



7 Thurlby Street, Manchester, Greater
Manchester, M13 0DR

Travel Plan

Change of Use from C4 5-
bed 6-person HMO to Sui
Generis 9-bed 9-person
HMO

Sept 2025

Prepared by HAD

Contents

1.	INTRODUCTION.....	2
2.	LOCATION	3
3.	LOCAL SERVICES AND FACILITIES	5
4.	EXISTING SUSTAINABLE TRAVEL OPTIONS	8
5	PARKING	13
6	MANAGING TRAVEL.....	14
7	ALTERNATIVE MODES OF TRANSPORT	14
8	CONCLUSION.....	15

TRAVEL PLAN FOR:

7 Thurlby Street, Manchester, M13 0DR

CONCERNING:

Change of use from C4 5-bed 6-person House of Multiple Occupation (HMO) to Sui Generis 9-bed 9-person House of Multiple Occupation (HMO)

1. INTRODUCTION

- 1.1 This Travel Plan will confirm the proposed arrangement and methods of travel for the future 9 occupants of 7 Thurlby Street, Manchester, M13 0DR due to the limited parking availability on site. Furthermore, it will demonstrate sustainable travel methods available for the site that residents can make use of by encouraging the substitution of cars.
- 1.2 Access points, routes and transport types will be assessed to facilitate the 3 additional occupants of the property for the proposed 9-bed 9-person HMO.
- 1.3 The property was previously used as a C4 5-bed HMO with up to 6 residents sharing, the proposal will limit the maximum number of people to 9 users and be subject to HMO licensing conditions. This Travel Plan will demonstrate that the proposal will not lead to an over-intensification of the site as the proposal and area itself are well equipped to serve the additional 3 tenants and the property will undergo physical changes to accommodate the increased occupancy accordingly.



Figure 1. Front Elevation, Google Street View June 2024, accessed September 2025

2. LOCATION

- 2.1 The property situated at 7 Thurlby Street, Manchester, M13 0DR is an end corner terraced house and sits along the short adopted public Highway of Thurlby Street surrounded by other residential properties. There is a narrow alley way along its exposed side elevation that angles south-eastwards creating an asymmetrical footprint of the house making the rear end shorter in width than the front.
- 2.2 It is near to both University of Manchester and Manchester Metropolitan University within a mixed residential and commercial neighborhood within the Chorlton-on-Medlock and Longsight boundary. The area is a built-up residential area which has quick access to a variety of basic services within the town such as educational, retail, religious and recreational sites. Public transport links provide good connections to the City centre and there a short walks to nearby green spaces for residents to take advantage of. The location offers a mix of quiet residential streets and is in proximity to the fast-paced urban life of the University City.

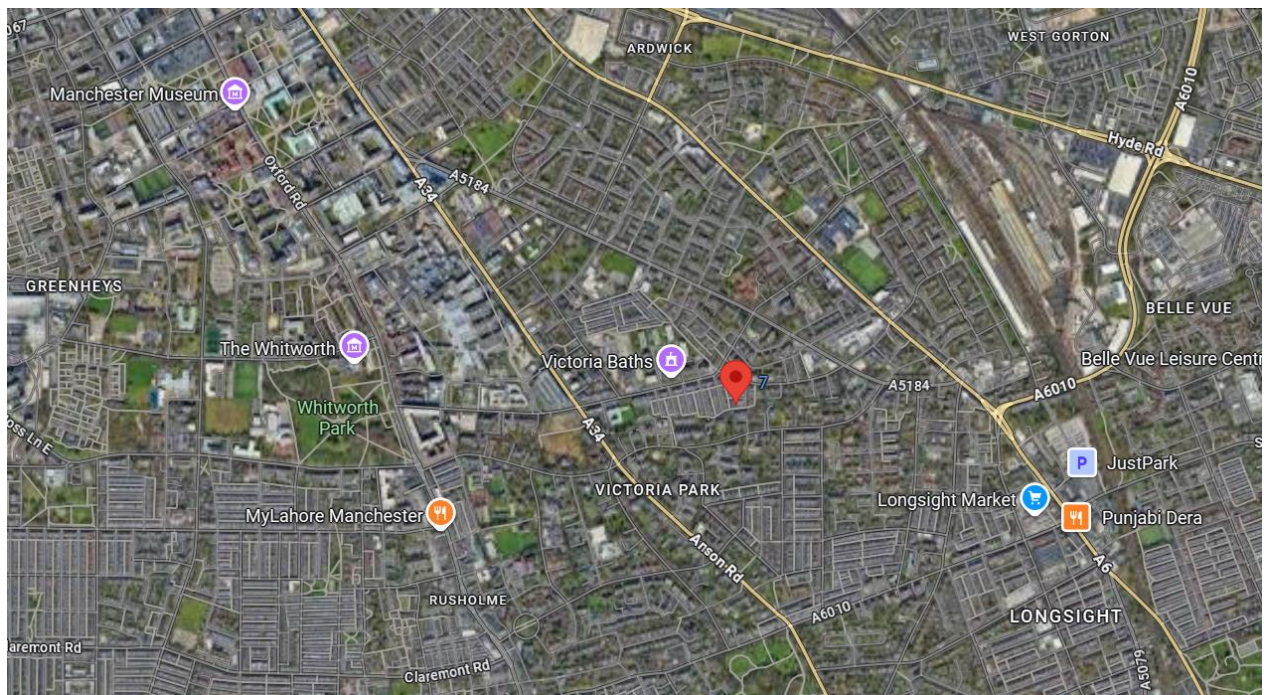


Figure 2. Location of Site (Google maps satellite view, Accessed 03/09/2025)

- 2.3 As well as providing quick access to ample notable green space such as Whitworth Park, Switon Park, Wonderland Park and sports facilities including Ardwick Sports Hall; the area surrounding the site is easily navigable and provides ease of pedestrian movement through its residential street arrangement, allowing the local community to easily access nearby services at short walking distances.
- 2.4 This demonstrates effective urban planning of the area, where clear consideration has been given to pedestrian access. Furthermore, the aforementioned access to green space that the site enjoys illustrates that sustainable development is a key priority within the neighborhood. Green space provides many benefits to health and reduces the negative impacts of climate change, demonstrating that future occupants' health needs and biodiversity have been considered.

