Transport Statement

Units 1, 3 & 4, 1121 Ashton Old Road, Manchester, M11 1AA

Variation of condition 2 (specified plans) attached to planning permission 138709/FO/2023

September 2025

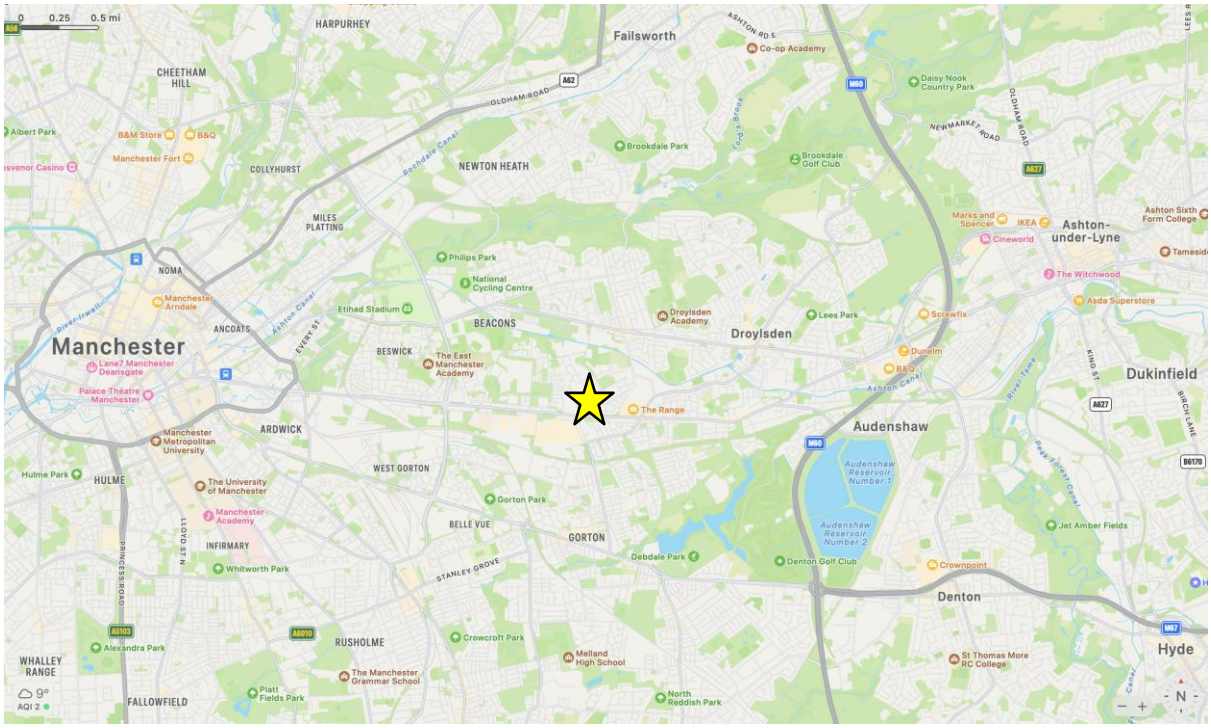
Prepared by

4D PLANNING, 83 Ducie Street, Manchester, M1 2JQ

1 Introduction

4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to amend the permitted drawings under planning permission 138709/FO/2023. The site is located east of Manchester, and is located within the City of Manchester. The site location in relation to the main local settlements is shown in Figure 1-1.

Figure 1-1 Site Location Plan



This Transport Statement has been prepared in order to assess the potential impact of the proposed development on the local highway network and considers the potential for staff and students to undertake travel by sustainable modes. The principal use of the site is previously consented, and therefore this report focuses on the changes from the previous scheme, which are focused on car parking arrangements.

It is emphasised there is an existing vehicular access and existing trips associated with the operation of the educational establishment.

<u>Report Structure</u>

The remainder of this report is structured as follows:

- Section 2 – outlines relevant transport policy at a national, regional and local level;
- Section 3 – describes baseline highway conditions and considers the accessibility of the site by non-car modes of transport;
- Section 4 – details the proposals;

- Section 5 – sets out a generation assessment, and considers the effect of the proposed development on the local highway and transport networks; and
- Section 6 – provides a summary and conclusions.

