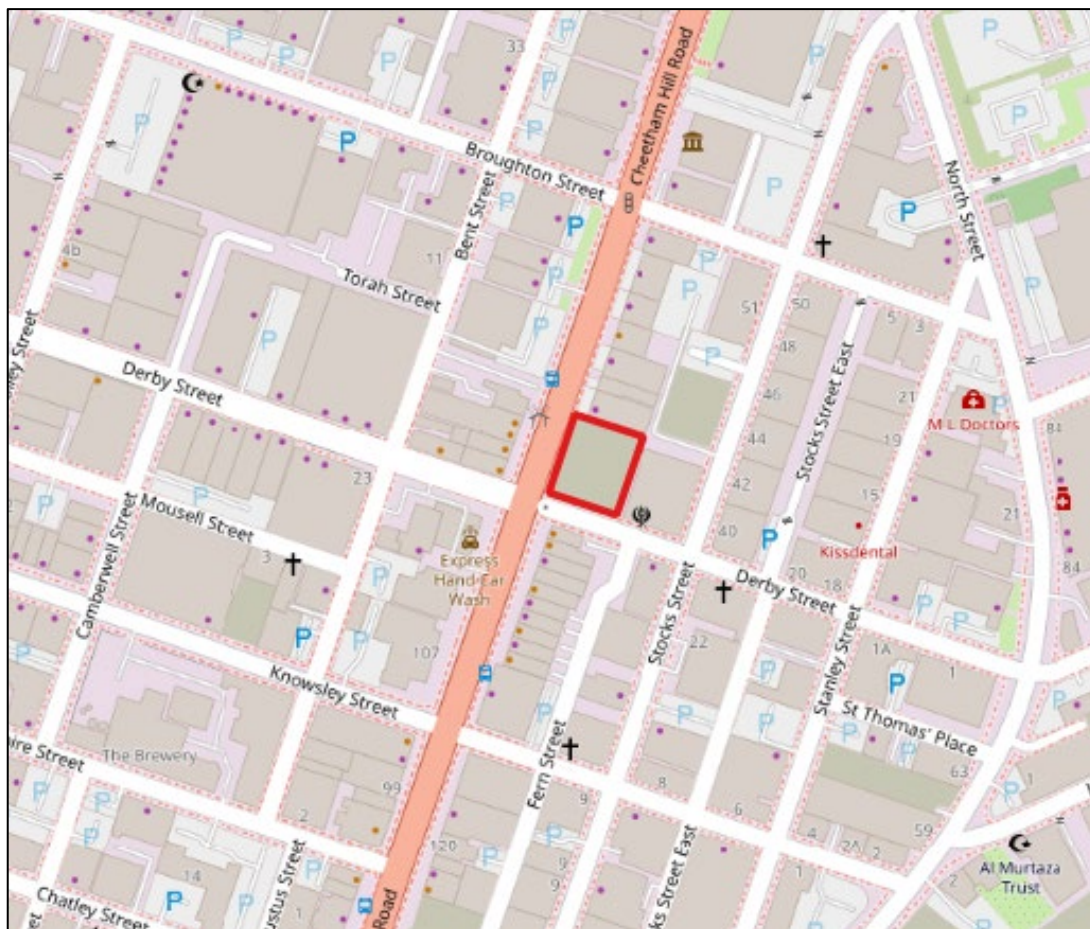
Existing Site and Location

- 2.2. The site occupies a corner plot at Derby Street fronting Cheetham Hill Road (A665). The surrounding locality features a dense mix of wholesale units, light industrial premises, vehicle workshops, storage facilities, takeaways, restaurants, offices, and other service businesses.

Local Highway Network

- 2.3. The local highway network in the vicinity of the site is presented in **Figure 2.1**, with an approximate red line boundary for the planning application.

Figure 2.1: Local Highway Network (Source: OpenStreetMap)



- 2.4. Derby Street borders the site to the south and runs in an approximate east-west alignment. Derby Street accommodates pedestrians and all vehicle movement from the east, and only supports access from cyclists and pedestrians from the west due to a modal filter on its connections to the A665 Cheetham Hill Road / Derby Street priority-controlled 4-arm junction.
- 2.5. In the vicinity of the site Derby Street is subject to a 30mph speed restriction, is circa 7m in width, has wide footways and street lighting. The road is lightly trafficked, and has double yellow line 'no waiting at any time' restrictions in place within 15m of its junction with the A665 Cheetham Hill Road
- 2.6. The A665 Cheetham Hill Road runs in an approximate north south alignment between Bury Lane to the north and A6042 Trinity Way / Ring Road to the south. In the vicinity of the site, A665 Cheetham Hill Road is subject to a 30mph speed restriction, is circa 12m in width, has wide footways and consistent street lighting on both sides of the carriageway.
- 2.7. The A665 Cheetham Hill Road mostly has single yellow lines on either side of the carriageway; there are double yellow line 'no waiting at any time' restrictions in place within 15m of the any junctions.
- 2.8. In the vicinity of the site, A665 Cheetham Hill Road has waiting and loading restriction that is active Monday through to Friday during the morning peak of 08:00 - 09:30 and the afternoon peak of 16:00 - 18:30, then on a Saturday during the morning peak of 08:00 - 09:30; these restrictions apply for both directions of traffic.
- 2.9. To the south-west of the proposed development site, circa 50m south along A665 Cheetham Hill Road is a signalled pedestrian crossing with the associated dropped kerbs, and tactile paving to facilitate safe movement for pedestrians walking and wheeling at crossings.
- 2.10. To the north-west of the proposed development site, circa 110m north along A665 Cheetham Hill Road is the A665 Cheetham Hill Road/ Broughton Street signal-controlled 4-arm junction with advanced stop lines and signalled pedestrian crossings on each arm along with associated dropped kerbs, and tactile paving to facilitate safe movement for pedestrians walking and wheeling at crossings.

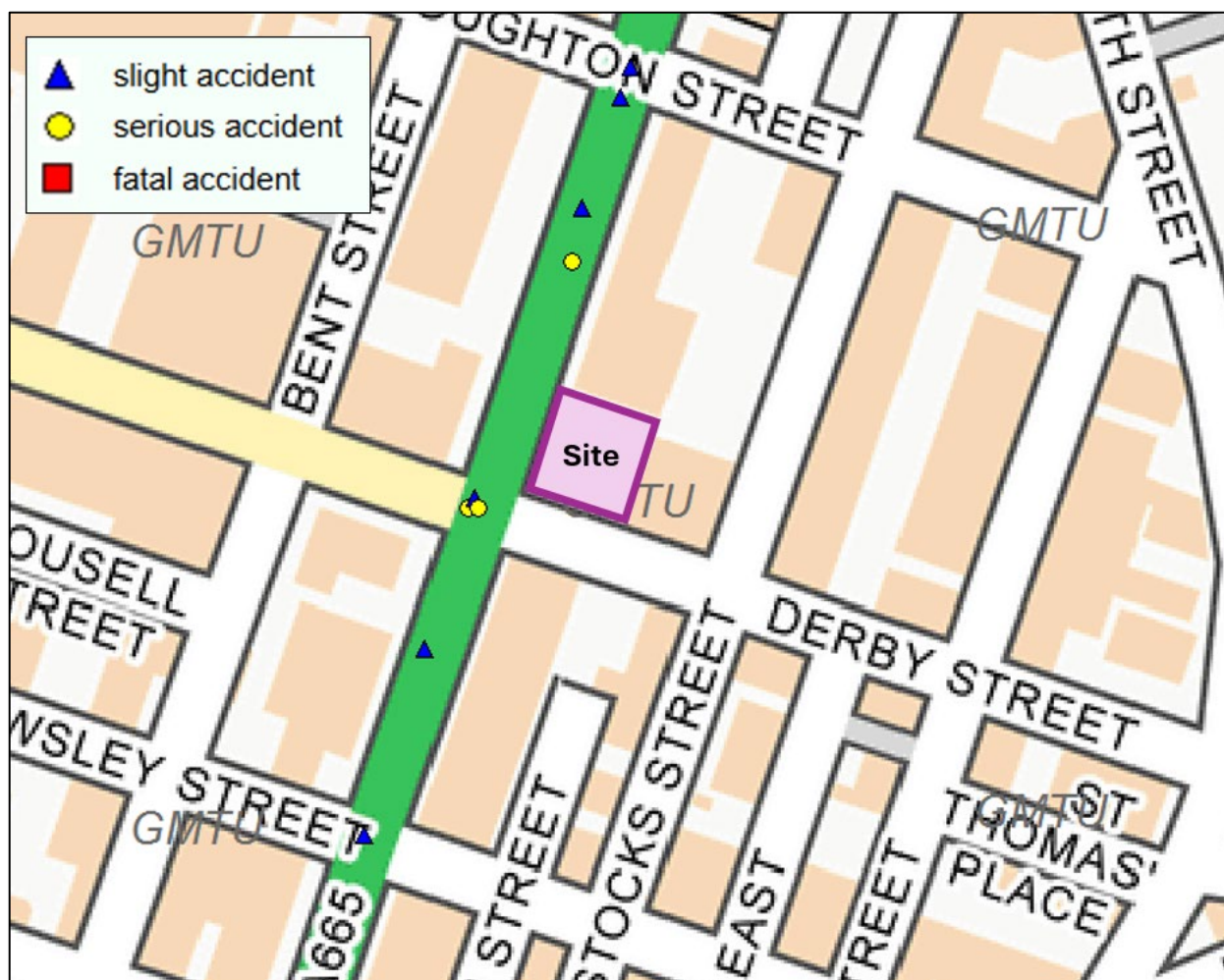
Injury Accident Record

- 2.11. Transport for Greater Manchester (TfGM) hosts an interactive map which displays their road traffic accident database on their Highways Forecasting and Analytical Services website. It contains information about road traffic accidents that involved personal injury and took place on the public highway.



