J000491-TS01a
January 2024

Proposed Change of Use of Building

2-4 Carrill Grove East
Levenshulme
Manchester

Transport Statement

Prepared on behalf of:

UK Water Plus Limited

FOCUS TRANSPORT PLANNING

Pentland House,
Village Way
Wilmslow, SK9 2GH
Company no: 11465973

0161 8264631
www.focustp.co.uk

CONTENTS

1.0 INTRODUCTION 1
1.1 Overview 1
1.2 Report Structure 2

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY 3
2.1 Site Location & Existing Access 3
2.2 Existing Land Use & Planning History 3
2.3 Relevant Planning Policy 4
2.4 Description of Local Highway Network Conditions 8
2.5 Road Safety: Review of Personal Injury Accidents 8

3.0 AUDIT OF SITE ACCESSIBILITY 10
3.1 The Principle of Sustainable Development 10
3.2 Accessibility by Walking & Cycling 10
3.3 Access to Public Transport 12
3.4 Greater Manchester Accessibility Level (GMAL) Rating 13
3.5 Accessibility Summary 13

4.0 REVIEW OF THE SCHEME 14
4.1 Scheme Principles 14

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE SCHEME 15
6.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY 17
6.1 Introduction 17
6.2 Site Accessibility 17
6.3 Local Census Data 18
6.4 Precedent of Similar Sites 19
6.5 Overview 20

7.0 SUMMARY AND CONCLUSIONS 21

FIGURES

Figure TS1 Site Location Plan
Figure TS2 PIA Data
Figure TS3a 800m Walk Catchment
Figure TS3b 2km Walk Catchment
Figure TS4 5km Cycle Catchment to / from the Application Site
Figure TS5 Local Cycle Connections to the Application Site
Figure TS6 Local Public Transport Connections to the Application Site
Figure TS7 GMAL

APPENDICES

Appendix TS1 Site Plans

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of UK Water Plus Limited to consider relevant highways and transport matters associated with an application seeking full planning permission for a change of use of building to provide educational rooms (Class F1) on the ground floor, offices (Class E) on the ground and first floor, and HMO (Houses in Multiple Occupation) rooms (Class C4) at first and second floor level. The scheme relates to the application site situated at 2-4 Carrill Grove East, Levenshulme, Manchester, M19 3BT.

1.1.2 The ground floor of the existing building is currently used as educational rooms and offices. The first and second floors have been converted into bedrooms and have been rented out by the previous owner. However, this has temporarily ceased pending the outcome of this planning application.

1.1.3 It is understood that the abovementioned uses commenced in approximately 2010. The applicant purchased the property as it currently exists on 5 April 2018 and now wishes to seek permission to allow the formal continuation of uses.

1.1.4 The scope and nature of matters considered within this TS report reflects the extent of highways issues that are anticipated as being of material interest to officers of the local planning & highway authority, Manchester City Council (MCC). It will be demonstrated that the site is within a sustainable location within the Levenshulme District Centre, as identified in the MCC's Local Plan's Core Strategy 2012-2027.

1.2 Report Structure

1.2.1 The structure of the remainder of this TS is therefore as follows:

- Chapter 2 considers the location and historical use of the site, sets out relevant planning policy, provides a review of the local highway network and local accident history;
- Chapter 3 provides an audit of the site's accessibility by alterative travel modes to the private car;
- Chapter 4 provides a review of the key elements of the application scheme;
- Chapter 5 provides a review of travel demand associated with the proposals;
- Chapter 6 provides rationale for the proposed car parking strategy, based on the combined effects of the highly sustainable nature of the site, limited requirement for parking based on car ownership statistics/demographic of the development and precedent of other similar sites.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY

2.1 Site Location & Existing Access

2.1.1 The application site represents a two-storey detached building, at 2-4 Carrill Grove East, Levenshulme, Manchester, M19 3BT. The location of the application site is illustrated in **Figure TS1** to this report. This highlights that the site is located on the south side of Carril Grove East, with the site's eastern side bounded by Cardus Street. The site is located close to Levenshulme Market, the retail and commercial uses along Stockport Road, and Levenshulme Railway Station. The A6 Stockport Road corridor offers a wide range of retail opportunities including supermarkets, fast food outlets, convenience stores and other typical high street uses such as banks & pharmacies, along with key community facilities such as a library & leisure centre, medical centre, council offices and community centre. It therefore provides a key local centre function, offering the potential for trip linkages between different uses.

2.1.2 The application site is located within 40m to the east of the local shopping corridor of the A6 Stockport Road.

2.2 Existing Land Use & Planning History

2.2.1 The application site is surrounded by predominantly residential properties. Originally built as a warehouse the building has previously been used as a gym, before being used as an education facility linked to Imperial College Britannia, which forms part of the current uses.

2.2.2 There is no off-street parking provided at the site, however there is a free public car park off Farm Side Place approximately 100m southwest of the site on the opposite side of Stockport Road.

2.2.3 The relevant history for the application site is set out below:

- 093046/FO/2010/N2 – Proposed change of use to form college (Class D1) with associated elevational changes. The application was approved in September 2010.

- 118911/FU/2018 – Proposed a change of use from Class D1 (educational use) to Class A2 offices with associated external alterations. The application was approved in May 2018.

2.3 Relevant Planning Policy

National Planning Policy

2.3.1 Paragraphs 114 and 117 to December 2023 National Planning Policy Framework (NPPF) provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals.