2 Relevant Policies

National Policy

National Planning Policy Framework

The latest publication of the National Planning Policy Framework (NPPF) was adopted in February 2025. The NPPF aims to enable local people and Councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main objectives: economic; social and environmental (Paragraph 11).

Paragraph 116 of NPPF sets out 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."

Paragraph 117 states that: *"Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 118 states that:

"All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be addressed and monitored."

Local Policy

Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy was developed by Transport for Greater Manchester [TfGM] in partnership with key stakeholders within the Greater Manchester area. The document provides a plan of how local transport develops within the Greater Manchester area over the period to 2040.

Greater Manchester is an important driver of economic development within the region, and therefore an extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the region; the document therefore contains both a long-term strategy and short-term implementation plan to ensure this development continues and is undertaken in the most sustainable way.

A key aim for Greater Manchester is to ensure closer integration in both service delivery and in travel choices. In part this is achieved through encouraging travel by more sustainable modes by informing users of the range of options available to access.

Where possible, initiatives will be undertaken to ensure that all new developments make best use of walking, cycling and public transport routes. Cycle and pedestrian infrastructure will be provided at new developments, including leisure facilities, to support this objective. Initiatives to encourage the use of public transport to new developments will also be undertaken.

The plan goes on to identify that the main town centres are well placed to benefit from the existing concentration of activity and good accessibility. This should make any development in these locations ideally situated to benefit from these good transport and accessibility links.

Manchester Core Strategy (2012-2027)

The Manchester Core Strategy provides the basis for assessing new development in the borough. The key transport policy in relation to new development is Policy CC5. The relevant portion of this policy in relation to the development proposals is shown as follows:

"The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example improvements to:

- *remove buses and private cars from St Peter's Square*
- *create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square*

- *close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.*

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B.

The relevant City of Manchester parking standards, to the land use class of the operator is summarised in the following table for reference.

Table 1-1 Parking Standards

LAND USE CLASS		MANCHESTER STANDARDS	
	Maximum Car Parking	**Disabled people's parking as % of total**	**Minimum Cycle Parking**
D1 Non-residential institutions (now F1(a))	11 spaces per 2 staff (includes parking for students)	Case by case basis	1 space per 5 staff plus 1 space per 3 students

The provision of car parking is considered in detail later within this Statement.

Summary

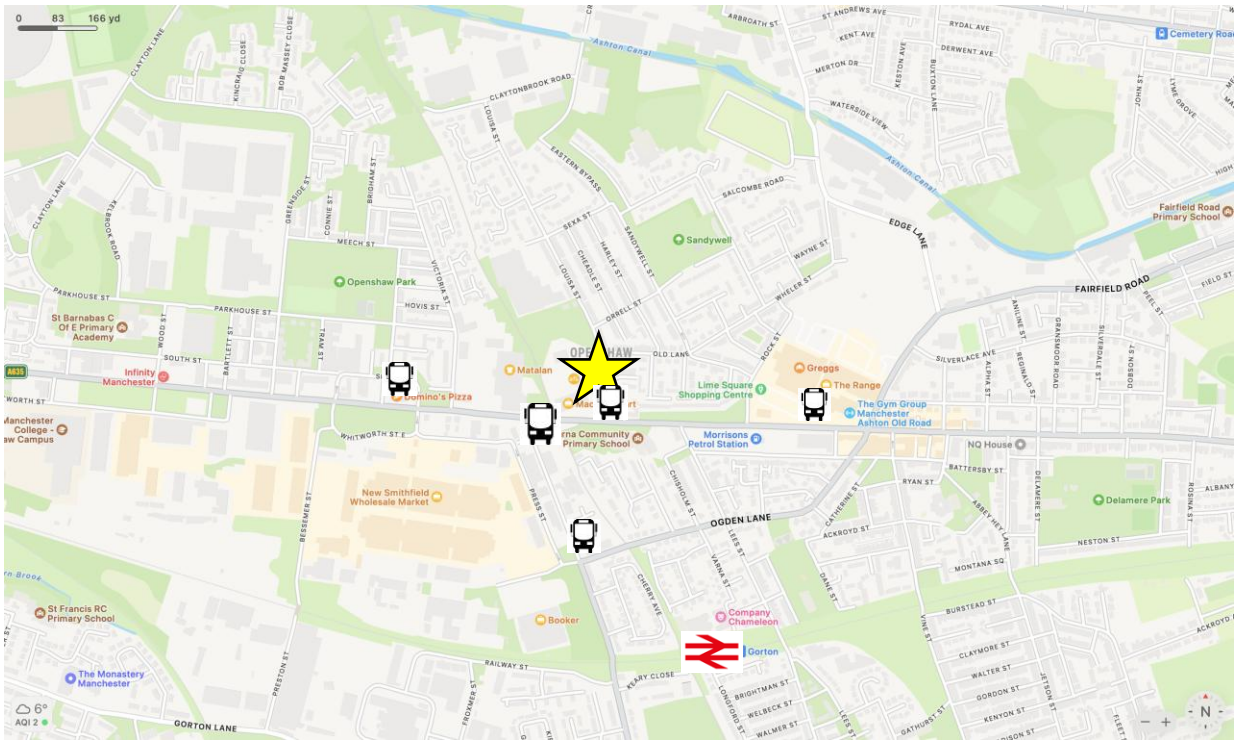
It is considered that the transport priorities for development are to reduce the dependency on car borne trips, maximise public transport accessibility, encourage walking and cycling, and to ensure the safety of all road users. A key theme of the policy is to ensure that developments are located where there is high quality existing infrastructure.