- 2.5 The site is strategically located between two major roads, the A34 (Anson Road) and the A5184 (Plymouth Grove), both of which provide direct access to the city centre. Additionally, Hathersage Road, Daisy Bank Road, and Richmond Grove are in close proximity to the site, serving as key connecting routes between the A34 and A5184. The site's close proximity to major roads linking to the city centre also provides convenient access to Manchester's principal rail stations.
- 2.6 This demonstrates that the site sits well with main roads as well as local roads that carry high levels of traffic indicating that multiple types of transport are available to be used by the proposed HMO residents of the property.
- 2.7 Overall, this indicates that the site is located within a sustainable zone that provides access to green spaces, essential amenities, along with the availability of diverse sustainable options for transport.
- 2.8 The property has many bus stops in the surrounding area making it easier for tenants to travel to and from different destinations. Also, the bus routes travel past the main universities which will attract tenants looking for accommodation whilst in higher education.

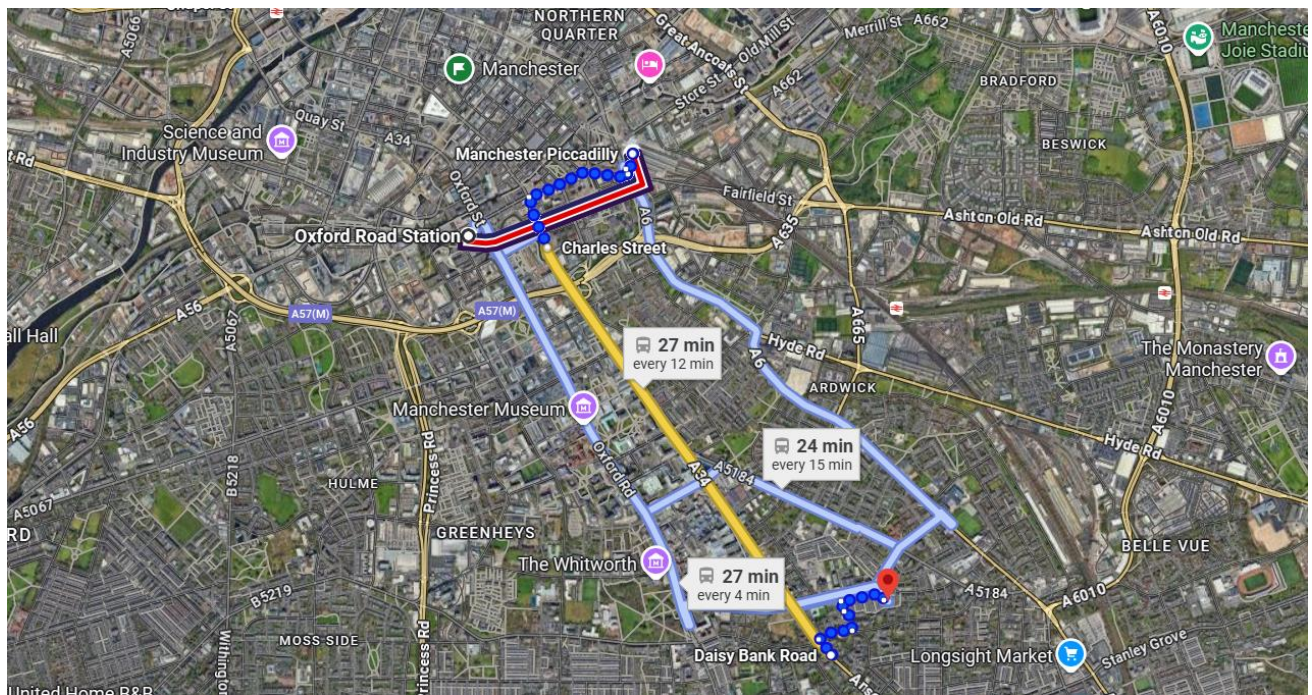


Figure 3. 40 minutes public transport route to Manchester Piccadilly and Manchester Oxford Road(Google maps satellite view, Accessed 03/09/2025)

3. LOCAL SERVICES AND FACILITIES

- 3.1 The area around 7 Thurlby Street, Manchester offers a significant and diverse range of local services within short walking distance, including local shops, eateries, supermarkets, educational and religious sites.
- 3.2 Public transport such as buses are used heavily in this area and provide easy access to places like Bury, Salford and Manchester City Centre amongst other areas, furthering access to facilities and services for entertainment, leisure, retail, health and other local attractions.
- 3.3 Tesco Supermarket is located just 0.5 miles away from the site with a 9 minute walking journey, with additional smaller convenience stores located nearer: other facilities and amenities listed in Table 1 below show the approximate distance from 7 Thurlby Street, Manchester as well as showing the walking and cycling times.
- 3.4 The 'Manual for Streets' published by the Department for Transport states that "Walkable neighborhoods are typically characterized by having a range of facilities within 10 minutes" (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit as PPS134 also states "walking offers the greatest potential to replace short car trips, particularly those under 2 km." (Manual for Streets, 2007, p45, 4.4.1)

Nearby Location	Service/Facility	Approx distance from site (meters)	Approx journey time (minutes): By foot	Approx journey time (minutes): By bicycle
Florida Fried Chicken 263 Upper Brook St, Manchester M13 0HR	Eatery/ Takeaway	806	6	3
Buddah Express 265 Upper Brook St, Manchester M13 0HR	Eatery/ Takeaway	807	7	3
Malik off-licence 74 Hathersage Rd, Manchester M13 0FN	Convenience	805	8	3
Wise Pharmacy 11 Anson Rd, Manchester M14 5BY	Pharmacy	800	10	4
Victoria Baths Hathersage Rd, Manchester M13 0FE	Health/ Leisure	160	3	1
Manchester Campus	Education	321	4	1