2.3.2 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

> ***"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." (Para 115)***

2.3.3 Paragraph 115 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF clearly identifies that development should only be refused in those cases where highways impact would be 'severe' (our underlining) - which is typically understood to mean situations where development is likely to result in a material detrimental 'step change' in circumstances when compared to predicted Baseline / 'Do-Nothing' conditions. Should the operational effects as a consequence of development traffic be more marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

Local Planning Policy: Local Development Framework Core Strategy

2.3.4 The adopted development plan for Manchester is the Local Development Framework Core Strategy (July 2012), which covers the period 2012 - 2027.

2.3.5 Policy SP1 'Spatial Principles' to the Core Strategy sets out the key matters that will guide development in the City during the plan period to 2027. One of these core spatial principles is to ensure that:

> ***'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'***

2.3.6 In addition, Policy SP1 goes on to state that developments in all parts of the city should create well designed places that:

> ***'improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.***

2.3.7 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 'Sustainable Transport' which states that the Council will support proposals that improve choice by development alternatives to the car, in order to encourage a modal shift away from car travel. Policy T1 in full states:

> ***"T1 Sustainable Transport***
>
> ***To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:***
>
> - ***Improve choice by developing alternatives to the car.***
> - ***Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.***
> - ***Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***
> - ***Improve pedestrian routes and the pedestrian environment.***

- ***Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).***
- ***Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.***
- ***Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.***
- ***Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.***
- ***Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.***
- ***Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:***

    1. ***pedestrians and disabled people***
    2. ***cyclists, public transport,***
    3. ***commercial access,***
    4. ***general off-peak traffic,***
    5. ***general peak time traffic."***

2.3.8 In addition to Policy T1, Core Strategy Policy T2 'Accessible Areas of Opportunity & Need' identifies that the Council will actively manage pattens of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

2.3.9 Policy T2 also states that all new developments in District Centres will provide 'appropriate; parking facilities, taking into account the guidance in Appendix B. Appendix B does not provide residential parking standards, and it is noted that individual site circumstances should be taken into account to establish what level of parking is appropriate.

Local Planning Policy: Guide to Development in Manchester Supplementary Planning Document (SPD) & Planning Guidance (April 2007)

2.3.10 The key accessibility matters highlighted above and the need for appropriate assessment and supporting management of travel, are further reinforced by the April 2007 'Planning Guidance' SPD. This document sets out the core development

principles that apply to new developments in Manchester. Paragraph 2.22 and 2.23 of the document note that:

> ***"In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'***
>
> ***….hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists… the aim will be to cater for the needs of those who use the area, rather than pass through it."***

Local Planning Policy: Greater Manchester Transport Strategy 2040

2.3.11 The Greater Manchester Transport Strategy 2040 has been developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). This document sets out a plan to establish a fully integrated, high-capacity transport system across Greater Manchester, including both short-term and long-term infrastructure objectives and to achieve a 'Right Mix Target' of a minimum of 50% of all journeys across Greater Manchester being undertaken by walking, cycling & public transport. The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

2.3.12 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.3.13 Chapter 3 to this TS report clearly sets out that the site is located in an accessible location, close to existing residential areas and with access to a range of education, employment, retail, leisure and public transport/active travel options.

2.4 Description of Local Highway Network Conditions

2.4.1 The application site represents 2-4 Carrill Grove East, situated on the south side of Carrill Grove East with Cardus Street forming the site's eastern boundary. Carrill Grove East is a local street, operating under a 20mph speed limit, serving mostly residential properties. Carrill Road East is of circa 6.4m carriageway width in the vicinity of the site frontage, with segregated (kerbed) footways of circa 1.5-2.0m width available to both sides of the route.

2.4.2 The following parking restrictions are in force at Carrill Grove East:

- *Northern Side:* At the west end of the street there is marked bay for loading only, c.10m in length (Mon-Sat, 7am-7pm, Goods vehicles loading only) on the northern side. No restrictions for remainder of route.
- *Southern side:* At the west end of the street there is double yellow lines for approximately 23m from its junction with Stockport Road (no stopping at any time). No restrictions for remainder of route.

2.4.3 Carrill Grove East forms a crossroads junction with the primary local distributor road route of A6 Stockport Road and Carrill Grove west of the site, and a priority controlled cross roads junction with Cardus Street at the northeastern corner of the site.

2.4.4 To the north, Cardus Street, which forms the eastern boundary to the site, provides access to residential properties and Ashcroft Surgery, beyond which the route terminates. To the south, Cardus Street terminates at Cromwell Grove as a no-through route for vehicular traffic. There are no parking restrictions on Cardus Street.

2.5 Road Safety: Review of Personal Injury Accidents

2.5.1 An appraisal of the operational safety of immediate streets to the application site, including the local section of Carrill Grove East, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the

crashmap.co.uk database for the 5-year search period, 2018 - 2022 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the 5-year minimum search criteria required by national Planning Practice Guidance (PPG) good practice guidance.

2.5.2 This highway safety review exercise, included at **Figure TS2** identifies that no accident events took place close to the application site. Indeed, no accidents have been recorded across the key immediate local route of Carrill Grove East.

2.5.3 Based on this review, it is concluded that there are no clear & substantive prevailing road safety issues in the vicinity of the site.