- 2.12. This road traffic accident data within the vicinity of the proposed site has been interrogated for the most recently available five-year (60 months) period. The accidents are shown within the extract of the TfGM interactive map in **Figure 2.2**.

Figure 2.2: TfGM Reported Road Accidents (Source: www.gmtu.gov.uk/gmaccidents/)



- 2.13. As shown in **Figure 2.2**, nine injury accidents have been recorded within the local highway network of the proposed site during the most recent five-year period. There have been no recorded accidents at the proposed site access or along Derby Street. Of the two recorded incidents three were documented as serious and six as slight. There were no fatal incidents.
- 2.14. Two of the recorded incidents occurred at the four-arm signalised junction of A665 Cheetham Hill Road/ Broughton Street; both occurred in 2024 and were documented as slight in severity.
- 2.15. Three of the verified incidents occurred at the four-arm signalised junction of A665 Cheetham Hill Road/ Derby Street. At this location, one of the accidents took place in 2021 and was listed as serious, another serious incident occurred in 2024, and a slight incident happened in 2025.

- 2.16. Three of the recorded incidents occurred along A665 Cheetham Hill Road within the study area. One of the accidents was listed as serious, that took place in 2024, of the other two incidents that were recorded as slight one took place in 2022 and the other in 2025.
- 2.17. One of the logged incidents occurred at the four-arm signalised junction of A665 Cheetham Hill Road / Knowsley Street; it occurred in 2022 and was recorded as slight in severity.
- 2.18. The rate of recorded injury accidents on the highway network along this section of A665 Cheetham Hill Road equates to fewer than two accidents per annum.
- 2.19. Whilst all accidents are regrettable, the rate of accidents over a five-year period is not considered to be indicative of any underlying highway safety issues on the network. Therefore, there is no evidence that the proposed development would have any negative impact on highway safety nor that the existing site access junction serving the proposed site is deficient in any way.

Accessibility by Sustainable Modes

- 2.20. Current local and national transport policy states that new developments should be designed to encourage more trips to be made by sustainable modes including walking, cycling, multi-modal, or on shared / public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy car journeys.

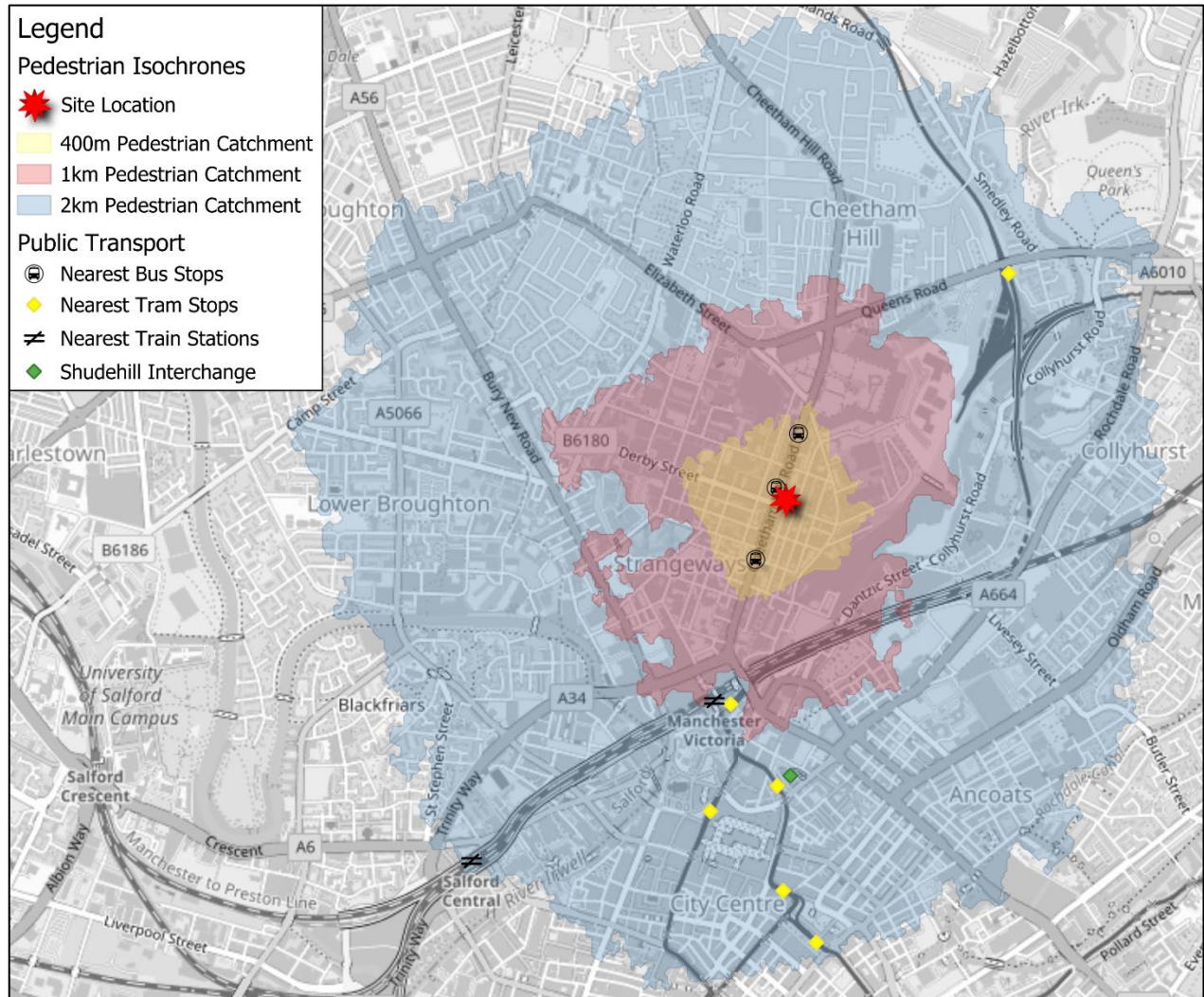
Walking Accessibility

- 2.21. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 1km, with a preferred maximum distance of 2km.



- 2.22. To reflect this guidance **Figure 2.3** highlights areas within 400m, 1km and 2 kms walking catchments, which equates to approximately 5, 12 and 25 minute walks respectively.

Figure 2.3: Proposed Development Walking Catchments (Source: OpenStreetMap/QGIS)



- 2.23. **Figure 2.3** demonstrates that the proposed development is within 400m of several bus stop. Manchester Victoria train station and tram stop is just beyond 1km walking catchment. The majority of Cheetham Hill, Lower Broughton, Ancoats along with the north of Manchester City Centre are reachable in the 2km walking catchment.
- 2.24. The 2km walking catchment also includes several Metrolink tram stops, the Shudehill Interchange along with Salford Central and Manchester Victoria Train Stations showing walking can also be promoted as part of a multi-modal journey, particularly in conjunction with public transport.
- 2.25. This means that many of the city's residential areas are accessible on foot, along with access from the main transport interchanges accommodating staff and guests travelling into the city. The site is well located in relation to the

footway network and public transport nodes providing connections between the site and nearby residential areas within the city centre and further afield. Accessibility by public transport is detailed further within this Section.

- 2.26. The A665 Cheetham Hill Road provides a key pedestrian route to the north of the city centre where Manchester Victoria Station is situated. The local pedestrian network comprises high-quality pedestrian friendly streets, with good provision of controlled crossings in the wider area, as well as dropped kerbs with tactile paving crossing points facilitating the safe movement of those who are visually impaired and / or may need to use a wheelchair.
- 2.27. To support these trips the site is located within a comprehensive pedestrian network. This includes wide, street lit footways on both sides of the surrounding roads, with movements across key junctions also supported by dropped kerbs and tactile paving. Extensive natural surveillance is provided by existing properties along key pedestrian routes.
- 2.28. In summary, the pedestrian facilities in the surrounding area will ensure that the site is accessible on foot by staff and guests.

Cycling Accessibility

- 2.29. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 2.30. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5km). Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 2.31. From the entrance of the proposed site, a cycle catchment of 5km would cover the entirety of Manchester City Centre as well as reach the areas of Heaton Park and Blackley to the north, Newton Heath and Openshaw to the east, Whalley Range and Rusholme to the south, and Salford to the west. Cycling can also be promoted as part of a multi-modal journey, particularly in conjunction with public transport.
- 2.32. It is also noted that Manchester Victoria, Piccadilly, Oxford Road, Deansgate, Salford Central, and Salford Crescent train stations are located within a 3km cycle catchment from the site, facilitating the possibility of multi modal journeys by bicycle and train.
- 2.33. There is a Pay As You Ride (PAYR) bike scheme delivered by Starling Bank and powered by Beryl on behalf of the Bee Network. Availability and proximity of bikes can be checked via the Starling Bank Bikes app. Pedal bikes cost 50p to unlock and 5p per minute to ride, while E-bikes cost £1 to unlock and 10p per minute to ride. There are also minute bundles that can be purchased in advance and makes unlocking the bikes free.



- 2.34. In summary, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel.