Victoria Point, 6 Hathersage Rd, Manchester M13 0FT				
Markaz Al-Taqwa Mosque & Islamic Institute 230 Plymouth Grove, Manchester M13 0AS	Religious	325	5	2
St Joseph's Roman Catholic Church The Presbytery, Portland Cres, Manchester M13 0BU	Religious	321	4	1
Prestige The Tuition Centre 166 Plymouth Grove, Manchester M13 0AF	Education	643	8	3
St Chrysostom's Primary Scho Lincoln Grove, Manchester M13 0DX	Education	832	11	4

Table 1: Shows walking/ cycling distance to some local amenities, information correct as of 03/09/2025

- 3.5 The table demonstrates that the site benefits from a variety of amenities within close proximity, easily accessible via sustainable modes of transport suited for the proposed HMO residents.
- 3.6 This effectively demonstrates that the site is sustainably located for a large number of diversified services that meet people's basic needs. Shown in Table 1, there is a significant volume of services located in close proximity to the property.
- 3.7 As shown in Figure 7, the site benefits from a large scale of parks and green space available in multiple locations, like Swinton Grove Park, Whitworth Park and Birchfields Park. These outdoor spaces offer areas for relaxation and recreation, all with easy access to the site.
- 3.8 Other local services like healthcare, convenience and retail are also located within short distances making them easy to access travelling by foot or bike.

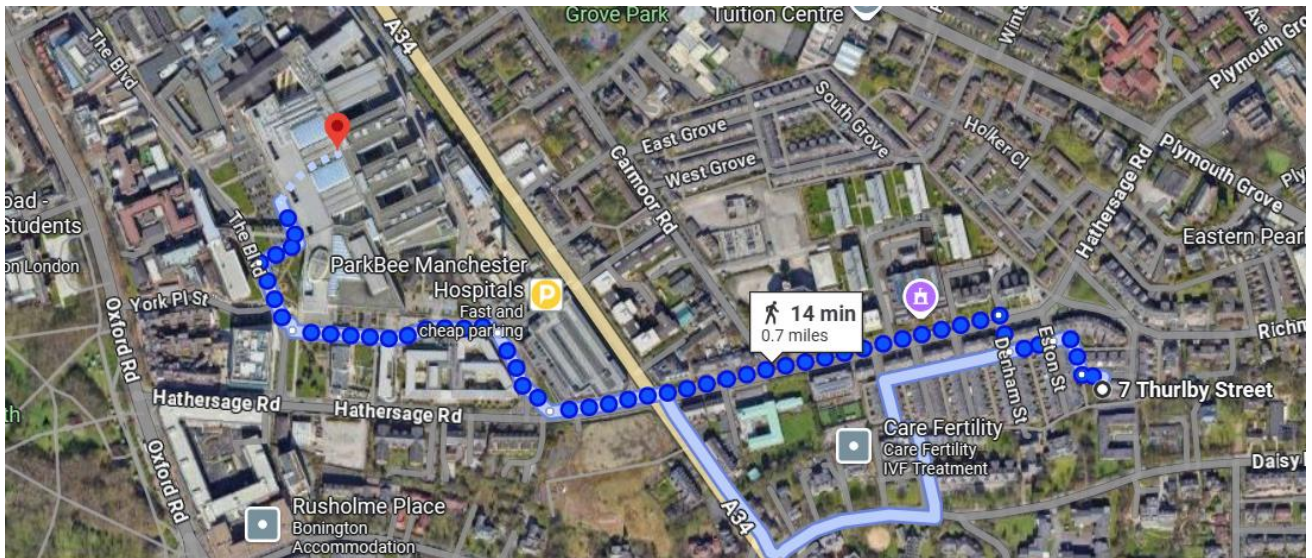


Figure 4. The walking route from 7 Thurlby Road to Manchester Royal Infirmary hospital and estimated travel time, Google Maps, Accessed 03/09/2025

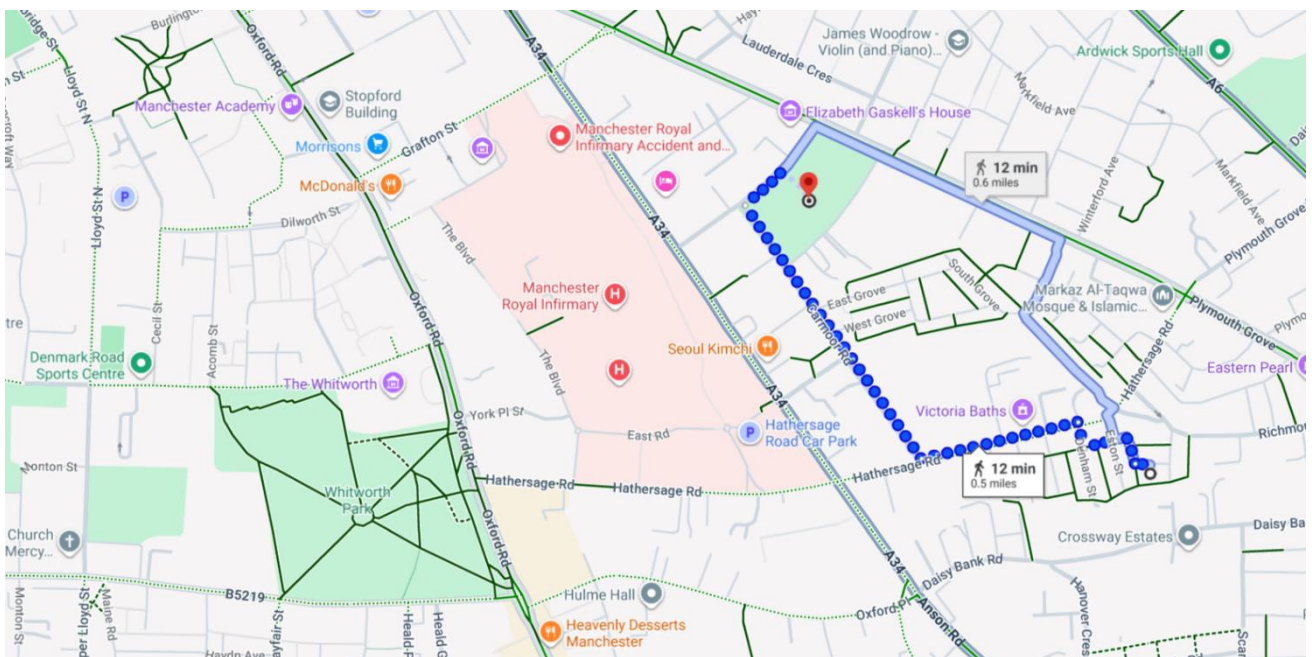


Figure 5. The walking route from 7 Thurlby Road to Swinton Grove Park and estimated travel time, Google Maps, Accessed 04/09/2025