3.0 AUDIT OF SITE ACCESSIBILITY

3.1 The Principle of Sustainable Development

3.1.1 National and local planning policy identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the Carrill Grove East site are summarised in the paragraphs below.

3.2 Accessibility by Walking & Cycling

Access on Foot

3.2.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. Indeed, guidance produced by Chartered Institution of Highways and Transport (CIHT) notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified by CIHT as a suitable walk distance for regular commuting trips and journeys to / from school.

3.2.2 **Figure TS3a** to this report illustrates the extent of an 800m walk catchment of the Carrill Grove East site and demonstrates that effectively all Levenshulme residential streets lie within such a practical walk catchment, along with the edge of surrounding residential areas such as Longsight and Fallowfield. Such catchment

includes for key local education, retail, community, medical and leisure opportunities including:

- Food stores including Asda and Tesco Superstore, along with numerous convenience stores;
- Bars, cafes/fast foot and restaurants;
- Leisure and community facilities including parks, library, community centre gyms, council offices;
- GP surgeries, pharmacies, dentists and opticians.

3.2.3 **Figure TS3b** provides a 2km catchment and demonstrates that areas of Longsight and Fallowfield are all accessible within walking distance of the site.

3.2.4 As noted, good standard pedestrian footways on Carrill Grove East link the site to Stockport Road. A signalised pedestrian crossing is provided at the A6 Stockport Road approximately 30m south of its junction with Carrill Road East. Approximately 85m north of Carrill Road East, an uncontrolled pedestrian crossing with pedestrian refuge island in the centre of the road is available at the A6 Stockport Road. These local safe crossing points allow for good access to surrounding residential and retail areas and promote linked walking trips within the Levenshulme retail zone. They are also helpful for ensuring safe pedestrian access to / from local bus stops.

Cycle Access

3.2.5 National Planning Guidance also notes that cycling has the potential to substitute for short car trips – particularly those journeys of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a range of local areas including Rusholme, Fallowfield, Longsight, Reddish, 'the Heatons', West Didsbury and the edges of Manchester city centre and Stockport(**Figure TS4**).

3.2.6 A plan of available local cycle infrastructure is illustrated in **Figure TS5**. This demonstrates that local signposted on-road cycle routes are available via Central Avenue / Matthews Lane. New segregated cycle facilities have also recently been

installed on a section of A6 Stockport Road to the north of Mitre Road in Longsight towards Manchester city centre. All local residential streets to the site operate as 20mph speed limit routes, which can be expected to encourage cycle access.

3.3 Access to Public Transport

Bus

3.3.1 Nearest bus stops to the site are located as follows (also illustrated in **Figure TS6**):

- *Stops on Cromwell Grove located within 70m of the site* - Simple flagpost style stops.

- *Stops on A6 Stockport Road located circa 60m to the north of the site* – marked on-carriageway bus stop 'cage' markings characterised by high quality waiting areas with shelters, information panels and bus-boarder kerbs.

3.3.2 **Table TS3.1** below sets out the details of the bus services that call at these local bus stops.

Table TS3.1: Bus Services Available from Local Bus Stops to the Site

Cromwell Grove Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
172	Chorlton – Didsbury – Gorton – Droylsden – Newton Heath	1 per hr

A6 Stockport Road Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
150	Gorton – Longsight – Fallowfield – Chorlton – Stretford – Trafford Centre	2 per hr day & 1 per hr eve / 2 per hr day & 1 per hr eve / Hrly day & hrly eve
192	Hazel Grove – Stepping Hill – Stockport – Heaton Chapel – Levenshulme – Longsight- Manchester city centre	Min 6 per hr all day & eve Min 6 per hr all day & eve Min 6 per hr all day & eve
171	East Didsbury – Burnage – Gorton – Droylsden – Newton Heath	1 per hr
197	Stockport – Heaton Moor – Burnage - Levenshulme – Longsight- Manchester city centre	3 per hr day & 1 per hr eve / 3 per hr day & 1 per hr eve / Hrly day & hrly eve

3.3.3 Review of this information demonstrates that local bus stops provide access to a number of good frequency services, offering access to a wide range of local destinations - effectively covering all surrounding local residential areas to the site.

Train

3.3.4 The closest railway station to the site is Levenshulme. The station is a circa 300m walk from the site and is served by four trains per hour in each direction (weekday daytime and Saturdays). One train per hour runs in each direction on Sundays. Northbound services run to Manchester Piccadilly and southbound trains run to Alderley Edge, Crewe and Buxton.

3.4 Greater Manchester Accessibility Level (GMAL) Rating

3.4.1 The application site's good potential for connectivity by public transport is reflected by its Greater Manchester Accessibility Level (GMAL) rating of 7 (see **Figure TS7** to this report), placing it in the second highest accessibility category. This GMAL score highlights the highly accessible nature of the site location and practical opportunities for the promotion of car-free living and working.

3.5 Accessibility Summary

3.5.1 Overall, it is considered that the application site represents a suitable location for residential development, being located within an established local centre area and within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 REVIEW OF THE SCHEME

4.1 Scheme Principles

4.1.1 Plans of the scheme principles are included as **Appendix TS1** to this report. The scheme comprises a change of use of the existing building situated at 2-4 Carrill Grove East. It is proposed to retain the four educational classrooms as Use Class F1 (indicated as offices 1 & 2 on Drawing 2024/19/01 in **Appendix TS1**) on the ground floor fronting Carrill Grove East, and the remaining rooms on the ground floor as offices as Use Class E (indicated as offices 3, 4 & 5 on Drawing 2024/19/01 in Appendix TS1) with one office as Use Class E at first floor level (indicated as office 6 on Drawing 2024/19/01 in **Appendix TS1**). It is further proposed to utilise the 13 units across the first and second floor as Houses in Multiple Occupation (HMO) rooms (Use Class C4), with two communal rooms available for guests at the second floor level.