Bus Accessibility

- 2.35. The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 2.36. The site is located within a 400m walking distance of six bus stops that are all situated along A665 Cheetham Hill Road including the northbound and southbound stops for Derby Street, Elizabeth Street, and St Chad's Catholic Church. The northbound bus stop for Derby Street is located directly opposite the proposed site. All of these bus stops can be safely accessed via the high-quality pedestrian infrastructure located within the vicinity of the site. A summary of the available frequent bus services from these bus stops is presented in **Table 2.1**.

Table 2.1 Public Bus Stops and Frequent Services in the Vicinity of the Site

Bus Stops	Available Bus Services	Weekday Frequency (Average)	Weekend Frequency (Average)
Derby Street (NB), Elizabeth Street (NB), St Chad's Catholic Church (NB)	41 Sale - Middleton via Northenden, West Didsbury, Fallowfield, Rusholme, Manchester City Centre, and Cheetham Hill	Every 20 mins	Every 30 mins
	135 Manchester - Bury via Cheetham Hill, Heaton Park, and Whitefield	Every 10 mins	Every 10 mins
Derby Street (SB), Elizabeth Street (SB), St Chad's Catholic Church (SB)	41 Middleton - Sale via Cheetham Hill, Manchester City Centre, Rusholme, Fallowfield, West Didsbury, and Northenden	Every 20 mins	Every 30 mins
	135 Bury - Manchester via Whitefield, Heaton Park, and Cheetham Hill	Every 10 mins	Every 10 mins

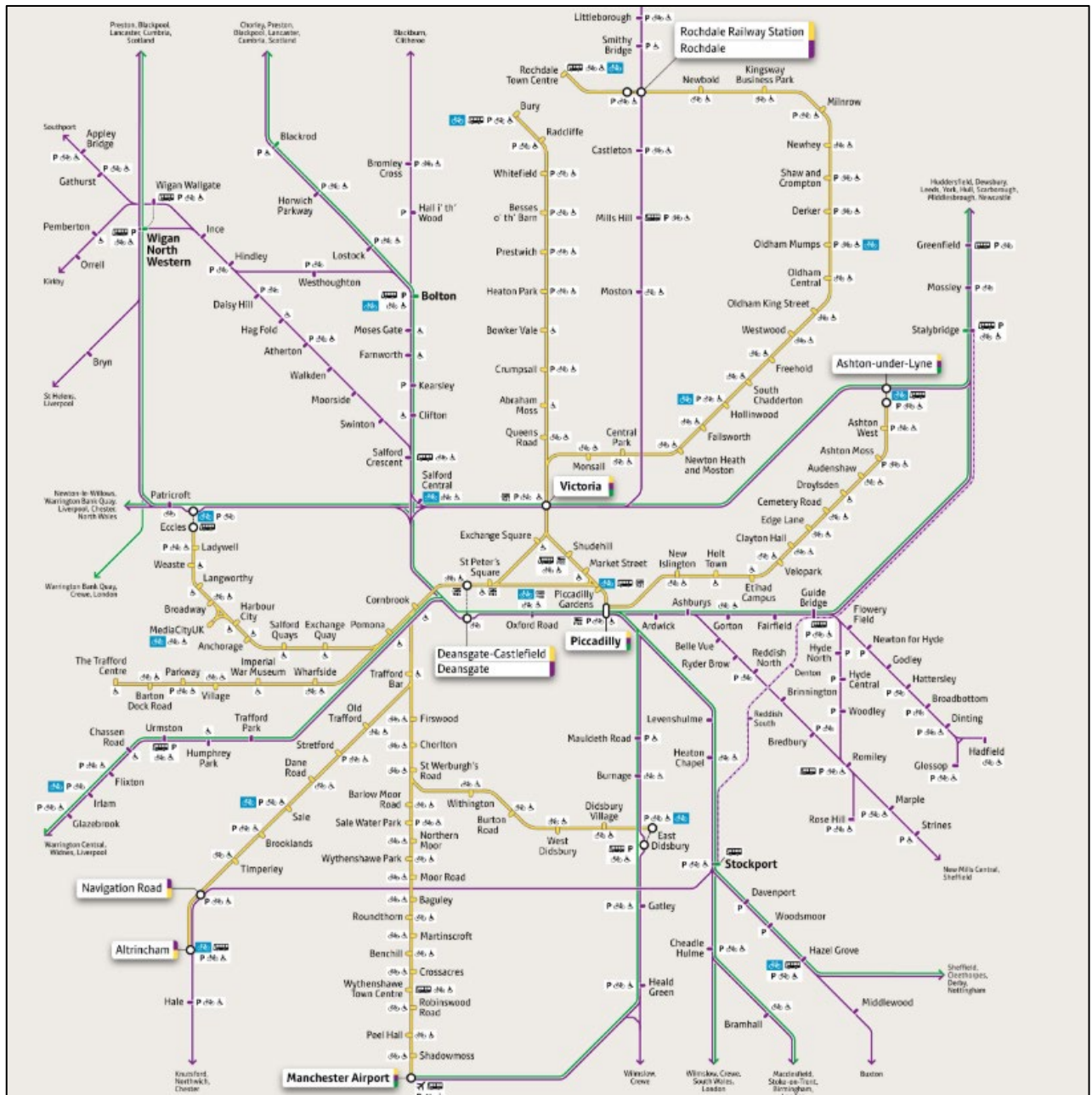
- 2.37. As shown in **Table 2.1**, the site is well connected to the local bus network. The regular services available within the vicinity of the site provide access to a variety of key residential, leisure and retail destinations within Manchester City Centre, and across Greater Manchester.
- 2.38. Bus stops provided at Shudehill Bus Interchange that are circa 1.2km (17-minute walk) from the site provide access to approximately 39 bus and coach services, providing regular bus services to and from a range of destinations across Greater Manchester.
- 2.39. On the basis that there are reliable and frequent bus services within a short walking distance from the site, the proposed site is considered to be accessible by bus.



Train and Tram Accessibility

- 2.40. Manchester Victoria Station is the closest train station to the site, and also the location of the closest Metrolink tram Stop, Victoria, and it is accessible thru an estimated 16 minute walk (1.1km) or a 6 minute cycle.
- 2.41. The comprehensive combined Metrolink and National Rail network for the Greater Manchester area is given in Figure 2.4.

Figure 2.4: Combined Metrolink and National Rail Network (Source: tfgm.com)



- 2.42. As shown in **Figure 2.4**, Manchester Victoria Station provides access to numerous national rail services, with regional and local services providing access to various destinations including Preston, Leeds, Clitheroe, Scarborough, Wigan, Newcastle, Blackburn, Chester, Southport, Bolton, Saltburn, Hull, Middlesbrough, York, and Liverpool.
- 2.43. Between Monday to Thursday Metrolink Tram services operate from around 06:00 to 00:00 every 12 minutes. On a Friday and Saturday Metrolink Tram services operate from around 06:00-0:00 every 12 minutes, and every 24 minutes from 00:00-01:00. Metrolink Tram services operate from around 07:00-00:00 every 15 minutes on a Sunday. Given the high frequency of Metrolink services, and number of routes and tram stops that are accessible from the site, it is considered that these would offer a feasible travel alternative as part of a linked sustainable mode trip.
- 2.44. All Metrolink stops provide shelter, seating, and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts.
- 2.45. The site is accessible by train and tram from both the National Rail and Metrolink networks. Both networks will offer excellent public transport connectivity for staff and guests to the proposed development.

Public Transport Accessibility Level

- 2.46. Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network, taking into account walk access times and service availability. The GMAL range on a scale from very low (1) to very high accessibility (8). The site based on its postcode (M8 8LY), and using the latest GMAL data from February 2026, has an accessibility Level 7, which equates to an area of high public transport accessibility.
- 2.47. Assessing the site using the Connectivity Tool (Lite version) produced by The Department for Transport (DfT), the site has an overall connectivity score of 87 out of 100. This takes into account access to all destinations included in the connectivity score by public transport, walking and cycling.

Summary

- 2.48. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. The adjacent road network has a reasonable safety record and there are no underlying accident trends that would be worsened by the proposed development site.
- 2.49. It has been demonstrated that the proposed development site occupies a highly sustainable location near Manchester City Centre and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for staff and guests.



3. Development Proposals

- 3.1. This Section of the report details the development proposals, including access and parking arrangements.

Existing Site

- 3.2. The site is located on the corner of A665 Cheetham Hill Road and Derby Street, in the north of Manchester; the size of the land parcel is 1,092 sqm. The site is presently undeveloped and vacant and has remained so for over 30 years. Archival Google Maps images from 2008 to 2014 shows frontage of the site onto A665 Cheetham Hill Road has previously been used to host roadside paper and paste advertisements.

Proposed Development

- 3.3. The proposed development comprises of a purpose-built exhibition centre and a basement car park with cycle storage with an access onto Derby Street. The proposed site layout plan for the second, ground and basement floor levels are included in **Appendix A**.

Access Arrangements

- 3.4. Vehicle access to the site is proposed directly from Derby Street. **Drawing A26022-ATP-HGN-ZZ-DR-CH-00001** provides a general arrangement drawing of the proposed access junction. The drawing confirms that a visibility splay of 2.4m x 43m is achievable to the north facing the southbound traffic from the junction, which accords with the Manual for Streets requirements for a 30 mph road. Servicing and waste collection for the proposed site will be taken from Derby Street.

