

Transport Statement for Proposed Development at 178-182 Bury New Road, Whitefield, Manchester

1. Introduction

This Transport Statement has been prepared to support a planning application for the proposed redevelopment of 178-182 Bury New Road, Whitefield, Manchester. The proposal is for a mixed-use development comprising a restaurant on the ground floor and four residential studio flats on the first floor. The development also includes a rear parking area with four car parking spaces, accessed via Nuttall Avenue.

The aim of this statement is to assess the transport and parking implications of the proposal, taking into account the site's accessibility, local transport links, and parking requirements.

2. Site Location and Existing Conditions

- **Address:** 178-182 Bury New Road, Whitefield, Manchester, M45.
- **Current Use:** The existing building has housed a restaurant and barbershop on the ground floor, with the upper floors being used as part of the restaurant and as a massage parlour.
- **Rear Access and Parking:** The property includes a shared unmade space to the rear, which has historically been used by the restaurant for parking and access. The rear area is accessed via Nuttall Avenue.
- **Transport Links:** Bury New Road is a primary route with excellent transport connectivity, including:
 - **Bus Routes:** Bury New Road benefits from frequent bus services connecting Whitefield with central Manchester and Bury.
 - **Metrolink Tram:** The Whitefield Metrolink station is within easy walking distance, providing direct access to Manchester city centre and Bury.
 - **Local Amenities:** Whitefield's shopping centre and other facilities are easily accessible on foot from the site.

3. Proposed Development

- **Ground Floor:** A new restaurant will occupy the ground floor, replacing the previous commercial uses (restaurant and barbershop).
- **First Floor:** Four residential studio flats are proposed for the first floor. These will be accessed via the rear car park.
- **Parking Proposal:** Four car parking spaces are provided at the rear of the property, accessed from Nuttall Avenue.

4. Parking Allocation

The proposed development includes a total of **four parking spaces**, which will be allocated as follows:

- **Two spaces for the restaurant:** This allocation is based on the nature of the restaurant use, anticipated demand, and typical visitor patterns. The proximity of good public transport links is expected to encourage non-car-based visits, reducing the overall parking demand.
- **Two spaces for the residential studio flats:** Given that the development consists of four small studio flats and the area has excellent public transport access, it is expected that some residents may not require private car parking. Allocating two spaces for the four flats should adequately meet the parking needs, particularly given the local bus and Metrolink services, as well as the nearby shops and amenities.

5. Access and Traffic Impact

- **Vehicular Access:** The rear parking area will be accessed from Nuttall Avenue, as it has been historically used. There are no proposed changes to the access arrangement, and the anticipated vehicle movements are expected to remain consistent with previous levels when the property was fully occupied.
- **Traffic Impact:** The development is not expected to generate significant additional traffic, given the modest scale of the restaurant and the residential units. The allocation of parking

spaces and the encouragement of sustainable transport modes should help to mitigate any traffic impact.

6. Sustainable Transport and Accessibility

The site is well-served by sustainable transport modes, which will reduce reliance on private vehicles:

- **Public Transport:** The nearby Bury New Road is a key bus corridor, and the Whitefield Metrolink station is within walking distance, providing frequent services to both Manchester and Bury.
- **Walking and Cycling:** The site's location close to Whitefield's shopping centre and other facilities makes it highly walkable for residents and visitors. Additionally, cycle parking could be provided on-site to encourage cycling as a sustainable mode of transport.

Given these factors, it is anticipated that the development will appeal to residents and visitors who may not require frequent car use.

7. Conclusion

The proposed redevelopment at 178-182 Bury New Road, Whitefield, Manchester, will provide a new restaurant and four studio flats, with four car parking spaces at the rear accessed from Nuttall Avenue. The parking provision has been carefully considered to meet the needs of the development while encouraging sustainable modes of transport.

The allocation of two parking spaces for the restaurant and two for the residential flats is deemed appropriate given the site's excellent public transport connectivity and proximity to local amenities. This approach aligns with local planning objectives of reducing reliance on private cars and promoting sustainable travel.

The proposal is expected to have minimal impact on local traffic levels, and the parking provision is in line with anticipated demand. Therefore, the development is considered to be well-served by the existing transport infrastructure and sustainable transport options.

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