3 Baseline Conditions

Introduction

This section provides a description of the existing highway network surrounding the site and considers the accessibility of the site by non-car modes of transport, including on foot, bicycle and public transport. The site location and transport facilities are shown in Figure 3-1.

Figure 3-1 Site Location and Local Transport Facilities



Existing Use

The site is occupied by an existing building, converted to the UKMC campus, with areas of open space at the south and west, which provide for car parking and servicing access. The site has a direct egress crossover onto the A635, and takes access via a paved shared access route which is also serves a group of commercial properties known as Tower Mill. To the north of the site there is a car park belonging to an adjacent site, and to the east is Louisa Street, which predominantly serves residential properties.

Local Road Network

The site is accessed from the A635 Ashton Old Road, which is a significant east west route which links to the A57(M) and east Manchester, to Ashton-under-Lyme and the M60. The route, alongside a number of others serves east-west traffic broadly parallel to the A58 route. The carriageway at the A635 in close proximity to the site is some 11.5m in width and includes a hatched central reserve. The road operates with a 30mph speed limit, while Louisa Street is a 20mph route. There are double yellow lines covering the highway network in the vicinity of the site, thus restricting the potential for on street parking.

Pedestrian Network

The footways nearest to the site range from 2m adjacent to Ashton Old Road, and approximately 1.5m wide at Louisa Street. The footways are surfaced with black top and provide good links throughout the local area. Tactile paved crossing points are provided, and the footway network across the local area is consistent and provide a good level of connectivity.

An image of the site from the crossroad, showing the adjacent highway network, is shown in Figure 3-2.

Figure 3-2 View of Ashton Old Road, with site to the right



Public Transport

Bus

The site is served by an eastbound stop which is located directly opposite the site on Ashton Old Road. The nearest westbound stop is some 150m to the west, and therefore both stops are within a 5 minute walk from the site. The local stops include shelters, seating and route details. The bus services, which are part of the Transport for Greater Manchester network that operate from these stops are detailed as follows:

Table 3-1 Local Bus Services

SERVICE	DETAILS	
	Route	**Daytime Frequency**
171 and 172	Manchester City Centre and Newton Heath to Ashton under Lyne	Eight services per hour in each direction
219	Manchester City Centre and Newton Heath to Ashton under Lyne	
221	Manchester City Centre and Newton Heath to Ashton under Lyne	
688	Gorton to Monsall	One per day
703	Monsall to Abbey Hey	One per day
719	Manchester City Centre to Beston	One per day
725	Chorlton upon Medlock to Belle View	One per day

National Rail

The nearest railway station to the site is Gorton, which is located some 700m walking distance from the site. A signalised pedestrian crossing is available to the east of the access in order to facilitate journeys across Ashton Old Road between the station and the site.