Pedestrian Access

- 3.5. Pedestrian access to the site will be achievable from direct pedestrian connection to A665 Cheetham Hill Road and Derby Street via the footways which are provided on both sides of the proposed site access junction. Dropped kerbs are proposed to facilitate pedestrian movements across the new bellmouth for the new vehicle access into the site from Derby Street.

Basement Parking Layout

- 3.6. The basement level will accommodate a secure car park with multiple vehicle bays, including disabled parking provision, as well as a cycle storage area. Lift and stair access are provided to connect the basement directly with the upper floors of the building, ensuring full accessibility.



- 3.7. The site layout has been assessed using the AutoTRACK programme with a large car size. This assessment is provided in **Drawing A26022-ATP-HGN-ZZ-DR-CH-00002** and confirms that the proposed basement car park layout can suitably and safely accommodate the turning movements of vehicles.

Car Parking

- 3.8. MCC's adopted car parking requirements are outlined in the July 2012 'Manchester's Local Development Framework Core Strategy Development Plan Document'. A summary of the parking standards provided in Appendix B of the Core Strategy are presented in **Table 3.1**.

Table 3.1: D2: Assembly and Leisure Parking Standards (Source: MCC Core Strategy 2012)

Type of development	Maximum number of car parking spaces (Areas within District Centres)	Minimum number of spaces required for:-	
		Disabled people's parking as percentage of total (Citywide)	Cycles (Citywide)
Cinemas, Theatres and Conference Facilities	1 space per 8 seats	3 bays or 6% of total capacity whichever is greater	1 per 20 seats minimum of 2 spaces

- 3.9. Based on the MCC's Core Strategy for Conference Facilities, and the design of the conference hall for the proposed development expected to accommodate 180 seats, the maximum number of parking spaces for the development would be 23 car parking spaces, and there is a minimum of 3 disabled parking spaces and 9 cycle parking spaces required.
- 3.10. As the proposals includes 23 car parking spaces, 3 disabled parking spaces, and a bike store that can accommodate 10 bicycles it is considered that this provision is in accordance with the Council's parking standards for assembly and leisure (use class D2).



4. Traffic Impact

- 4.1. This Section of the report details the potential traffic generating of the proposed development and then provides an assessment of traffic impact.

Proposed Trip Generation

- 4.2. In order to establish the trip generation of the proposed hotel use, an interrogation of the TRICS database has again been undertaken. The land use: '07 Leisure' and category: 'I - Art Galleries/Museums/Exhibitions' has been selected, and to obtain representative results sites within 1km of a train station of a similar size and parking provision have been collated.
- 4.3. The trip rates have been applied to the proposed floor area of 1,092 sqm. The resultant trip generations are provided in **Table 4.1**, with the full TRICS outputs provided in **Appendix B**.

Table 4.1: Proposed Hotel Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (1,092 sqm)		
	Arr	Dep	Total	Arr	Dep	Total
Network AM Peak (08:00-09:00)	0.286	0.000	0.286	3	0	3
Network PM Peak (17:00-18:00)	0.069	0.370	0.439	1	4	5

- 4.4. As presented in **Table 4.2**, the TRICS trip rate analysis suggests that the site's proposed use is predicted to generate in the region of three two-way vehicle movements during the network morning peak period, with five two-way vehicle movements generated in the network evening peak period.

Summary

- 4.5. Using data from the industry standard TRICS database, this section of the report has quantified the likely trip generation potential of the proposed development at 158 Cheetham Hill Road, Cheetham Hill in Manchester.
- 4.6. The site is located with a highly accessible area for public transport and active travel modes. The parking provision at the site is more than adequate to accommodate any car parking demand that might arise from the proposed development.
- 4.7. It is concluded that the level of vehicle trip generation is minimal, it could be accommodated on the surrounding highway network and traffic generated will not result in an unacceptable or severe impact on the local highway network.



5. Summary and Conclusions

Summary

- 5.1. Astute Transport Planning has been appointed by OPM Exec Ltd to provide highways and transportation advice in support of a planning application to for a proposed exhibition centre on land at 158 Cheetham Hill Road, Cheetham Hill Manchester.
- 5.2. This TS report includes the following principal findings:
- The site is located within a comprehensive pedestrian and cycle network, with street lit footways provided, complemented by crossing facilities at surrounding junctions. Pedestrian and cycle access to the site will be achieved from A665 Cheetham Hill Road, and Derby Street.
 - The site is highly accessible by public transport, with a range of bus services, and a railway station located within a short walking distance. The high public transport accessibility of the site is reflected in the high GMAL rating of 7, and the overall connectivity score of 87 from the DfT Connectivity Tool.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site on the A665 Cheetham Hill Road or near the proposed site access off Derby Street. Based upon the analysis of the highway impact, it has been concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
 - The development is concluded to be in accordance with national, regional and local planning policy guidance, which encourages travel by non-car modes.

Conclusion

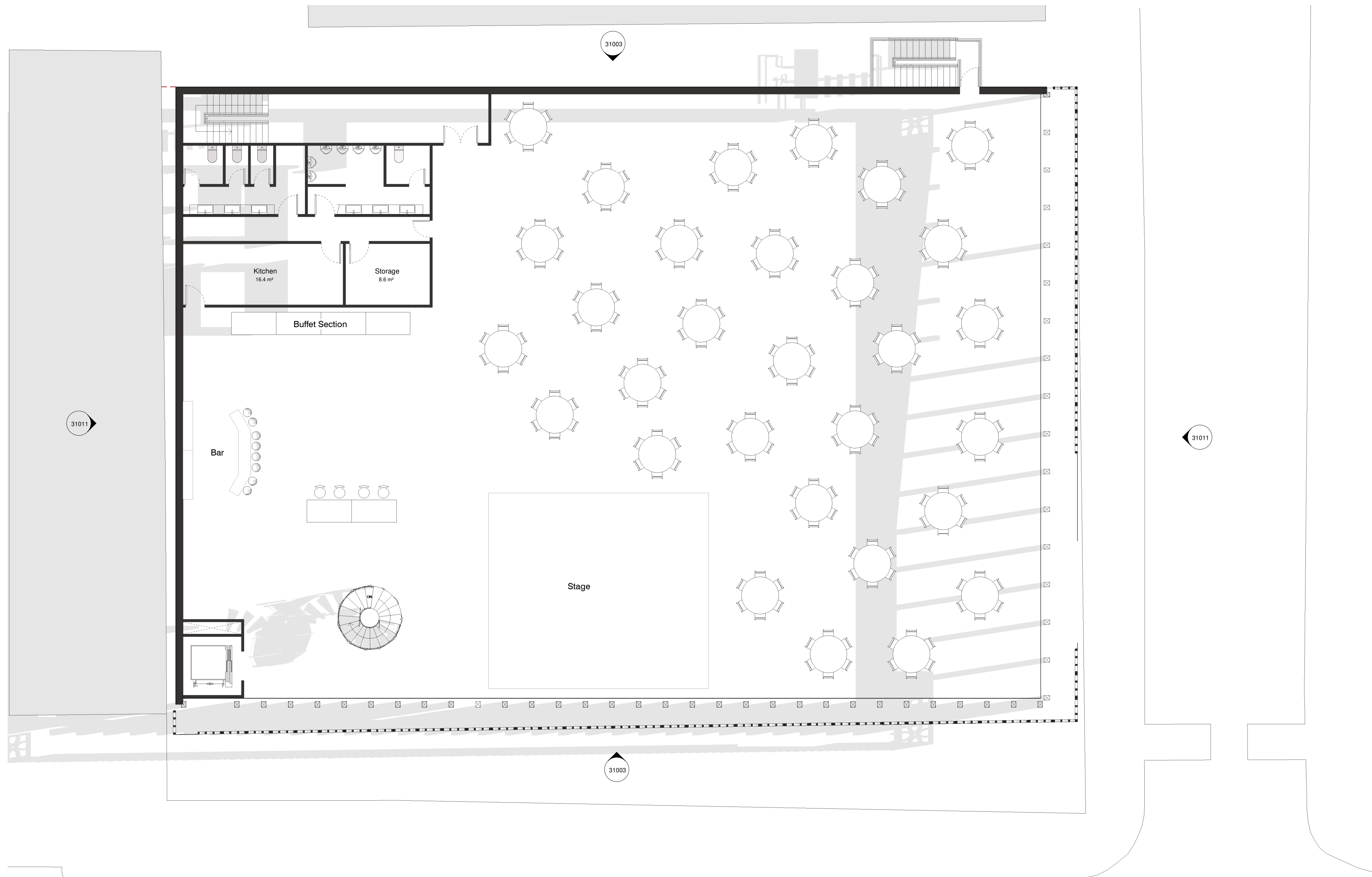
- 5.3. The NPPF states that, "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 5.4. This TS has demonstrated that the development site is located in a highly accessible location, and that the proposed exhibition centre at Cheetham Hill Road would have no impact upon the safe or efficient operation of the surrounding highway network.
- 5.5. It is therefore concluded that the residual cumulative impact of the development would not be severe, and on this basis there are no material reasons why the proposed development should be refused on highways or transportation grounds.