4.1.2 The floor areas of each use are summarised as follows:

- Education (Use Class F1): 70m^2
- Offices (Use Class E): 118m^2
- HMO rooms (Class C4): 375m^2

4.1.3 The application site is a car-free development.

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE SCHEME

5.1.1 The 2-4 Carrill Grove East scheme comprises 3 educational classrooms, 4 offices and 13 HMO rooms. As the scheme is a 'car free' development, the scheme generates negligible travel demand. The excellent location of the site results in a limited requirement for cars to access the site.

Educational Use Travel Demand

5.1.2 The proposal aims to retain the four rooms at the front of the building for educational purposes. As set out in section 2.2, planning permission was granted in 2010 for the change of use to form college (Class D1) with associated elevational changes (ref: 093046/FO/2010/N2). These rooms will continue to be used by the college for educational purposes, continuing with the same opening hours that were permitted by the original planning permission from 2010. The principle of using these rooms for educational purposes has therefore already been accepted, and any associated travel demand would be unchanged from that which could occur as a result of the extant planning consent.

Office Use Travel Demand

5.1.3 It is proposed to retain the existing offices in the remainder of the ground floor layout with one office room at first floor level (Class E). The building has always been in commercial use. As set out in section 2.2, a change in use to offices (Class A2) was approved in 2018. Whilst it is understood that this was not implemented, the principle of office use has previously been accepted and associated travel demand would be unchanged from that which could occur as a result of the extant planning consent.

Residential Use Travel Demand

5.1.4 The application proposes the use of the existing bedrooms and shared living spaces as an HMO. The proposed HMO rooms are compatible with adjacent uses and is in a highly accessible location within the Levenshulme District Centre. The proposed

residential use is not anticipated to generate any additional vehicular traffic when compared to the historical operation of the rooms.

5.1.5 Chapter 6 to this report provides further justification of the car free approach.

6.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY

6.1 Introduction

6.1.1 As identified in section 4.1 to this report it is proposed that the application scheme would not provide any on-site car parking. Such a development strategy is considered entirely appropriate, given the combined effects of the following critical factors:

- Highly sustainable location, providing access to an un-paralleled range of local shops and services within a short walk or cycle ride;
- Excellent local public transport opportunities within the immediate catchment to the site;
- Limited requirement for parking based on local car ownership statistics, together with anticipated demographic of the development;
- Precedent of other similar sites.

6.1.2 The impact of each of these individual critical issues and their combined effects are considered in more detail below. This review focuses on justifying the car free approach to the proposed HMO use, noting that the principle of car free educational and office uses at the site has previously been established.

6.2 Site Accessibility

6.2.1 As set out in Chapter 3 to this report, the application site represents a highly accessible location in terms of access to a range of everyday shops, services and leisure opportunities, all within walking distance. It is considered that such locational advantages make the site entirely suitable for the promotion of car-free residential development.

6.2.2 For example, the following key ‘everyday’ services are located within an 800m walk catchment of the site (800m being recognised by the CIHT as being an ‘acceptable’ walk distance to key local everyday facilities):

- Food stores including Asda and Tesco Superstore, along with numerous convenience stores;
- Bars, cafes/fast foot and restaurants;
- Leisure and community facilities including parks, library, community centre gyms, council offices; and,
- GP surgeries, pharmacies, dentists and opticians.

6.2.3 In addition to this wide range of immediate local facilities, the site is also well located to encourage cycling journeys to more distant destinations and offers a wide range of public transport connections to local and more strategic destinations.

6.2.4 Excellent public transport opportunities are also available within a short catchment of the application site, further enhancing sustainable transport opportunities and reducing the requirement for car ownership.

6.2.5 It is therefore concluded that the site design & locational advantages are such that non-car-based living would represent a practical and attractive option at the site. The client is happy to provide a Travel Plan for the scheme should the LPA/LHA consider this to be of merit.

6.3 Local Census Data

6.3.1 Local census data from 2021 has been interrogated in order to provide an indication of local car ownership levels. **Table TS6.1** provides car or van availability for the E01005221: Manchester 031C 2011 super output area (lower layer) dataset.

Table TS6.1: Census Statistics: Car/Van Availability

Car or van availability	Count	Percentage
No cars or vans in household	323	41.5%
1 car or van in household	372	47.8%
2 cars or vans in household	70	9.0%
3 cars or vans in household	10	1.3%
4 or more cars or vans in household	4	0.5%

6.3.2 Review of **TS6.1** identifies that 41.5% of households within the local area do not own a car or van. It should be noted that this table includes all households,

including houses, and it is anticipated that bedrooms, such as those to be delivered at the site, would result in a further reduced level of car ownership. Indeed, the size and nature of the bedrooms would be unlikely to attract family occupiers with children who are more likely to require car.

6.3.3 Tenure will also impact car or van availability. Detailed statistics comparing tenure and car or van availability is not available at a local level, however review of such statistics for the Manchester merged local authority area identifies that 62% of all households are categorised as rented or living rent-free, and of these 65% of social rented households and 53% of private rented or living rent free do not own any car or van.