- 3.9 Manchester Royal Infirmary is a large hospital that has an Emergency Department, Urgent Treatment Centre (UTC) and Same Day Emergency Care (SDEC) unit, ensuring that there is a range of medical and emergency services available to all tenants within a walkable distance as shown in Figure 4.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS

4.1 WALKING

- 4.1.1 The pedestrian analysis of the area demonstrated in Table 1 shows that the area is easily legible with high pedestrian permeability levels, indicating that walking is a very likely method of travelling to be used due to the close proximity of local services. The property is located within a residential neighbourhood with a high concentration of green space surrounding it, showing that recreational activities like walking/running can be carried out for the physical fitness of individuals. Figure 5 demonstrates how close the nearest open green space is, easily within a 12-minute walk.

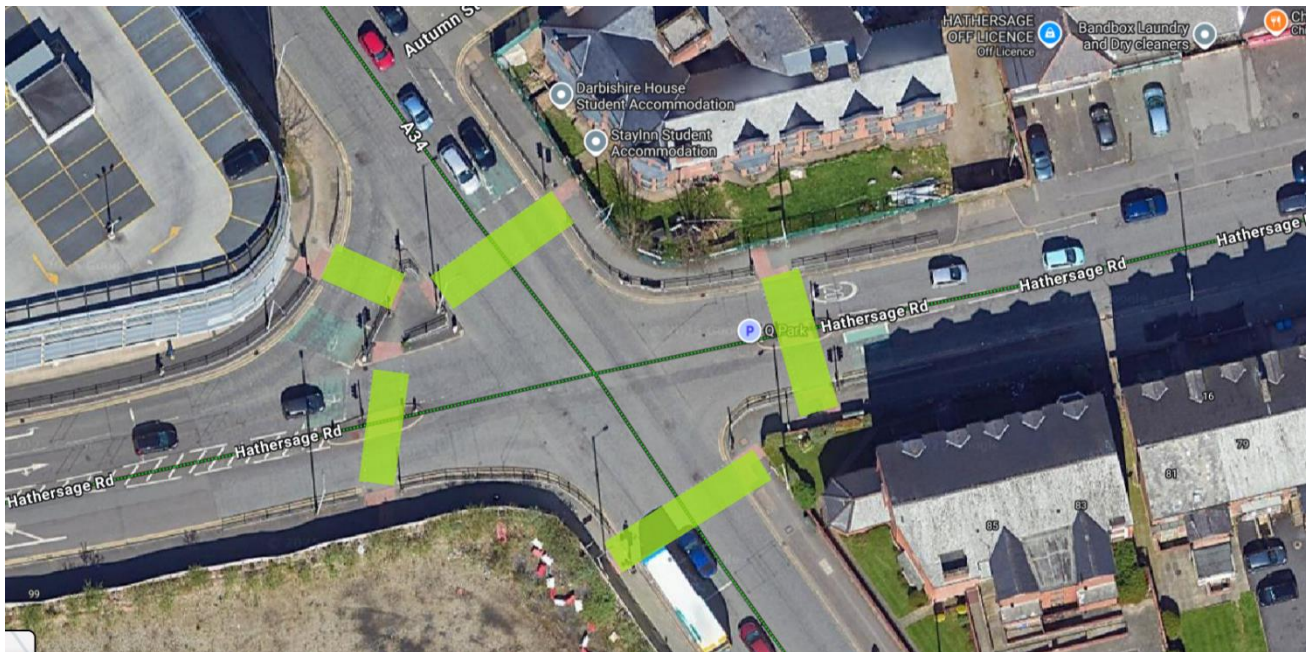


*Figure 6. Highlighting safe crossing points (green) at the junction of Hathersage Road & Anson Road
(Google Maps, Accessed 04/09/2025)*

- 4.1.2 Walking is a highly practical transport option for this site. The surrounding area is well developed with easy access to for pedestrians with public rights of way like footpaths to enhance walkability. The surrounding streets are predominantly residential, and the nearby Hathersage Road, Richmond Grove and Daisy Bank Road, A5184 (Plymouth Groove) and A34 (Anson Road) provide easy access to a range of local amenities previously mentioned. Due to the area's grid layout, it is well suited for pedestrian movement, aligning with the guidance set out in the 'Manual for Streets' (Department for Transport, 2007), which states 'Straight streets are efficient in the use of land. They maximise connections between places and can better serve the needs of pedestrians who prefer direct routes.' (p.46, 4.5.5)