Appendix A

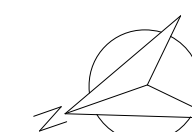
Proposed Site Layout Plans





1 1/F Floor
1 : 100

SCALE 1 : 100
0 2m 4m 6m



Rev Description By Date

DRAFT
MUSE
Architects

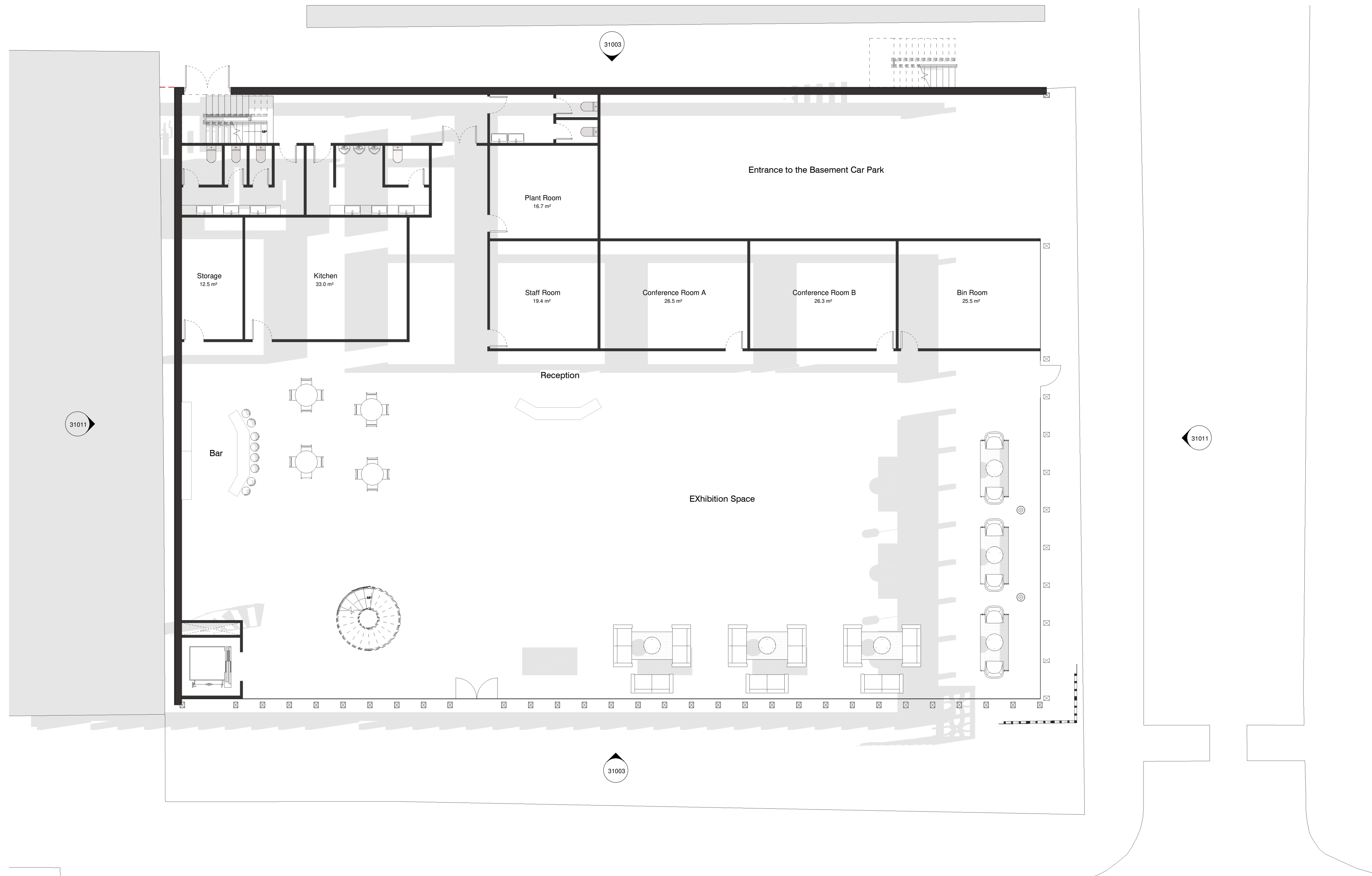
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Proposed FF Plan

DRAWING TITLE: Planning

DRAWN: CL CHECKED: MM

APPROVED: MM DATE: 29/07/25

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1 G/F Plan
1 : 100

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Proposed GF Plan

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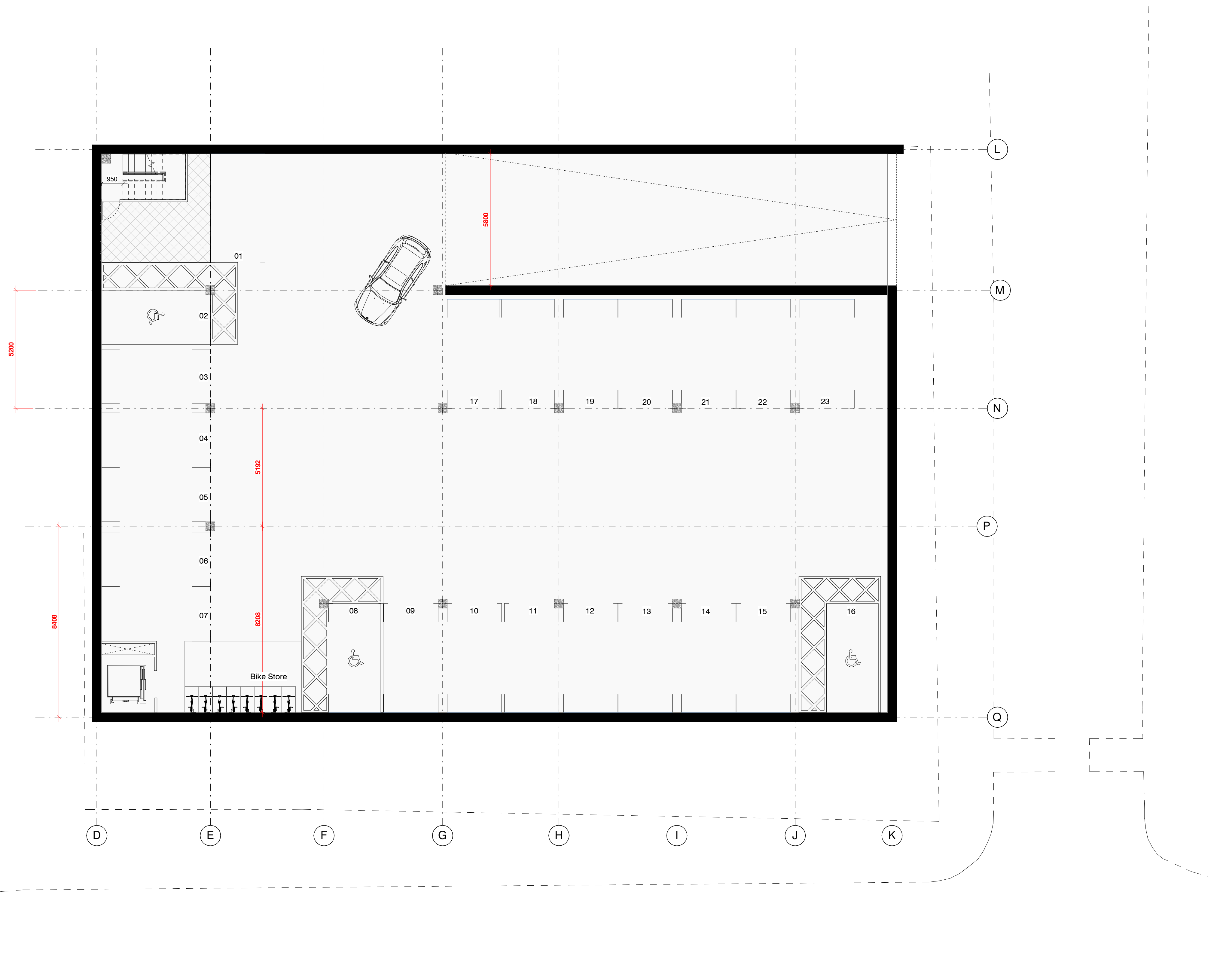
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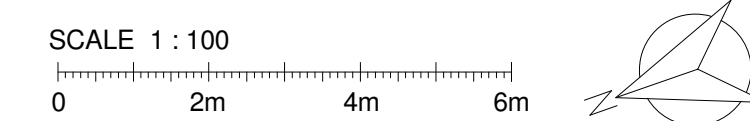
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REV: (A1)



1 BF
1 : 100



B Planning Amendments 15/01/26
Rev Description By Date

MUSE
Architects

PROJECT: Cheetham Hill Road
Proposed Basement Car Park

DRAWING TITLE: Planning
DRAWING STATUS: CL
DRAWN: CL CHECKED: MM
APPROVED: MM DATE: 30/07/25
1:100 SCALE 111_31009 DRAWING NUMBER B REV: (A1)

Appendix B

TRICS Outputs





Audit Code: aa4be098-4ea4-4d7f-b3e1-8cf6d87889c5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	TH	TOWER HAMLETS
		1 day
08	NORTH WEST	
	GM	GREATER MANCHESTER
		1 day
11	SCOTLAND	
	DU	DUNDEE CITY
		1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: aa4be098-4ea4-4d7f-b3e1-8cf6d87889c5**Primary Filtering Selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	730 to 2090 (units:sqm)
Range Selected by User:	500 to 2500 (units:sqm)
Parking Spaces Range:	0 - 30

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/08/89 to 23/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town Centre	2 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Development Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:**Use Class:**

F1(c)	2 surveys
N/A	1 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:**500 - 5892****Population within 1 mile:**