Personal Injury Accident Data

Personal Injury Accident Data for a five-year period from January 2019 to December 2023 has been reviewed for the local area, including routes to the local bus stops. It is noted that there were two accidents resulting in slight injury at the junction of Louisa Street with Ashton Old Road, although this pattern is typical for the local road under existing conditions.

It is concluded that there are no engineering reasons causing any safety concern on the local highway network.

4 Proposed Scheme

Proposal Outline

The consented development comprises the conversion of the premises to provide an education facility for the higher education sector, with courses including business, education, health and IT. Staffing numbers will vary depending on the time of year. Further to discussions with the local authority in relation to car parking, this application seeks to vary Condition 2 of planning permission 138709/FO/2023. Condition 2 reads as follows:

"The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawing numbered 4D01 and the Planning/Design and Access Statement dated November 2023, stamped as received by the City Council, as Local Planning Authority, on 1 December 2023.

Waste Management Strategy and the 4D Planning Transport statement, dated January 2024, stamped as received by the City Council, as Local Planning Authority, on 8 January 2024.

Drawings numbered 4D05 rev A and 4D07 rev A, and the letter from 4D Planning titled 'Proposed Trip Generation' and dated 16 February 2024, stamped as received by the City Council, as Local Planning Authority, on 19 February 2024.

Drawing numbered 4D06 rev A, stamped as received by the City Council, as Local Planning Authority, on 4 March 2024"

It is sought to vary this condition to as follows:

"The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawing numbered 4D01 and the Planning/Design and Access Statement dated November 2023, stamped as received by the City Council, as Local Planning Authority, on 1 December 2023.

Waste Management Strategy and the 4D Planning Transport statement, dated January 2024, stamped as received by the City Council, as Local Planning Authority, on 8 January 2024.

Drawings numbered 4D05 rev A, and the letter from 4D Planning titled 'Proposed Trip Generation' and dated 16 February 2024, stamped as received by the City Council, as Local Planning Authority, on 19 February 2024. Drawings Numbered ***4D04 June 2025 and 4D05 June 2025.***

Drawing numbered 4D06 rev A, stamped as received by the City Council, as Local Planning Authority, on 4 March 2024."

(changes highlighted in **bold** text).

The approved plans provide for 12 student parking spaces to the front and rear of the premises. The revised plans also provide for 12 student parking spaces to the front and rear of the premises.

The approved plans provide for 6 staff parking spaces to the rear of the premises. The revised plans provide for 23 staff parking spaces to the front and rear of the premises.

We consider the revised parking arrangements to be a minor (and betterment) change, and they do not materially alter the 'parent' planning permission. The following plans demonstrates the proposed access and parking arrangement:

Figure 4-1 Site Layout (south of site)