6.3.4 A combination of the significantly lower car ownership statistics for the local area to the Carrill Grove East site and the fact that rented households would be expected to have a lower car ownership level compared to owned households indicates that the application site would be expected to have very low car ownership. Indeed, based on the above it would be expected that more than 50% of occupants would not own a car. Due to the size of the bedrooms, it is not expected that any room occupant would have more than one vehicle, and accordingly it would be expected that there would typically be less than 6 vehicles (i.e. less than 50% car/van ownership for the 13 bedrooms).

6.3.5 Car ownership amongst residents of the scheme is expected to be further reduced by limiting the availability of parking. Residents would be made aware that they would not have access to a parking space by the agent when considering the bedroom and would therefore be unlikely to let a bedroom at this development should they own a car and require a parking space.

6.4 Precedent of Similar Sites

6.4.1 The zero-car parking approach has been adopted at numerous other developments across the city. Those developments which are considered to have similar characteristics to the Carrill Grove East site are summarised in **Table TS6.2** below:

Table TS6.2: Example Zero Parking Consents

Development	Units	Parking provision	Parking ratio
494 Wilmslow Road, Manchester, M20 3BG (107434/FO/2014/S1)	25	0	0%
489 Wilmslow Road, Manchester, M20 4AN (109580/FO/2015/S1)	7	0	0%
McCauls Group, 32 – 34 Laystall Street, Manchester, M1 2JZ (128911/FO/2020)	89	0	0%
Cameron House, Brunswick Street, Manchester, M13 9SG (132590/FO/2021)	45	0 (2 disabled bays on st)	0%
2 Swallow Street, Manchester, M12 4GH (134738/FO/2022)	14	0	0%
Pollard Street/Munady Street, Manchester, M4 7AN (126261/FO/2020)	62	0 (5 disabled bays on st)	0%
Talbot Mills, Ellesmere Street, M15 4JY (117595/FO/2017)	202	0 (2 disabled bays on st)	0%
Bendix St, Manchester, M4 5EZ (125681/FO/2019)	161	0 (1 disabled bay on st)	0%

6.4.2 Review of **Table TS6.2** highlights that there is clear precedent to support car-free living at sustainable locations. All developments listed provide zero on-site parking on the basis that they are located in highly accessible locations, similar to the Carrill Grove East site. The Wilmslow Road, Cameron House and Swallow Street sites in particular are located in areas with a similar demographic which would be unlikely to require car parking.

6.5 Overview

6.5.1 The excellent site accessibility would enable the successful promotion of sustainable car-free living at the site. Review of car/van ownership levels identifies that the scheme could typically be expected to have a low car parking demand with more than 50% of occupants unlikely to own a car/van. It is considered highly unlikely that any resident would own a car/van whilst residing at the site as they would be made aware that the bedrooms do not include designated parking when considering the bedroom and seek alternative accommodation with a parking space. Notwithstanding this, a level of on-street parking capacity it available, especially during the overnight peak parking period, suitable for occasional resident/visitor parking when required. It is therefore considered appropriate for the bedrooms to be promoted as car free.

7.0 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Statement has been prepared by Focus Transport Planning on behalf of UK Water Plus Limited to consider relevant highways and transport matters associated with an application seeking full planning permission for a change of use of building to provide educational rooms (Class F1) on the ground floor, offices (Class E) on the ground and first floor, and HMO rooms (Class C4) at first and second floor level. The scheme relates to the application site situated at 2-4 Carrill Grove East, Levenshulme, Manchester, M19 3BT.

7.1.2 The ground floor of the existing building is currently used as educational rooms and offices. The first and second floors have been converted into bedrooms and were rented out by the previous owner. However, this has temporarily ceased, with the pending the outcome of this planning application.

7.1.3 It is understood that the abovementioned uses commenced in approximately 2010. The client purchased the property as it currently exists on 5 April 2018 and now wishes to seek full planning permission for a change of use of building.

7.1.4 This report demonstrated that the site represents a highly sustainable location, being located within an established local centre area and within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for users of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with the development.

7.1.5 It is evident that the existing educational and office use at the site had been established via extant planning consents, and accordingly this report has predominantly focused on the proposed HMO use, which is proposed to be delivered as car free. It is considered that the car free approach is entirely acceptable on the basis of the highly accessible location of the site, which ensures that residents would not require access to a vehicle while residing at the site. Indeed, a review of Census data identifies that car ownership levels in the local area are limited,

with 41.5% of households not owning a car or van. Such statistic covers all dwelling types, and it is anticipated that car ownership in HMOs, such as that to be delivered at the site, would be further reduced. Tenure statistics also suggests that car ownership in social rented properties is lower than private rented or rent-free properties, and accordingly it would be expected that more than 50% of occupants of the Carrill Grove East site would not own a car.