25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 surveys
500,001 or More	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys
----	-----------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good	1 surveys
No PTAL Present	2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	DU-07-I-01	SCIENCE CENTRE	DUNDEE CITY
GREENMARKET DUNDEE Edge of Town Centre Development Zone Gross floor area: 1325 sqm Survey date: Thursday 20/04/2017			
Survey Type: Manual			
2	GM-07-I-01	ART GAL./MUSEUM	GREATER MANCHESTER
A6 CRESCENT MANCHESTER SALFORD Suburban Area Built-Up Zone Gross floor area: 1595 sqm Survey date: Monday 12/11/2001			
Survey Type: Manual			
3	TH-07-I-01	MUSEUM	TOWER HAMLETS
HERTSMERE ROAD CANARY WHARF WEST INDIA QUAY Edge of Town Centre Built-Up Zone Gross floor area: 1399 sqm Survey date: Wednesday 28/10/2009			
Survey Type: Manual			

Audit Code: aa4be098-4ea4-4d7f-b3e1-8cf6d87889c5

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	1	1399	0.286	0.000	0.286
09:00-10:00	3	1440	0.417	0.069	0.486
10:00-11:00	3	1440	0.394	0.208	0.602
11:00-12:00	3	1440	0.370	0.255	0.625
12:00-13:00	3	1440	0.301	0.301	0.602
13:00-14:00	3	1440	0.579	0.440	1.019
14:00-15:00	3	1440	0.394	0.324	0.718
15:00-16:00	3	1440	0.324	0.625	0.949
16:00-17:00	3	1440	0.069	0.324	0.393
17:00-18:00	3	1440	0.069	0.370	0.439
18:00-19:00	1	1399	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.203	2.916	6.119

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: aa4be098-4ea4-4d7f-b3e1-8cf6d87889c5

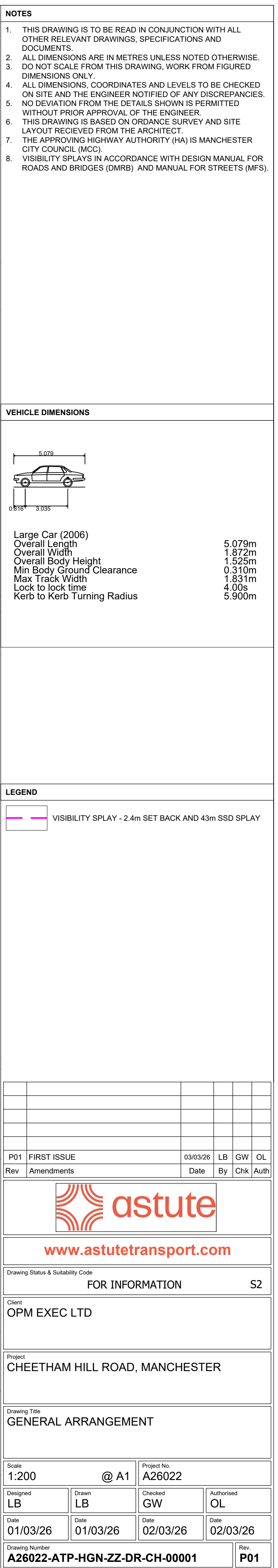
Parameter Summary:

