



MODE Architects Limited

TRANSPORT STATEMENT

Mixed use development at 42 Ladybarn Road, Manchester, M14 6WW.

Issued: June 2024

Job Reference: 23 039/TS/V01

Site Address:

42 Ladybarn Road, Manchester, M14 6WW.

Client:

DSJMK Properties Ltd

Proposal:

Mixed use development, incorporating a ground floor commercial unit (class E) and extension to upper floors into residential use (Use Class C3)

Report Prepared By:

Kristen Phatshwane BSc (Hons)

MODE Architects Ltd

Contact Details:

MODE Architects Ltd

2nd Floor, Piccadilly House,

59 Piccadilly, Hanley,

Stoke-on-Trent,

ST1 1HR

Email: info@mode-architects.co.uk

Tel: 01782 479644

Contents	Page No
1.0 Introduction	4
2.0 Existing Conditions	6
3.0 Proposed Development	9
4.0 Transport Assessment Impact	10
5.0 Conclusion	13
6.0 References	14

1 INTRODUCTION

- 1.1 MODE Architects Ltd. have been instructed by DSJMK Properties Ltd to advise on transport planning matters in relation to the development of 42 Ladybarn Road, Manchester, M14 6WW. It supports the planning application for the re-development of 42 Ladybarn Road for both commercial and residential uses.
- 1.2 The site is located to the east of Wilmslow Road and the south of Moseley Road, as shown in Figure 1.1. The site red line boundary plan is provided at Appendix 1 for reference.
- 1.3 The building has recently been bought by DSJMK Properties Ltd, with the intension of retaining the majority of the existing ground floor for commercial use. With the upper floors being converted solely for residential purposes.



Figure 1.1 Site Location

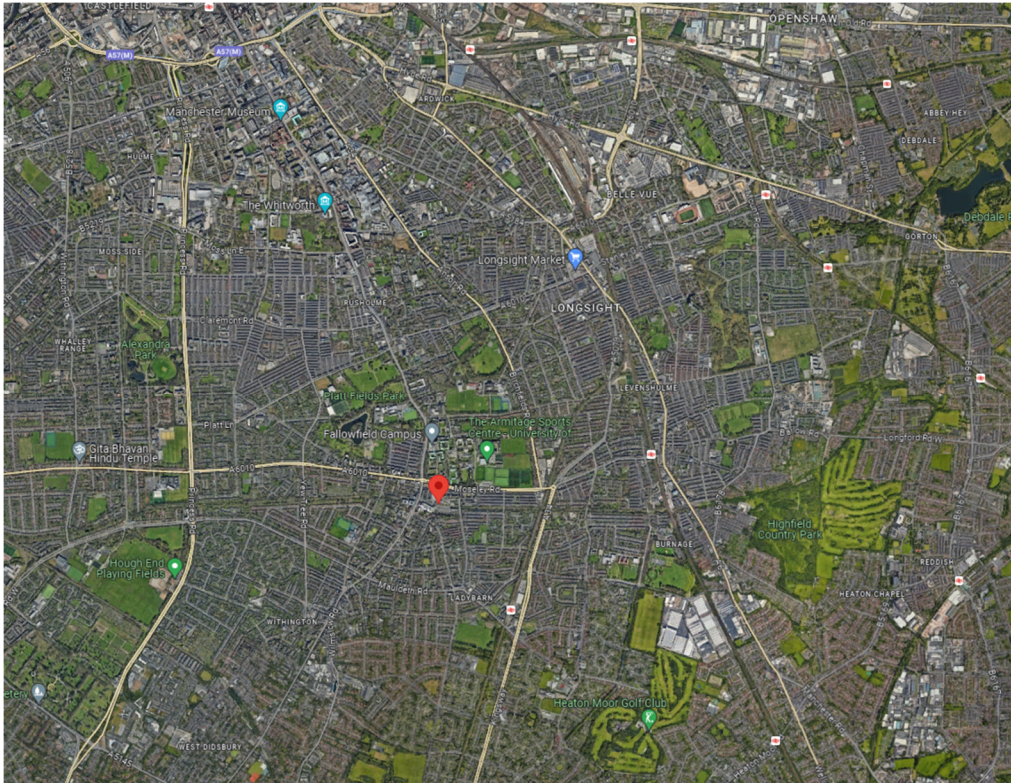


Figure 1.2. Wider context of the site location

1.4 Following this introduction, the remainder of the transport statement is structured as follows:

- Chapter 2: Existing conditions – provides existing site information, existing site access arrangement
- Chapter 3: Development proposals – brief information highlighting the proposed site layout, proposed land use and scale of the development
- Chapter 4: Transport Impact Assessment – impact on local road network, pedestrian and cycle facilities
- Chapter 5: Summary and conclusions – overall transport impact and sustainability of the development

