Response to Highways Comments

Stainburn Road, Openshaw

9 October 2026

This response addresses each of the Highways comments on the application. The proposal reduces car parking from 89 to 72 spaces to allow safe HGV access, with no change to the unit's floor area or use.

Application details

Item	Detail
Site	Stainburn Road, Openshaw, Manchester M11 2QA
Application reference	PLA-2026-001152
Proposal	Replacement external cladding to match existing, and installation of 5No new dock leveller loading bays.
Floor area	9,412 m^2 [GIA/GEA], unchanged
Use	Warehouse (Use Class B8), unchanged
Occupation	Vacant, no tenant identified

Site context

The site is on Stainburn Road, Openshaw, within an established employment area. It has access to Ashton Old Road (A635), which connects to Manchester city centre to the west and to Junction 23 of the M60 to the east. [The site is served by bus services along Ashton Old Road within [distance] m.]

1. Trip generation and junction capacity

1.1 Existing dock leveller loading bays

There are no existing dock levellers at the site. The unit currently has 5 [level access] loading bays. The proposal introduces [number] dock leveller bays, giving [number] loading bays in total.

1.2 Existing and proposed delivery frequency

The unit is vacant and no tenant has been identified, so delivery frequencies cannot be confirmed from operational data.

The proposal does not change the unit's floor area (9,412 m^2) or its lawful use as a warehouse (Use Class B8). It is therefore not expected to materially change the site's trip generation or its impact on junction capacity.

The proposed dock levellers and widened service yard improve the safety and efficiency of servicing. They do not increase the unit's capacity.

2. Parking and access

2.1 to 2.3 Existing and proposed parking provision

The existing provision is 89 spaces. The proposed provision is 72 spaces, a reduction of 17, as shown on drawing SR-PL-SP-1001.

The figure of 60 spaces in section 4.2 of the Transport Statement, and the statement that parking provision is unaltered, are superseded. [A corrected Transport Statement is enclosed.]

2.4 Justification for the loss of parking spaces

Why the bays are removed. The 17 bays lie within the HGV manoeuvring envelope identified in the HGV swept path assessment. The layout shown is the best-performing arrangement for HGV access, and it requires these bays to be removed for access and safety. Removing them widens the service yard and separates HGV movements from parked cars and pedestrians.

Why a parking survey has not been provided. The unit is vacant, so there is no current parking demand or occupancy to record.

Assessment against adopted standards. The proposed provision has instead been assessed against Manchester City Council's adopted parking standards, which are expressed as maximums.

Measure	Figure
Floor area (B8)	9,412 m^2
Maximum standard	[1 space per 100 m^2]
Maximum permitted	[94] spaces
Existing provision	89 spaces
Proposed provision	72 spaces (1 per 131 m^2)

The proposed 72 spaces is within the maximum standard. The applicant would accept a condition requiring a travel plan prior to occupation.

2.5 Accessible parking bays

The site currently provides 4 accessible bays. All 4 are retained in their existing positions.

The bays are outside the HGV swept path and are unaffected by the widened service yard. They represent 5.6% of the proposed 72 spaces, compared with 4.5% of the existing 89.

2.6 Car swept path assessment

A car swept path assessment is enclosed SR-PL-SP-1001. It shows a [vehicle type and length] entering and leaving the end-of-aisle parking bays, with a minimum clearance of 6400mm to adjacent bays, kerbs and structures.

3. Refuse and servicing

3.1 HGV swept path assessment

An HGV swept path assessment is enclosed (Stainburn Road – Swept Path Analysis 100426). It shows an articulated HGV associated with the site, entering the service yard, accessing the proposed loading bays and leaving the site.

The assessment establishes the service yard width required, which is the basis for removing the 17 parking bays described at 2.4.

4. Construction Management Plan

4.1 The applicant accepts a suitably worded CMP condition and awaits the details by separate email.

Enclosures

- Proposed site layout, drawing SR-PL-SP-1001
- Car swept path assessment, drawing SR-PL-SP-1001
- HGV swept path assessment, Stainburn Road – Swept Path Analysis 100426
- Updated Transport Statement