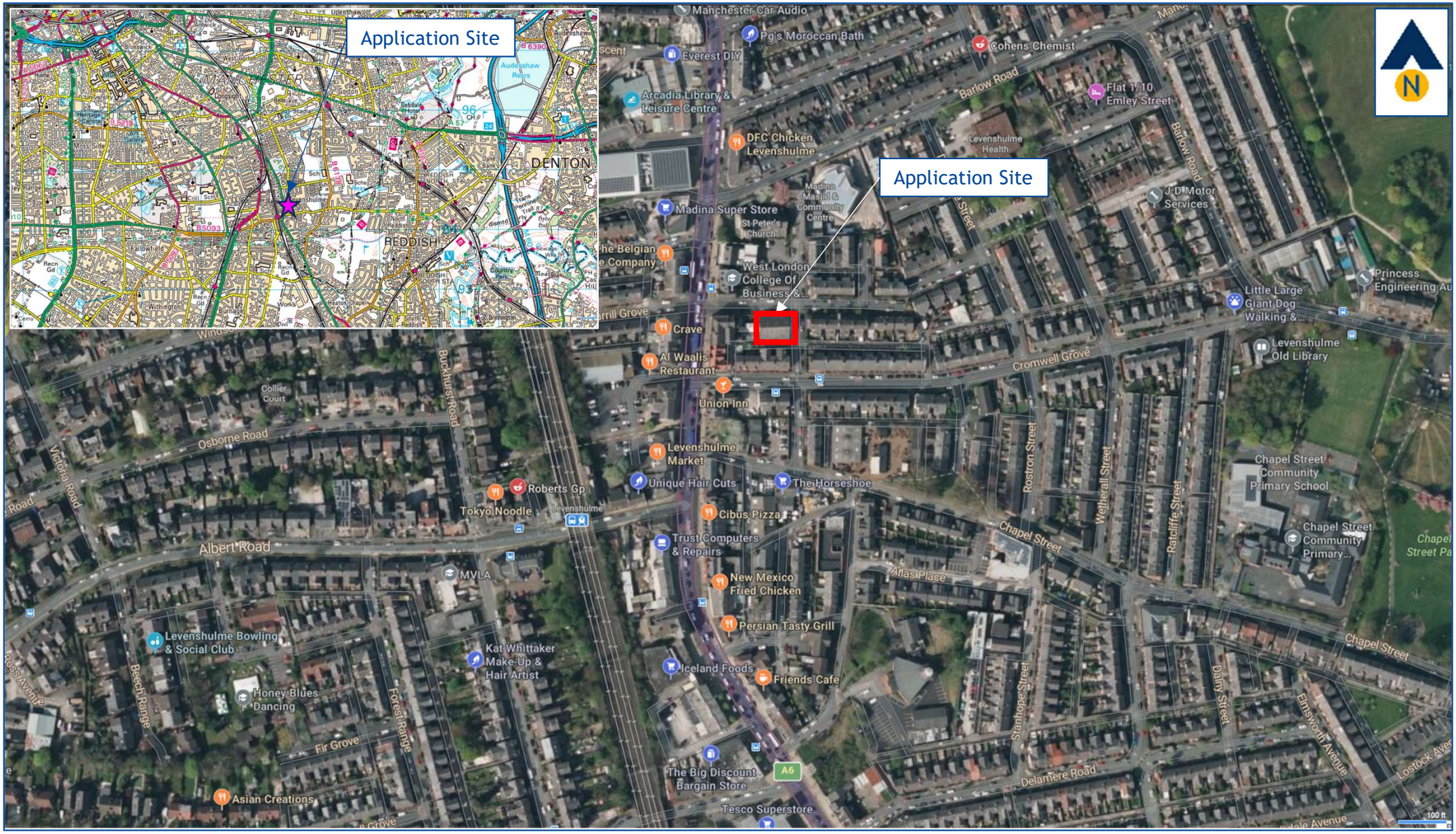
7.1.6 Car ownership amongst residents of the scheme is expected to be further reduced by limiting the availability of parking. Residents would be made aware that they would not have access to a parking space by the agent when considering the bedroom and would therefore be unlikely to let a bedroom at this development should they own a car and require a parking space.

7.1.7 This report has also identified that there is clear precedent for car-free HMO development at locations which share similar characteristics to the Carrill Grove East site, such as highly accessible locations and in areas with a similar demographic.