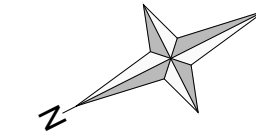
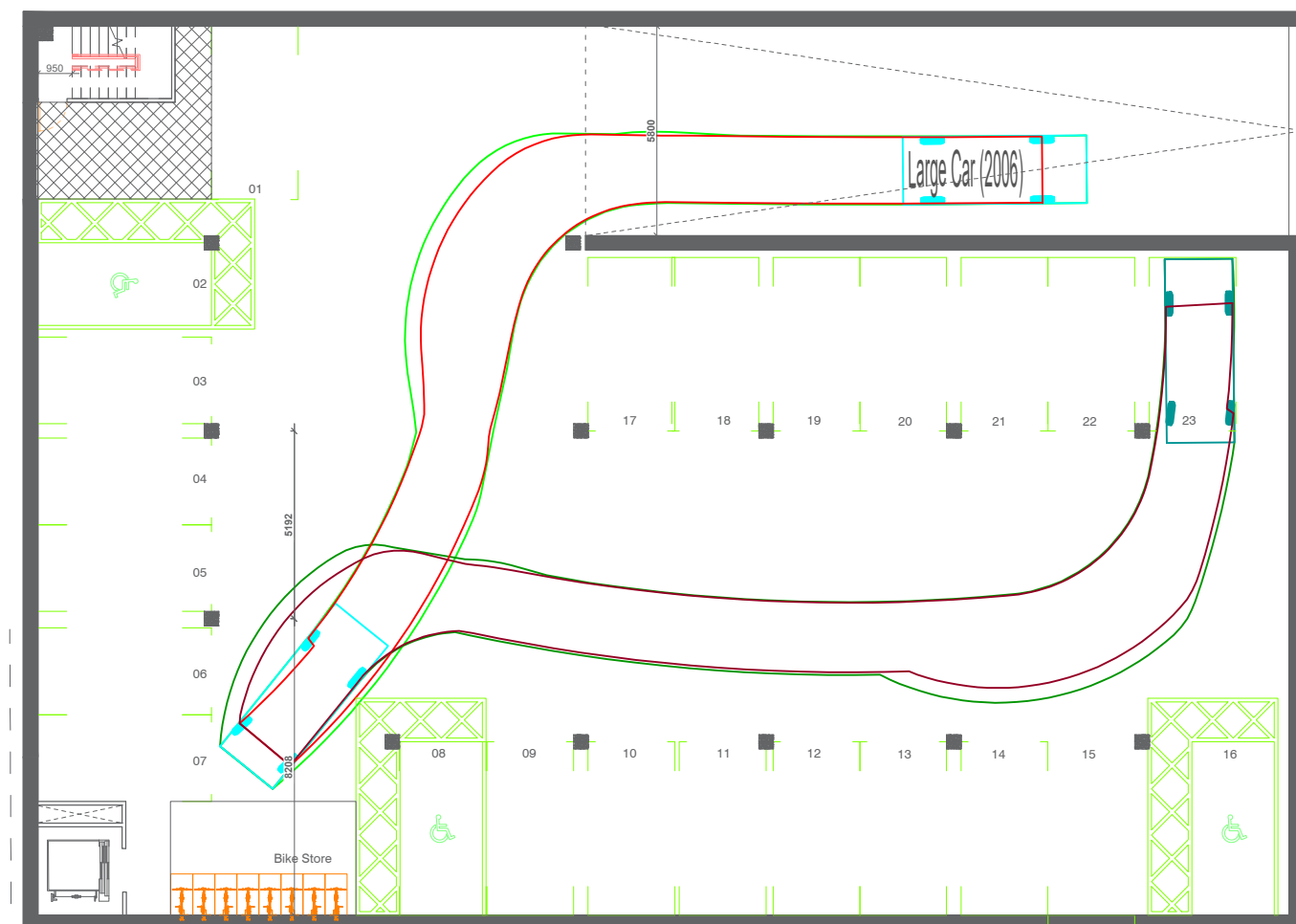
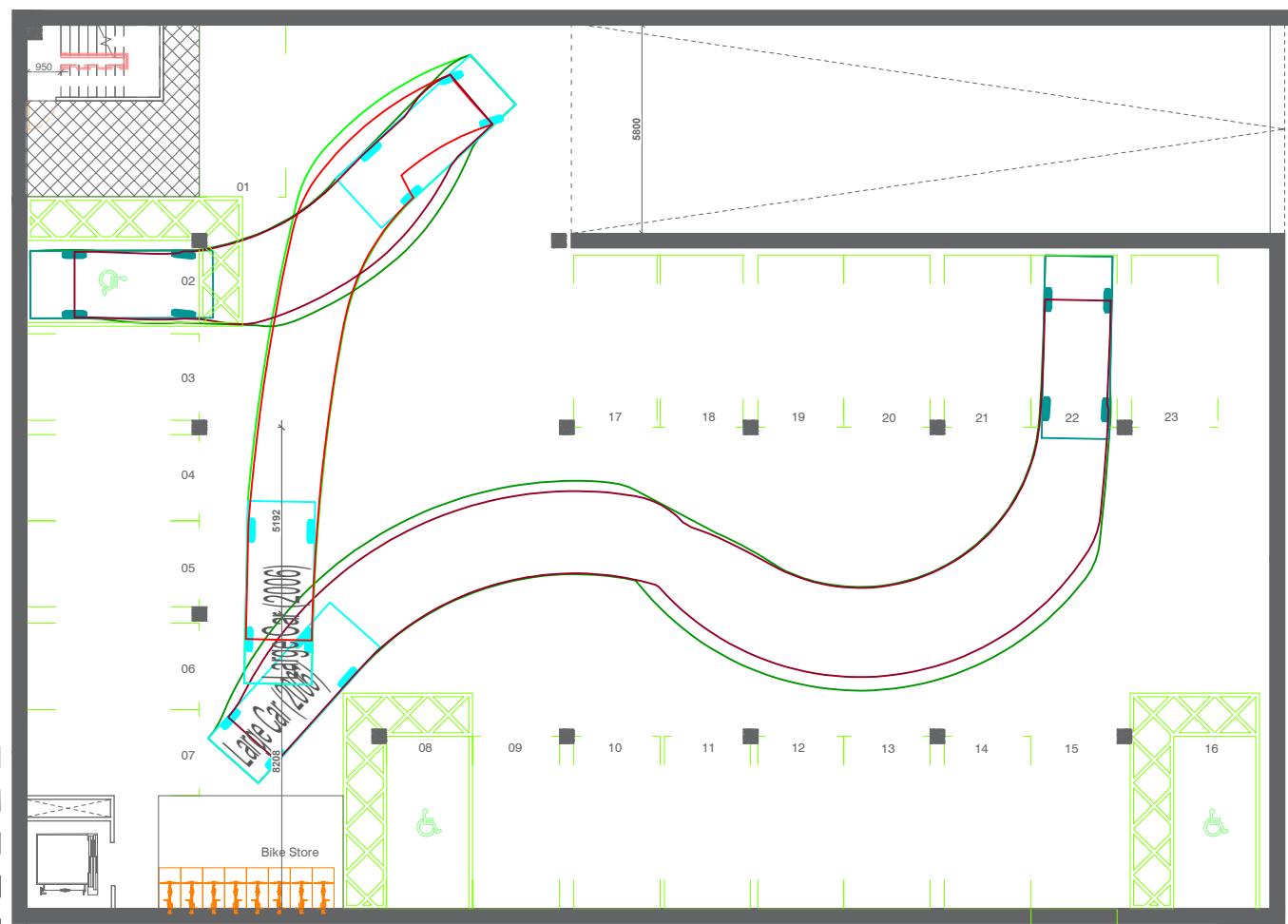
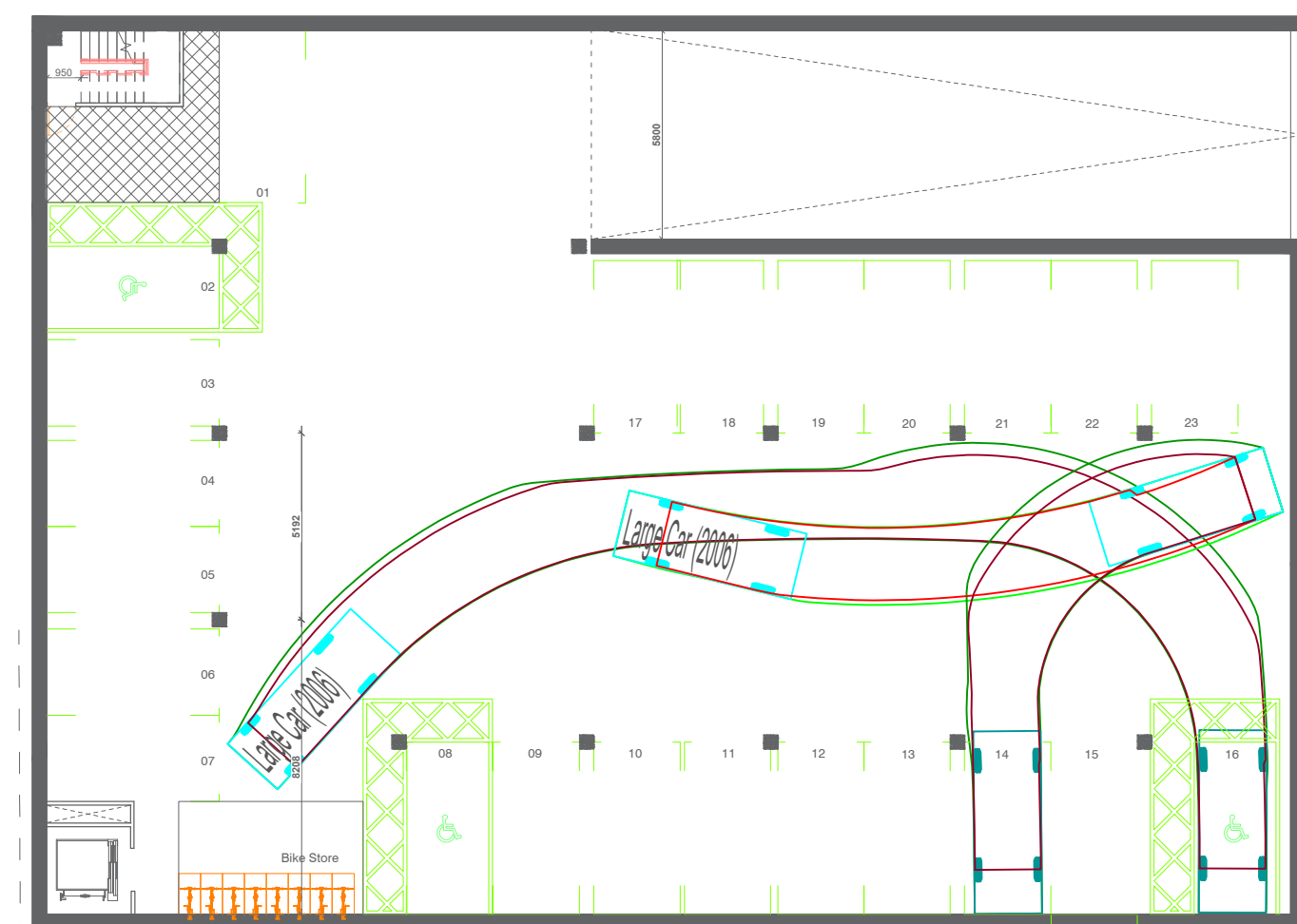
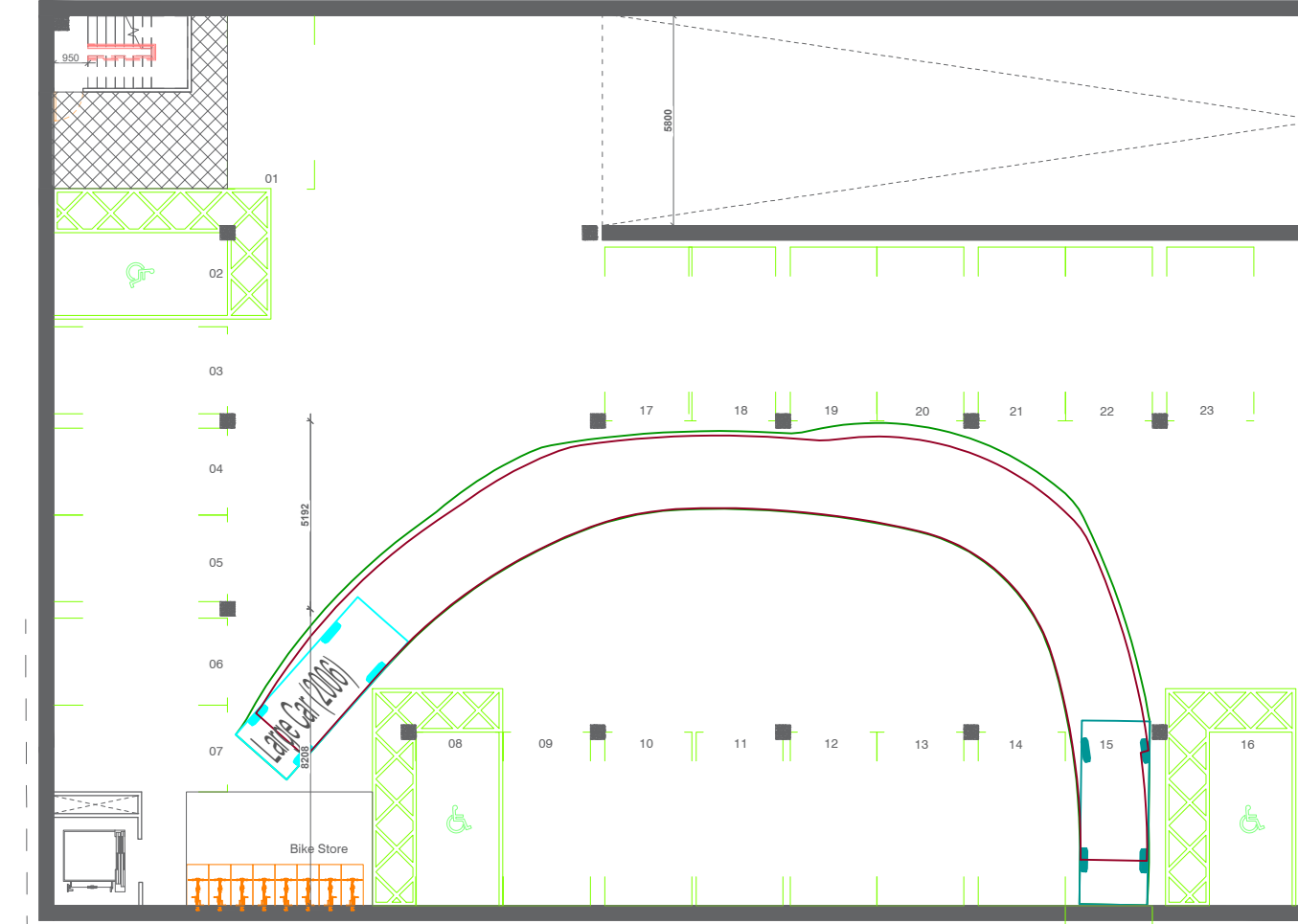
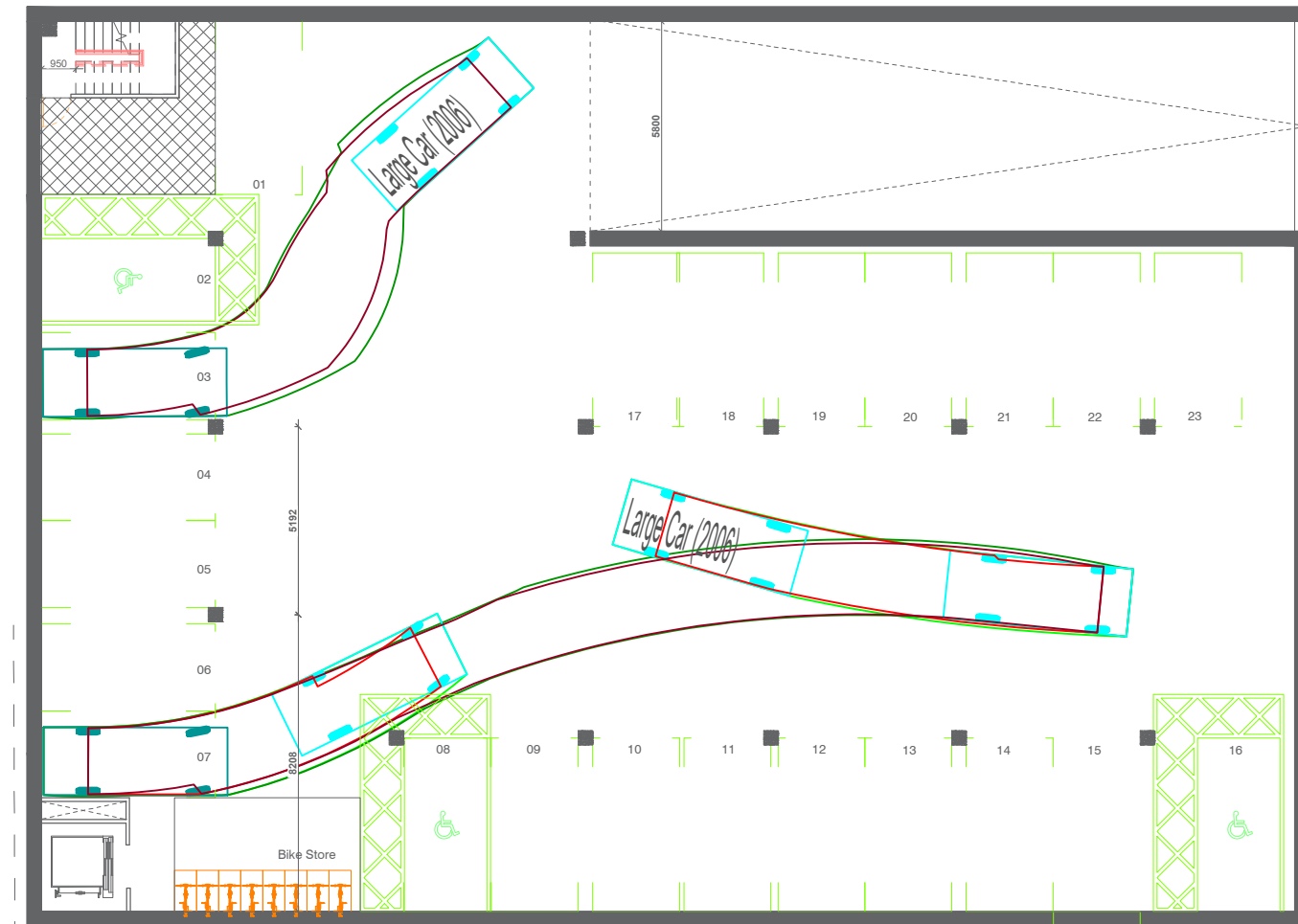
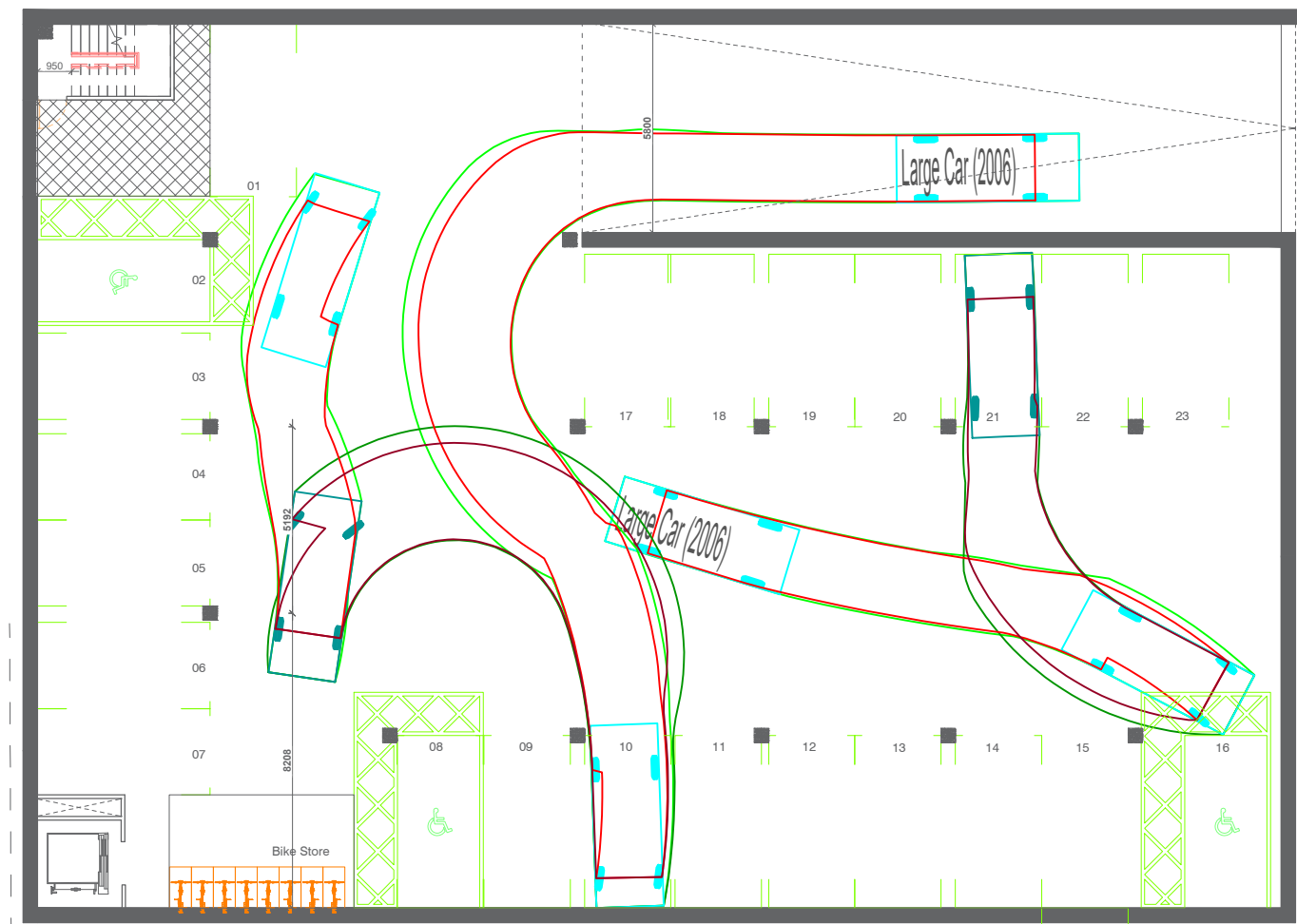
Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	12/11/2001 - 20/04/2017
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Drawings