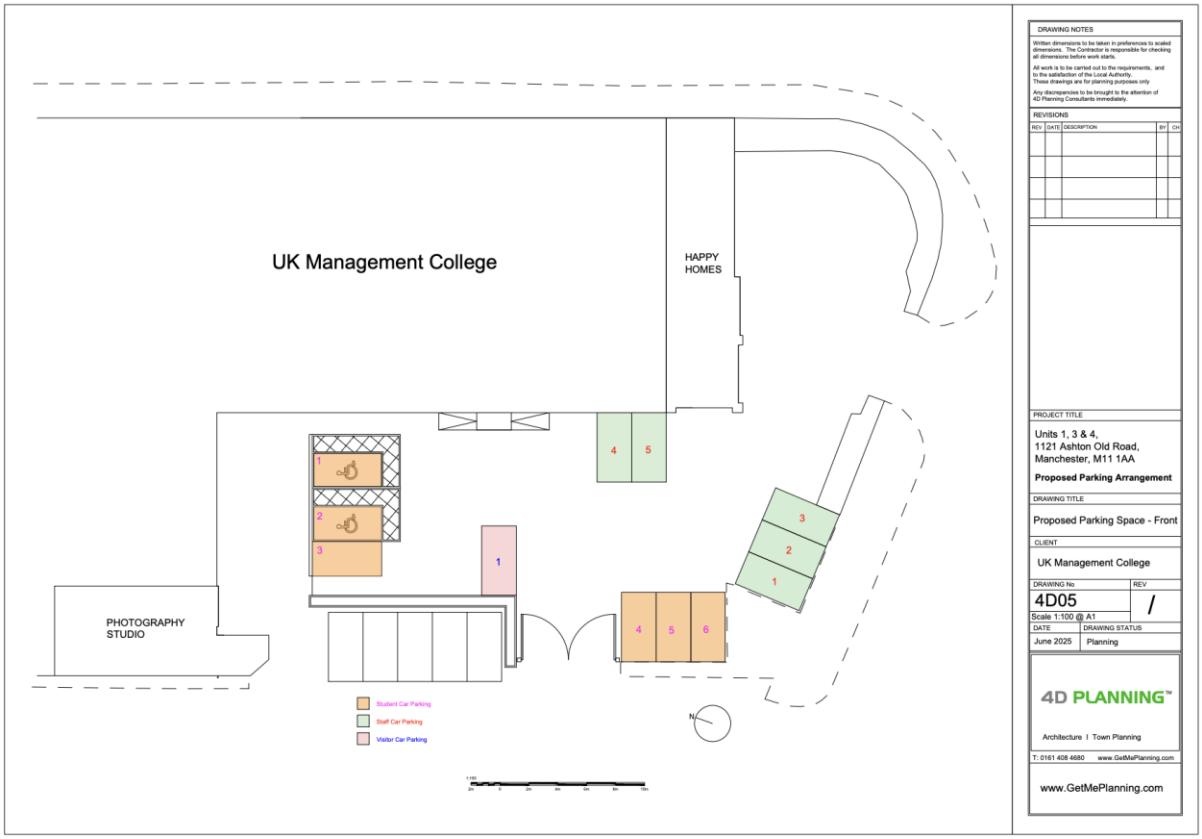


Figure 4-2 Site Layout (north of site)



Cycle parking will be in compliance with adopted Manchester standards, on the basis of 1 space per 5 staff plus 1 space per 3 students. This will be secured within the fit out of the building and at building entrances.

The bin store arrangements for the site will remain as per existing and handled securely within the site perimeter.

Deliveries and Servicing

It is expected that the majority of deliveries will be via small and medium sized vans, such as postal delivery cars and vans, which would continue to be accommodated using the existing site access and car parking area. Turning areas are provided within the site to facilitate the ability to exit in a forward gear.

Refuse vehicles will continue to make collections from within the site layout and will be subject to a private contractor agreement with the local authority provider or other commercial operators.

5 Effect of the Proposals

Introduction

This section considers the proposed use and considers the effect of the development on the local highway and transport networks. It is nonetheless stated that the site is well established in its existing use, including servicing and administration.

Proposed Trip Generation

The S73 proposals do not result in a trip generation, as these are parking rationalisation for the existing use. However, for the purpose of background, trip generation is considered in relation to car parking.

The trip generation will be defined by the capacity of the site for students and staff, with maximum figures being 120 and 15 respectively. It is noted that the car parking provision will be limited to 23 spaces for staff and 12 spaces for students, including two spaces for blue badge holders. All students and the majority of teaching staff based at the site will be expected to arrive by public transport, or on foot or bicycle. This report demonstrates that the site has immediate access to a number of highly frequent bus services and is accessible to rail services.

Effect on the Local Transport Network

The proposals above demonstrate that there would be a low level of impact in traffic terms. It is noted that the mitigation on site would be accommodated both by the existing car parking and circulation space.

6 Conclusion

4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to amend the car parking proposals at the UK Management College, 1121 Ashton Old Road.

Given that the site is located within an urban area, on a major road and bus route, it is notable that the site has excellent access to public transport. The site layout ensures that vehicles are able to access and egress the site via new drop off access arrangements. The car parking design has been amended in order to ensure that the spaces are fully accessible and well laid out.

The proposed development would not have any perceptible impact on the local highway network, and as such there should be no transport grounds to prevent the granting of permission.

Appendix A – Site Layout