7.1.8 Based on the above review, it is considered that the proposed car-free approach is entirely appropriate.

FOCUS
TRANSPORT PLANNING

FIGURES



FOCUS TRANSPORT PLANNING

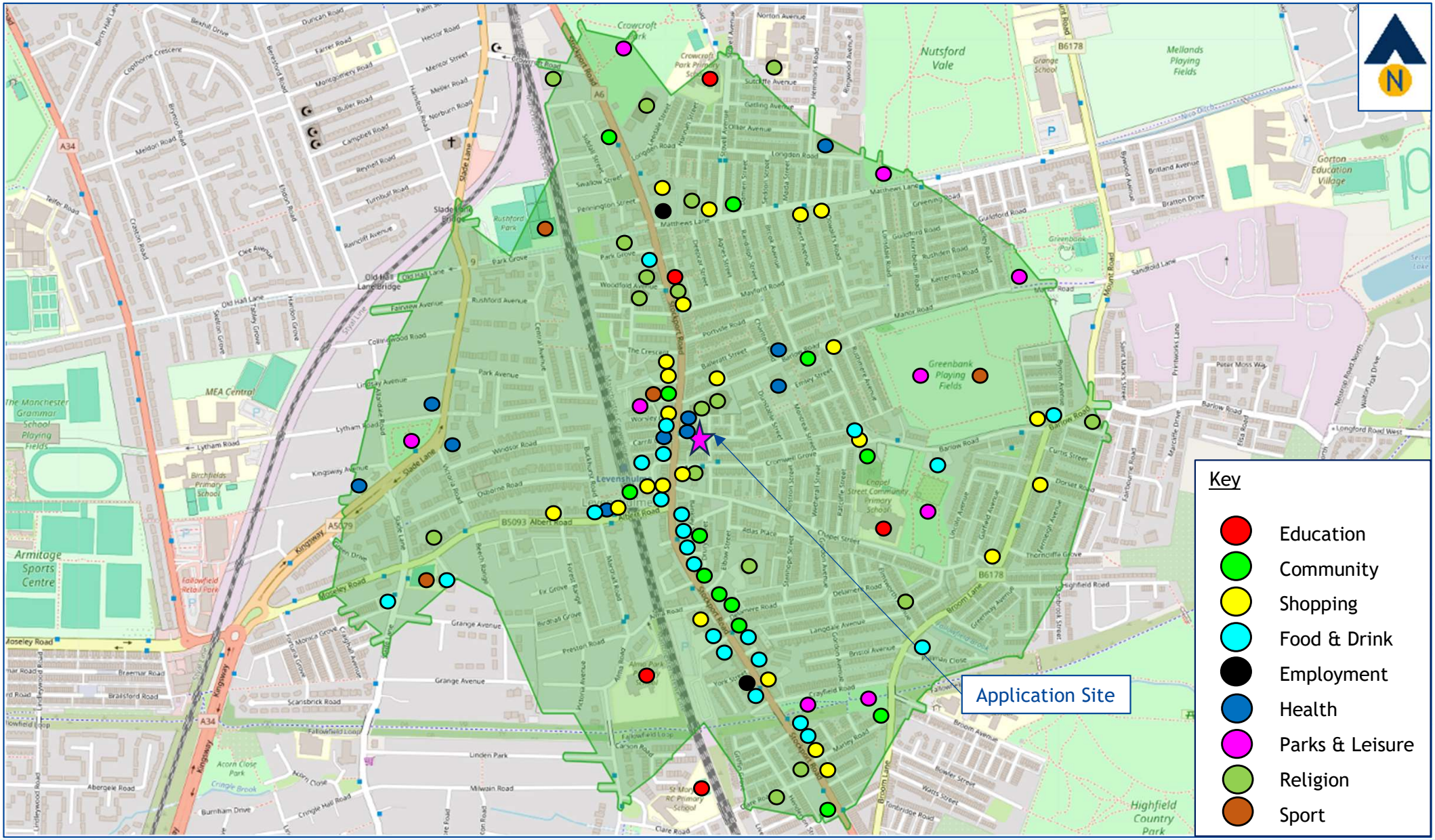
Figure TS1	**Site Location**	
J000491	2-4 Carrill Grove East, Levenshulme	January 2024



FOCUS TRANSPORT PLANNING

Figure TS2 **PIA Data**

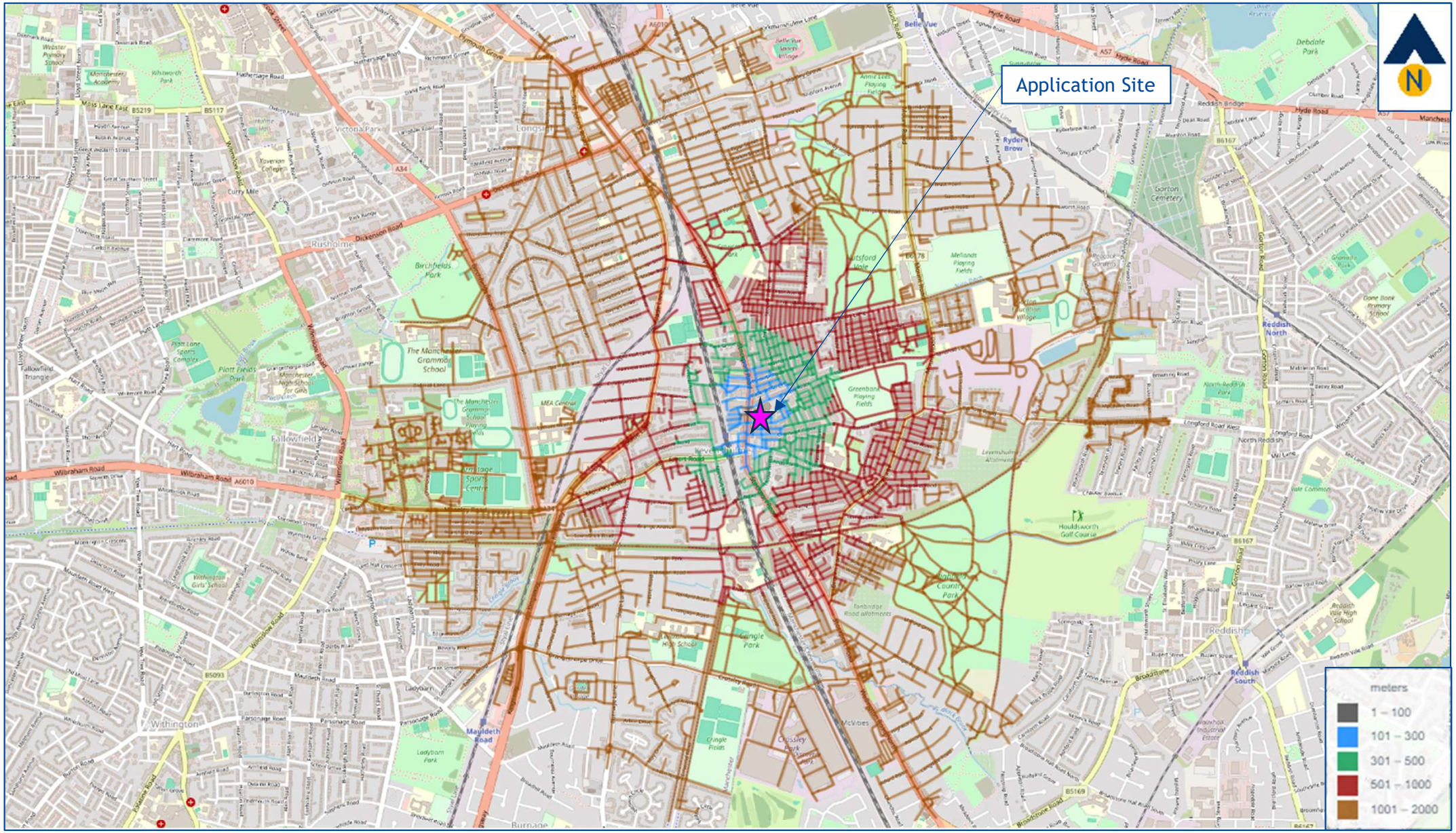
J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS3a **Key Local Facilities within 800m Walk Catchment to / from the Application Site**