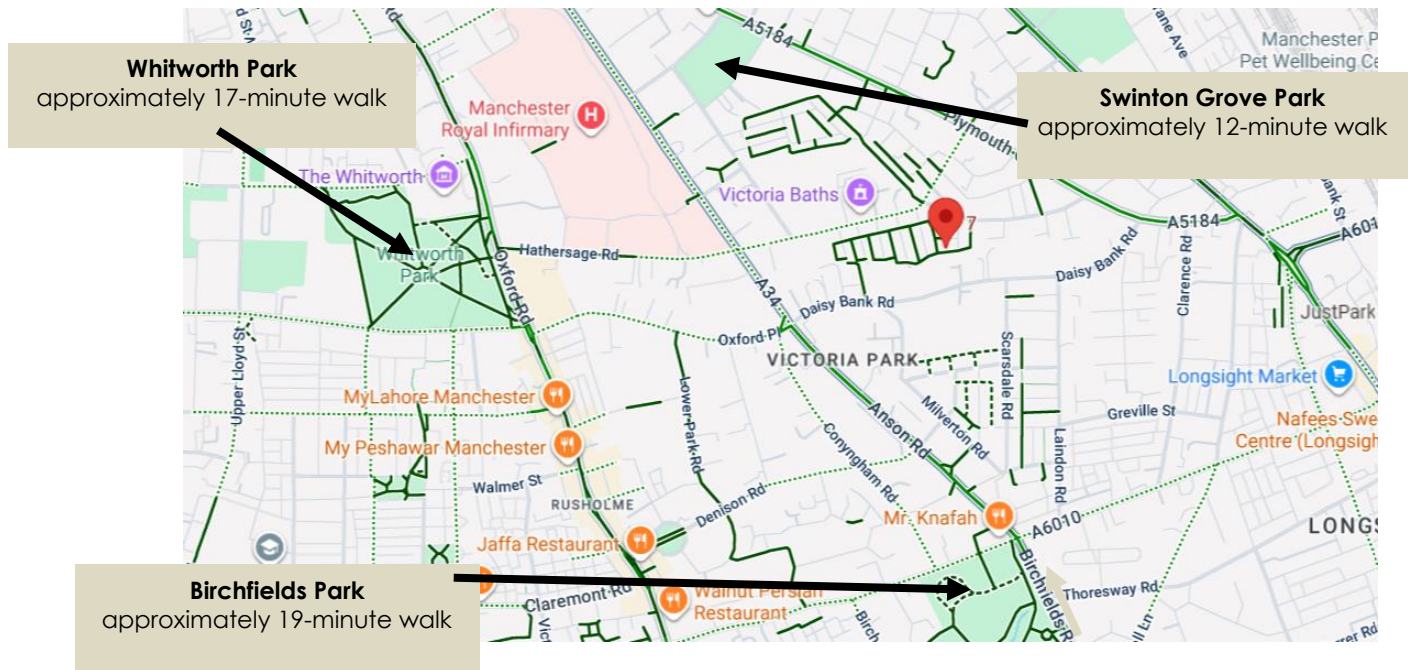


Figure 7. Showing nearby access to green spaces from site (Google Maps, Accessed 04/09/2025)

- 4.1.3 There is evidence of traffic safety considerations for pedestrians around the area in the form of the pedestrian crossings on Hathersage Road and A34 (Anson Road) at the junction, and another at A34 (Anson Road) where the Daisy Bank Road meets A34 (Anson Road), allowing local residents to engage with busier roads in the area while remaining safe.



Figure 8. Showing safe crossing points on Hathersage road near to the site (Google Street View, Accessed 04/09/2025)

4.2 CYCLING

- 4.2.1 Cycling is an effective method of transport in the area surrounding 7 Thurlby Street due to the urban design of the area. Table 1 demonstrates this by comparing estimated walking times with estimated cycling times to different locations nearby, where walking times vary from 1 to 10 minutes but cycling times only vary from 1-4 minutes. As shown in figure 9, whilst there aren't many dedicated cycling routes, the majority of the main roads including Hathersage Road, Richmond Groove and Daisy Bank Road are considered bike friendly roads, demonstrating how in the area cycling can be as effective as a car and much more effective than walking over longer distances.

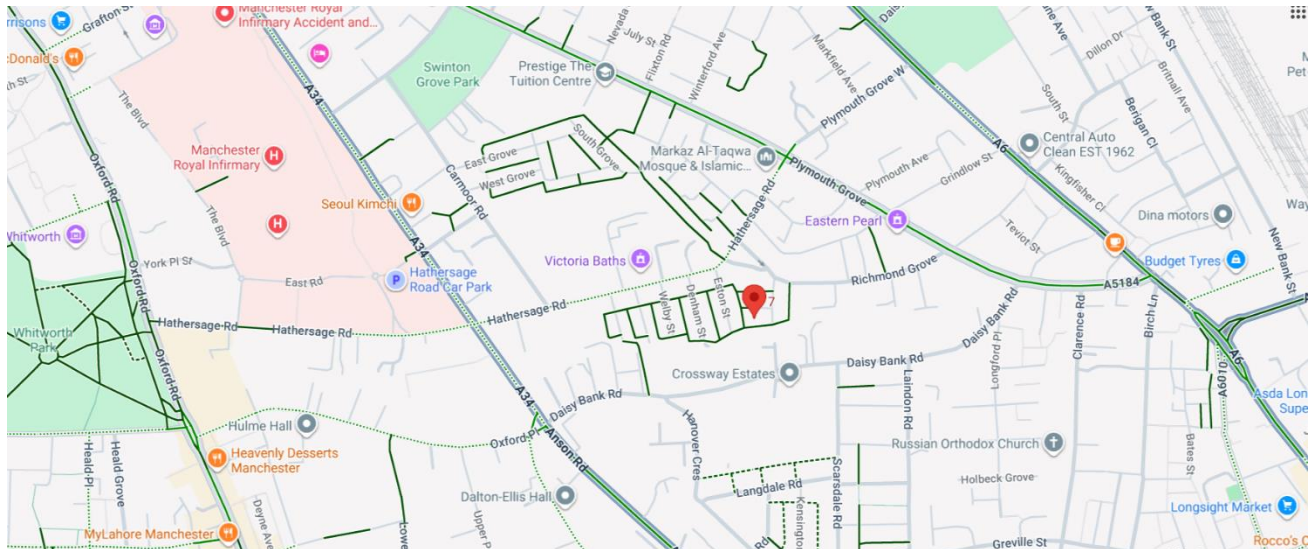


Figure 9. Safe and established cycle routes in green near to 7 Thurlby Street, Manchester (Google Maps, Accessed 04/09/2025)

- 4.2.2 This also shows how well situated the site is in terms of routes connecting it to the centre of Manchester, with close proximity to A34 and A6 road that facilitate quick and direct connection to the city centre.
- 4.2.3 To support the 9-bed HMO the proposal will offer future occupants to store bikes securely by providing secure bike storage in the basement. At least 9 cycle spaces will be available within the boundary of the site allowing ease of storage and use of a sustainable transport method in contrast to private car use. The site currently has no bike stores.
- 4.2.4 In addition, there is around 12m² of rear garden space that can also host provisions for additional secure bike storage should the need arise.