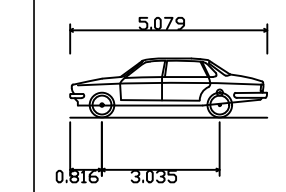






- | NOTES | |
|-------|---|
| 1. | THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, SPECIFICATIONS AND DOCUMENTS. |
| 2. | ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. |
| 3. | DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY. |
| 4. | ALL DIMENSIONS, COORDINATES AND LEVELS TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED OF ANY DISCREPANCIES. |
| 5. | NO MODIFICATION FROM THE DESIGN IS TO BE PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER. |
| 6. | THIS DRAWING IS BASED ON ORDNANCE SURVEY AND SITE LAYOUT RECEIVED FROM THE ARCHITECT. |
| 7. | THE DRAWING HAVING HIGHWAY AUTHORITY (HA) IS MANCHESTER CITY COUNCIL (MCC). |
| 8. | VEHICLE TRACKING ANALYSIS WAS UNDERTAKEN USING AUTOCAD VEHICLE TRACKING SOFTWARE WITH THE VEHICLE USER DISPLAYED WITHIN THE LEGEND. THE VEHICLE WAS TRACKED AT 5kph FOR FORWARD MOVEMENTS AND 2.5kph FOR REVERSE MOVEMENTS. |

VEHICLE DIMENSIONS



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

P01	FIRST ISSUE	03/03/26	LB	GW	OL		
Rev	Amendments	Date	By	Chk	Auth		



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Drawing Status & Suitability Code

FOR INFORMATION

S2

Client
OPM EXEC LTD

Project
CHEETHAM HILL ROAD, MANCHESTER

Drawing Title
CAR PARK SWEEP PATH ANALYSIS

Scale 1:200		@ A1		Project No. A26022	
Designed LB		Drawn LB		Checked GW	
				Authorised OL	
Date 01/03/26		Date 01/03/26		Date 02/03/26	
				Date 02/03/26	
Drawing Number A2602-ATP-HGN-ZZ-DR-CH-00002					Rev. P01