2 EXISTING CONDITIONS

- 2.1 The site currently sits vacant but was previously used as a tool hire company on the ground floor with the upper floor being used as a 2 bedroom apartment.
- 2.2 The immediate vicinity is characterized by a blend of terraced and semi-detached houses, as well as a few small commercial units and timber merchants directly opposite.
- 2.3 Most of the roads in the area are of a standard carriageway width, with their average speeds being a maximum of 20mph. References have been provided below.



Figure 2.1 Junction between Ladybarn Road and Ladybarn Lane from the site.



Figure 2.2. Turn into Ladybarn Road from Ladybarn Lane.

- 2.4 Ladybarn Road has a one-way system towards the end, leading to Wilmslow Road. Traffic must follow the curve of the road into Standish Road, which is where they have access to Wilmslow Road.



Dedicate
Cycle Route

Figure 2.3. Ladybarn Road one way system onto Standish Road.



Figure 2.4. View of Standish Road.



Dedicate
Cycle Route

Figure 2.5. View of Ladybarn Road from Wilmslow Road.

- 2.5 The transport infrastructure supporting 42 Ladybarn Road is extensive and well-developed. Ladybarn Road serves as a local distributor road, facilitating movement within the neighborhood and connecting to the broader transport network via Wilmslow Road.
- 2.6 Wilmslow Road extends through Manchester from north to south, providing direct access to the M60 motorway to the south and the city centre to the north. By connecting the site to the national and regional road networks, this link ensures that it is properly integrated and improves accessibility for cars.
- 2.7 Public transport accessibility is a significant strength of the site. Wilmslow Road, a 2-minute walk from 42 Ladybarn Road, is renowned for its high-frequency bus services. The area is well served by public transport, with several bus routes operating along Wilmslow Road. Key routes include:
- Bus Route 42: Provides frequent services to Manchester city centre, Stockport, and East Didsbury.
 - Bus Route 43: Connects the site to Manchester Airport, as well as the city centre and Northenden.
 - Bus Route 142: Offers an express service to the city centre and the University of Manchester.
 - The nearest bus stops are located within a 5-minute walk from the site on Wilmslow Road, providing excellent accessibility for residents without the need for a car.
- 2.8 The area around Ladybarn Road offers shared-use walkways and cycle lanes that are intended to encourage safe and effective cycling. The Fallowfield Loop, a designated off-road cycling route that runs from Chorlton to Debdale Park, is one significant feature. This trail encourages sustainable and active transport choices by giving cyclists an uninterrupted, safe route throughout south Manchester.

- 2.9 The neighbourhood around 42 Ladybarn Road has a relatively well-developed pedestrian infrastructure. The region is distinguished by clean sidewalks, crosswalks for pedestrians, and a walkable layout that promotes active transportation. The property is pedestrian-friendly because of the integration of these pedestrian facilities with the larger transportation network.
- 2.10 Apart from having access to roads and public transport, the location also has the added benefit of being close to the Mauldeth Road train station, which is 19-minute walk or 4-minute cycle. Regular train services are offered to the airport, the city centre, and other regional locations from this station, which is a part of the Manchester Piccadilly to Manchester Airport route. The location makes it desirable for both residential and business use considering rail travel is available, adding still another level of connection.
- 2.11 Parking provisions at the site include on-street parking along Ladybarn Road and adjacent streets.