4.3 BUSES

- 4.3.1 Buses traverse through the area at regular intervals throughout the day with the nearest bus stop to the site less than an 8-minute walk away on Plymouth Grove, figure 10 shows the bus points local to the site.
- 4.3.2 Bus services run along both the A5184 (Plymouth Grove) and A34 (Anson Road), connecting directly to Manchester Picadilly Bus Station and other destinations. This illustrates the large provision of bus networks near the site. The main bus routes operating from the nearest stop are: 192, 197, 742 and 797. Slightly further the bus stops along A34 (Anson Road) offer the following services: 41,42,42B, 43 and 50. All individuals can make use of these to access various destinations, including Manchester City Centre, Stockport, Longsight with further access to other routes from Picadilly Bus Station to further afield. This allows access to a range of services, employment options and amenities that may be out of range via walking or cycling.
- 4.3.3 The nearest bus stop on Plymouth Grove serves bus routes running to and from Manchester City Centre and Stockport, meaning residents won't have to walk further to other bus stops that may have different services.

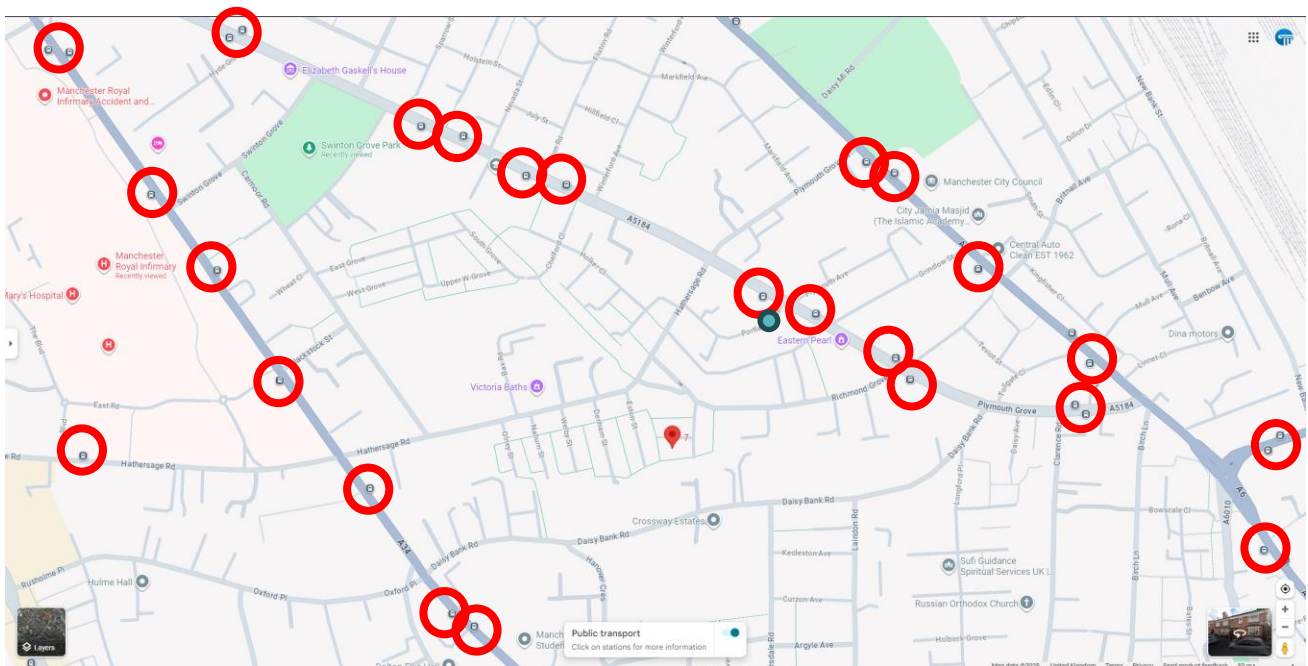


Figure 10. Highlighting nearby bus stops. Shown in RED (Google Maps, Accessed 04/09/2025)

- 4.3.4 Run by Bee Network and Stagecoach, this is an affordable mode of transport, with commuters able to purchase a single adult ticket for £2 that will allow the future residents of 7 Thurlby Street, Manchester to travel to major destinations quickly and cheaply.

4.4 Railway

- 4.4.1 The area is near a train route run by Northern Rail, with the closest station to the site being Ardwick station. Although 25 minutes walk, it is a 8 minute cycle and 21 minute bus journey. While the quickest mode of transport to this station is by car at 6 minutes, this is only 2 minutes quicker as cycling, meaning that sustainable transport can be used to access the train.

