TRANSPORT STATEMENT

Re-cladding of Existing Warehouse Building

Land at Stainburn Road, Openshaw, Manchester, M11 2QA

Applicant:	[redacted]
Agent:	
Site Address:	Stainburn Road, Openshaw, Manchester, M11 2QA
Local Planning Authority:	Manchester City Council
Local Highway Authority:	Manchester City Council (Highways)
Document Reference:	TS-Stainburn Rd
Date:	August 2026 – R1

1. Introduction

This Transport Statement (TS) has been prepared in support of a full planning application to Manchester City Council for the re-cladding of the external elevations of an existing commercial warehouse building at Stainburn Road, Openshaw, Manchester, M11 2QA.

This Statement should be read alongside the accompanying Design and Access Statement, application plans and elevations.

1.1 Purpose and Scope

National and local planning policy require transport implications to be considered proportionately to the scale and nature of a proposed development. Given the limited nature of the works proposed — external alterations only, with no change of use, no increase in floor area, and no change to existing access, parking, servicing or operational arrangements — a full Transport Assessment is not considered necessary or proportionate.

This Transport Statement instead provides a concise review of the existing transport context and confirms that the proposed development will have no material impact on the local highway network, parking provision, or servicing arrangements, in accordance with the approach set out in National Planning Practice Guidance (Travel Plans, Transport Assessments and Statements).

2. Existing Site and Transport Context

2.1 Site Location and Existing Use

The site comprises an existing warehouse building in use as warehouse/industrial (B8/E(g)), located on Stainburn Road, Openshaw. The building and site are established in their current use, with existing vehicular and pedestrian access, servicing arrangements and car parking already in operation.

2.2 Existing Access Arrangements

Vehicular access to the site is taken from Stainburn Road, with goods vehicles served via a private road into a rear loading space with 7No bays. Pedestrian access is provided via Stainburn Road, via a private parking area .

2.3 Existing Car Parking and Servicing

The site currently provides approximately 89 car parking spaces (4No disable), together with dedicated servicing/loading areas for goods vehicles. We need to reduce these spaces to 63 (4No disable), due to HGV swept path assessment attached (Stainburn Road – Swept Path Analysis 100446)

2.4 Sustainable Transport Accessibility

The site benefits from easy access to both Ashton Old Road & Manchester Road A66, providing reasonable accessibility by sustainable modes for staff and visitors.

3. The Proposed Development

The proposal comprises the re-cladding of the external elevations of the existing building. No change of use is proposed. The proposal does not increase the internal floor area of the building, and does not alter the existing vehicular or pedestrian access points, car parking provision, servicing arrangements, or yard layout.

4. Transport Implications

4.1 Trip Generation

As the proposal does not involve a change of use or any increase in operational floor area, there will be no increase in vehicle trips, staff numbers, or delivery frequency arising from the development. The existing trip generation associated with the site's established use will remain unchanged. On this basis, no trip generation assessment or traffic modelling is considered necessary.

4.2 Parking

The proposed development provides 66 car parking spaces, a reduction from the 89 spaces indicated in the initial site layout. This reduction has been driven by a design requirement to accommodate safe and efficient manoeuvring for delivery and servicing vehicles accessing the loading bays to the rear of the site.

The initial layout of 89 spaces constrained the available turning area to a degree that would not reliably accommodate the swept path of the design vehicle serving the loading bays, increasing the risk of conflict between servicing movements and other site traffic, and potentially necessitating reversing manoeuvres. The revised layout of 66 spaces has been developed to provide adequate turning space, enabling delivery and service vehicles to enter and exit the site in a forward gear, in accordance with best practice highway design guidance.

4.3 Access and Servicing

Existing vehicular and pedestrian access arrangements are unaffected by the proposal. Access points, their location and width, and the manner in which they are used, will remain entirely unchanged. Servicing arrangements for goods vehicles will continue as existing.

4.4 Highway Safety

The proposals have been designed to ensure no adverse impact on the safety of Stainburn Road or the site access, for both vehicular and vulnerable road users.

Pedestrian and vehicle routes within the site have been designed to minimise conflict points, with pedestrian routes/crossing points provided between the car park and the main building entrance. Visibility splays at the site access have been assessed and are shown to be achievable within land in the applicant's control, ensuring drivers exiting the site have adequate visibility of approaching vehicles, cyclists and pedestrians on Stainburn Road.

4.5 Construction Phase

Any short-term construction traffic associated with the re-cladding works (e.g. delivery of materials, scaffolding, contractor vehicles) will be temporary and limited in duration.

5. Conclusion

This Transport Statement has considered the transport implications of the proposed re-cladding works at Stainburn Road, Openshaw. As the proposal does not involve a change of use, an increase in floor area, or any alteration to existing access or servicing arrangements, it will have no material impact on trip generation, or the operation and safety of the local highway network.

On this basis, it is concluded that a full Transport Assessment is not required, and that the proposal is acceptable in transport terms and accords with relevant national and local planning policy.