3 PROPOSED DEVELOPMENT

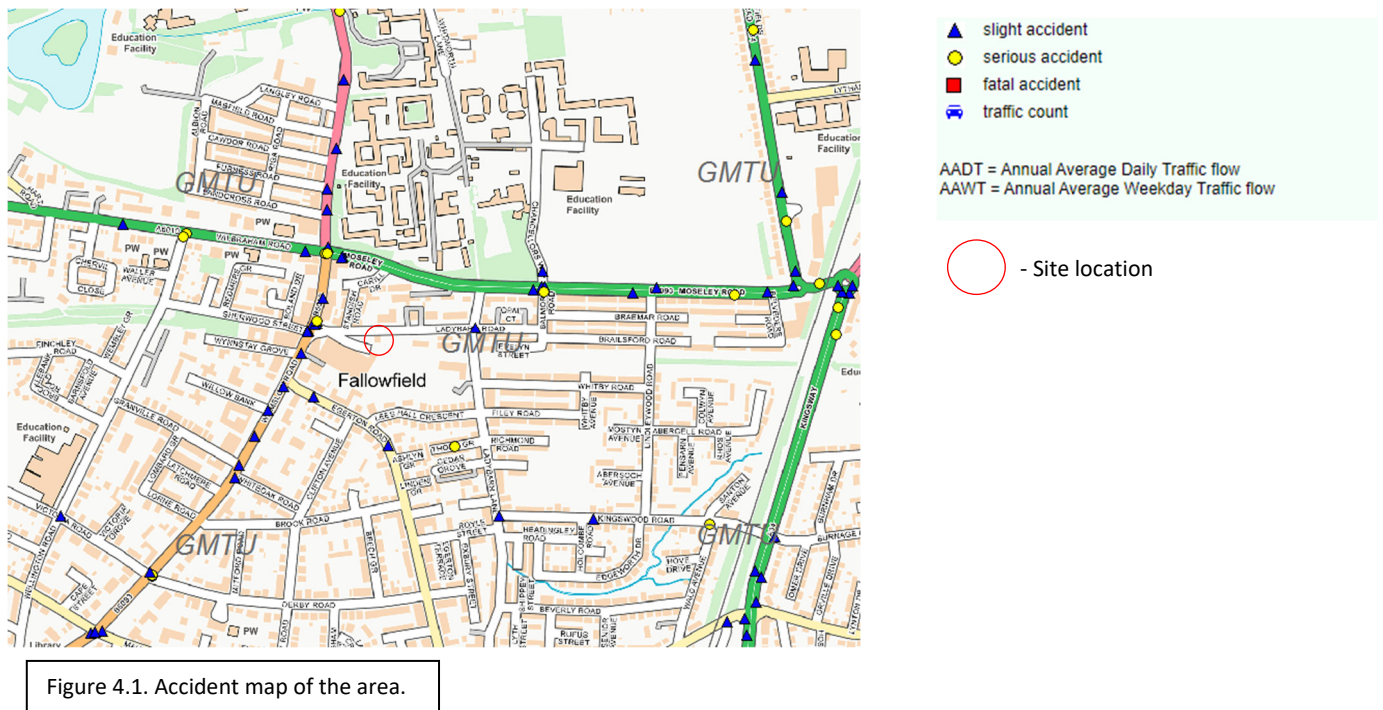
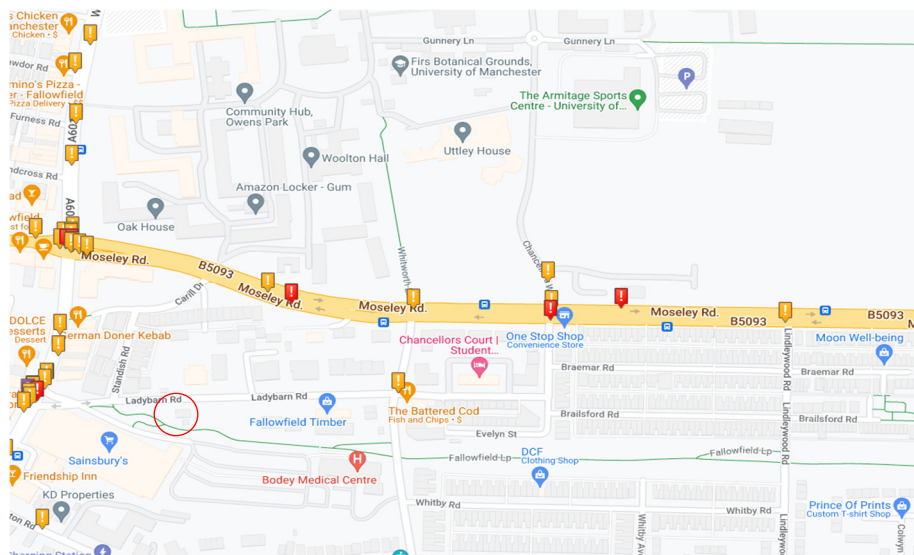
- 3.1 The proposed development at 42 Ladybarn Road involves converting the existing commercial brick property into a mixed-use building comprising office space and residential units. Specifically, the development will feature office accommodations for up to 10 people and 6 one-bedroom flats and 2 two-bedroom flats. This conversion aims to enhance the offering and diversification of the property, contributing to local housing supply and providing modern office space to support an existing local businesses growth.
- 3.2 The development seeks to retain the character of the existing structure while upgrading its internal layout to meet contemporary standards for residential and office use. The office space will be designed to accommodate up to 10 employees, providing a comfortable and efficient working environment. The residential component will consist of 8 flats, designed to meet modern living standards and catering to a range of occupants, aimed at singles, couples, and small families.