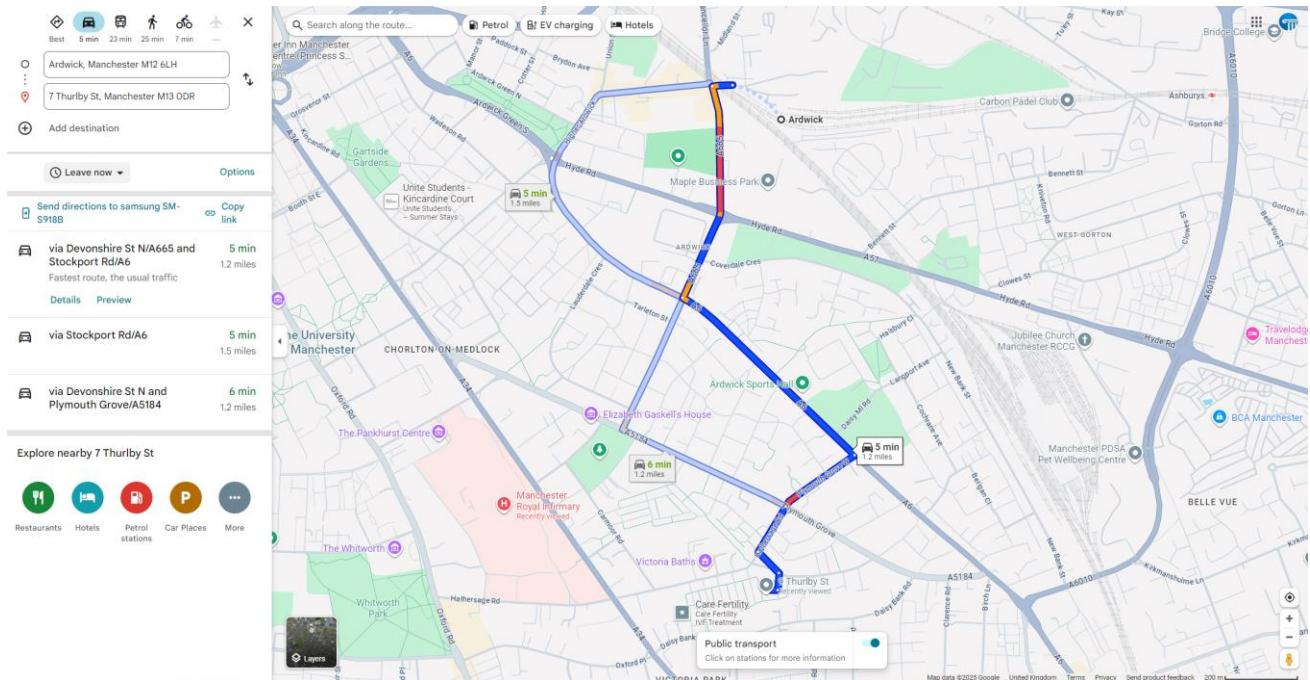


Figure 12. Showing route to Ardwick station and the travel times for various transport methods (Google Maps, Accessed 05/09/2025)

- 4.4.2 The station has access to a very well-connected rail network, allowing access to a range of destinations like Glossop and Sheffield calling at stops such as Fairfield, Hattersley, Newton for Hyde and Hattersley. These connections also provide wider services to destinations for trainlines to cities such as Birmingham and London.
- 4.4.2 The Metrolink / Tram service has not been fully incorporated within the local area, however, to mitigate this the availability of the railway station and a profound bus network can aid in meeting the traveling needs of the local community including links and services to wider rail networks and direct bus services to local tram stops.
- 4.4.3 Overall, the availability of multiple sustainable transport methods with multiple access points will encourage future occupants to make use of them, avoiding relying heavily on car usage. The site benefits from a surrounding area that has urban planning that allows for pedestrian permeability as well as access to a well-connected transport network that will enable individuals to access services locally and further afield. This level of connectivity provides future residents with realistic alternatives to private vehicle use for regional travel, supporting broader sustainability objectives.

5 PARKING

- 5.1 The nature of the terraced property means it cannot provide additional on-site car parking. Alternative time limited parking is available on-street nearby should the need arise which will be up to the individual to manage as the building owner cannot control this as a parking option.
- 5.2 Permit only on-street parking is available in front of the property and on streets surrounding it, indicated by the markings on the road and footpath signage, allowing for potential for cars to park alongside the property or close by if they have the right permit. These permits will be down to the residents to apply for and may be given on a first-come first-served basis. There have been tenants in the past that have gained visitor permits to park outside the house within the marked bays as can be seen in the evidence provided in **Appendix 1**.
- 5.3 This Travel Plan will aim to show it may be more suitable for individuals to make use of alternative modes of transport to access various destinations due to the lack of car-parking for the residents. The local travel network supports commuting obligations that individuals may require for educational and employment purposes as well as additional needs, for which heavy reliance on car usage may be inadequate.
- 5.4 It is also anticipated that those looking to live in shared accommodation do so due to the close location of their required needs like employment and educational facilities and thus would not necessarily own their own private car for transport purposes.
- 5.5 The applicant has made provisions for a dedicated secure cycle storage for up to 9 bikes in the basement, with additional bike storage available in the rear garden if needed.

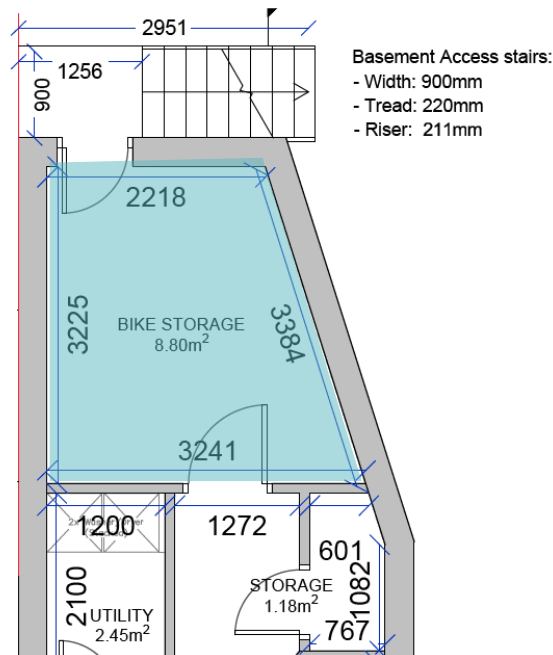


Figure 13. Highlighting proposed secure bike store in the basement (HAD & Co, 2025)

6 MANAGING TRAVEL

- 6.1 The close proximity of various services via public transport and walking routes aids in supporting a sustainable travel network within the area, from which future residents can benefit and that will also help to support a reduction in reliance upon private cars. This will help to encourage the use of more environmentally friendly and sustainable modes of transport.
- 6.2 In order to encourage and promote the use of bicycles for the residents, a provision for secure bike storage will be proposed for the scheme. There is sufficient area inside the building to provide a place for a secure bike parking.
- 6.3 Information regarding the availability of public transport and encouragement of the use of sustainable travel methods will be made clear to future residents alongside tenancy agreements to allow and encourage individuals to benefit from accessing local services via sustainable modes of transport, giving them a more environmentally friendly transport choice.