- 3.3 The ground floor equates to 209m², with 209m² to the first floor and 119m² to the second floor, which is equates to 537m² of floor space in total.
- 3.4 Cycle storage is provided for each flat to the rear of the property provided a minimum 1 cycle spot per bed per flat. This is to help promote sustainable transport within the city. It is anticipated that bike ownership will increase in demand, additional space for cycle parking is available within the scheme.
- 3.5 Car parking has not been integrated to this site, however given the public transport network the site benefits from excellent public transport links. Several bus routes (42, 43, 142) run along Wilmslow Road, providing frequent services to Manchester city centre, the University of Manchester, and Manchester Metropolitan University. Which will encourage its residents to use sustainable travel.

4 TRANSPORT IMPACT ASSESSMENT

- 4.1 The development is anticipated to generate minimal additional traffic due to the new residential units and office space. However, given the current transport infrastructure and the availability of sustainable travel options, the impact is anticipated to be manageable.
- 4.2 The proposed office space will accommodate 5 employees in which all employees will be encouraged to use sustainable travel, namely, trains, bus and cycle. As and when required the employees will drive by car in which they can utilize the existing on-street parking on Ladybarn Road.
- 4.3 As the proposal intends to be sustainable, it is anticipated that the new residents will use public transport. This will have little impact on the existing on street parking.
- 4.4 The proposed use will have no greater impact on parking or other forms of travel than that of the existing use.

- 4.5 An analysis of the number of accidents that have occurred on Ladybarn Road for the past 36 months was 1 slight incident as shown in Figure 4.1 and Figure 4.2.
- 4.6 The analysis of accident records has not identified any patterns that would indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this Transport Statement.



- 4.7 The development may result in a slight increase in the use of local bus services, particularly during peak hours. However, given the high frequency and capacity of existing services, this impact is considered manageable.
- 4.8 The site has great infrastructure to allow for cycle transport to be effective, many locations near the site have marked cycle routes displayed on the street, providing suitable and safe lanes to travel through to the city center. An example of these cycle routes is shown below.



Figure 4.3 Cycle route at the rear of the site.



Figure 4.4 Cycle route at the rear of the site.

5 CONCLUSION

- 5.1 The proposed mixed-use development at 42 Ladybarn Road is expected to have a modest impact on the local transport network. Its strategic location and emphasis on sustainable travel modes align with local and national transport policies.
- 5.2 The location is well-served by a wide range of public transportation options, well-maintained bike and pedestrian paths, and excellent connectivity via major highways. This infrastructure provides strong support for the proposed development, which aims to turn the current commercial property into eight residential apartments and office space.
- 5.3 Overall, the development is considered sustainable and well-integrated into the existing transport infrastructure. The mixed-use nature of the proposal supports local economic activity while providing additional residential accommodation, contributing to the area's vibrancy and sustainability.

6 REFERENCES

- *CrashMap Data: Great Britain 1999 - 2022* (no date) *CrashMap*. Available at: <https://www.crashmap.co.uk/Search> (Accessed: 18 June 2024).
- *Reported Road Accidents* (no date) *Accident map*. Available at: <https://www.gmtu.gov.uk/gmaccidents/accidents.aspx?width=1366&height=768#> (Accessed: 18 June 2024).