7 ALTERNATIVE MODES OF TRANSPORT

- 7.1 The best travel options to get to and from the site will be through public transport and cycling, as well as walking. Vehicles could be an option for occupants as on-street permit parking is readily available and time limited on streets nearby can aid for visitors. The location of the site is not far from the local essential amenities. Furthermore, the area is also well developed with close regular public transport stops therefore could not warrant any expectation for additional parking than what is proposed.
- 7.2 Taxis can be another viable method for the occupants to commute to the local town or city centres. The building is situated next to a well-connected highway meaning it will be easy for the hired vehicle/s to get to and from the site. However, as the building is located close to many cheaper and regular public transport services, it can be expected that privately hired cars will be a travel option used only in exceptional circumstances.
- 7.3 The proposal has demonstrated that there are plenty of sustainable travel methods within the proximity of the site that future residents can benefit from. As well as walking, cycling, and public transport, residents also have the option of using taxis to get to destinations that may not be easily accessed.

8 CONCLUSION

- 8.1 Overall, the proposal complies with the policy outlined by the NPPF of "Promoting sustainable transport" through the well-designed transport network and parking availability near the site with secure bike storage proposed in the basement. Furthermore, it meets with policy JP-C1 of providing an integrated travel network as outlined by Greater Manchester 'Places for Everyone' spatial framework and JP-C4 streets for all. The analysed travel arrangements, streets and routes demonstrate that the needs of all road users have been acknowledged within the local area providing safety and efficiency of travel use. Policy JP-C5 of Walking and cycling has also been well-met by the proposal as the site offers multiple services located at a short walking and cycling distance.
- 8.2 The proposal also meets the principles set out 'Places for Everyone', a strategic framework adopted in March 2024 by Manchester and neighbouring councils which encourages integration of new development into Greater Manchester's transport network, ensuring that sites are well served by sustainable modes of travel like public transport, walking, and cycling.
- 8.3 The proposal is suitable with its effective transport methods and routes. The urban planning of the site is favourable as it provides clear legibility that will aid in ease of commuting. Moreover, the site has health benefits as the green infrastructure further encourages recreational activities that can be done through cycling and walking.
- 8.4 The sites connection to local amenities, transport and services alongside the area's urban design means that increasing tenants from five to nine will not lead to an intensification of the site as it is very well served already.
- 8.5 The development at 7 Thurlby Street, Manchester aims to promote sustainable methods of transportation by increasing cycling and walking. The location of the site has a wide variety of public transport links with the addition of critical amenities withing a walkable proximity to the property. Residents of the building won't have to travel far meaning personal motorised vehicles won't be a necessity for many of the occupants. The tenants of the building will also be encouraged to use more sustainable transportation, creating an overall positive impact on the surrounding area.

APPENDIX 1

Proof of previous tenant's permit parking.



HAD Manchester <hello@hadmanchester.co.uk>

Fw: Resident parking scheme (7 Thurlby Street)

1 message

Agil [REDACTED] >
To: HAD Manchester <hello@hadmanchester.co.uk>

5 September 2025 at 15:42

On Tuesday, April 29, 2025, 2:24 pm, Kiara [REDACTED] wrote:

Hi Agil,

No problem at all, happy to help!

Everything is good with the house, we'll be sad to move out when it comes!

Hope you have a great week,

Kiara.

Sent from my iPhone

On 28 Apr 2025, at 8:58 pm, Agil [REDACTED] wrote:

Hi Kiara,

Many thanks - all super helpful information and sorry to bother you.

Everything ok with the house?

Thanks again,
Agil

On Monday, April 28, 2025, 4:36 pm, Kiara [REDACTED] wrote:

Hi Agil,

I've just had a look and mine expires 31/08/2024, so the next tenants should be able to apply for 1 visitor permit after this date :)

Sent from my iPhone

On 28 Apr 2025, at 4:35 pm, Kiara [REDACTED] wrote:

Hi Agil,

I recall having to apply for the visitor permit online and I think I put in the dates I'd need it for. I think it spans for the tenancy, it's an online permit attached to your registration so they can find it on their database if a warden comes around (which I've only ever seen 1 warden in our area during our time here).

I just emailed the council as I was so confused about the permits at the time and they were really helpful!

Thanks,

Kiara. :)

Sent from my iPhone

On 27 Apr 2025, at 7:23 pm, Agil [REDACTED]
[REDACTED] wrote:

Hi Kiara,

Thank you - that is really helpful! Sorry a couple of further questions - does the visitor permit then spans throughout the tenancy period or do you have to renew it time to time?

And how does the Council then provide the permit confirmation to you?

Many thanks,
Agil

On Sunday, April 27, 2025, 7:11 pm, Kiara [REDACTED]
[REDACTED] wrote:

Hi Agil,

I'm keeping well thanks. Hope you are well too!

Yes I do have a parking permit I had a bit of headache figuring it out, but I ended up contacting the Council and obtaining a 'visitor permit', as to get the regular resident permit you have to have the Thurlby St address on your vehicle logbook etc.

You can only get 1 visitor permit per house the woman from the council told me. I'm the only person with a car so it's worked out fine for us.

Thanks :)

Kiara.

Sent from my iPhone

> On 26 Apr 2025, at 10:49 pm, Agil [REDACTED]
> [REDACTED] wrote:

>

> Hi Kiara,

>

> Hope you have been keeping well and had a good Easter break.

>

> Quick question as I understand you own a car and park along the street - as a student, did you still have to apply to the Council to obtain your parking permit? And was it a case to just provide email address, proof of address like tenancy agreement and proof of car ownership? Were there any other documents if needed?

>

> I am only asking for future reference for the next group of tenants (before I forget!)

>

> Many thanks,
> Agil