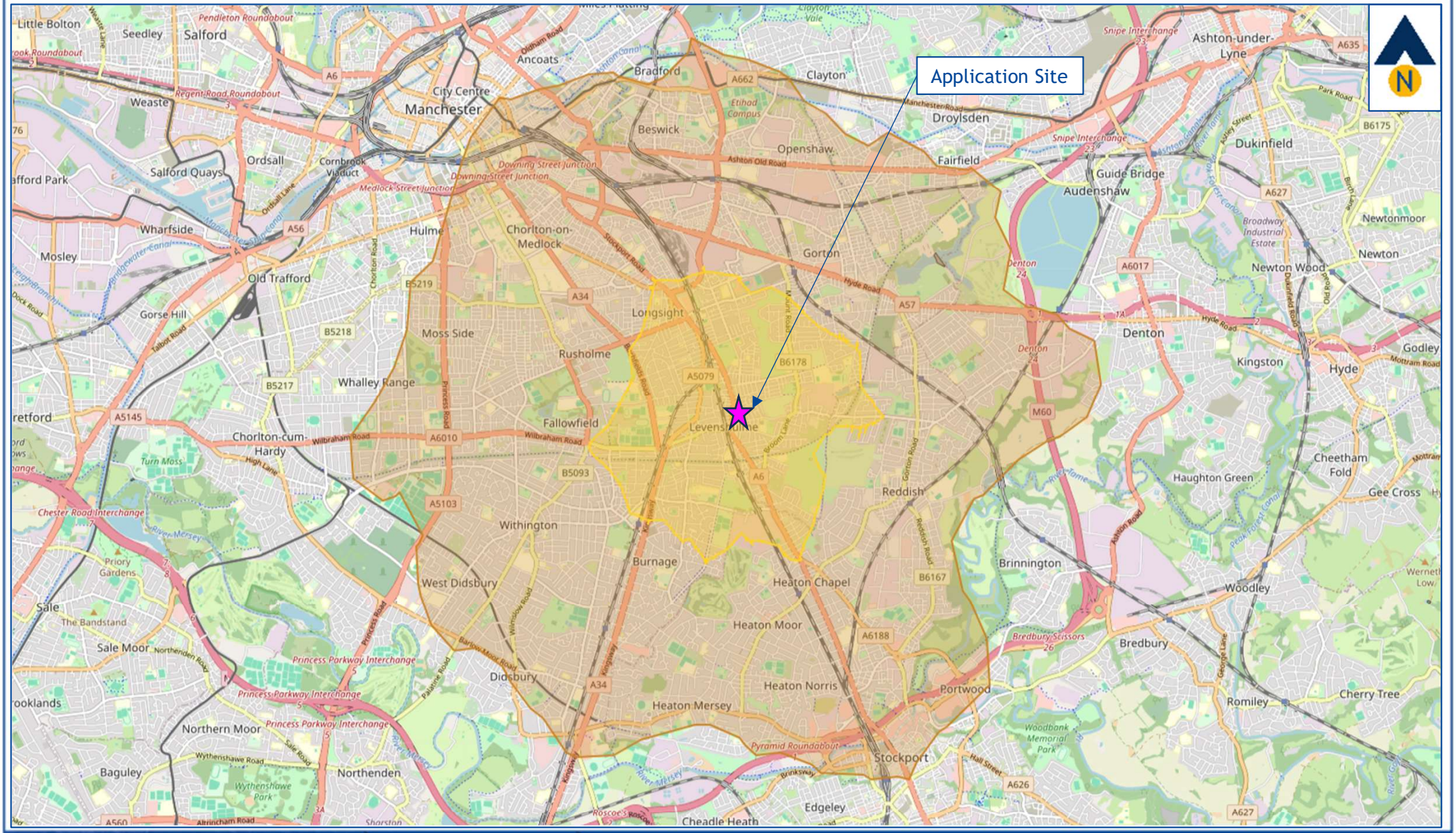
J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS3b **2km Walk Catchment to / from the Application Site**

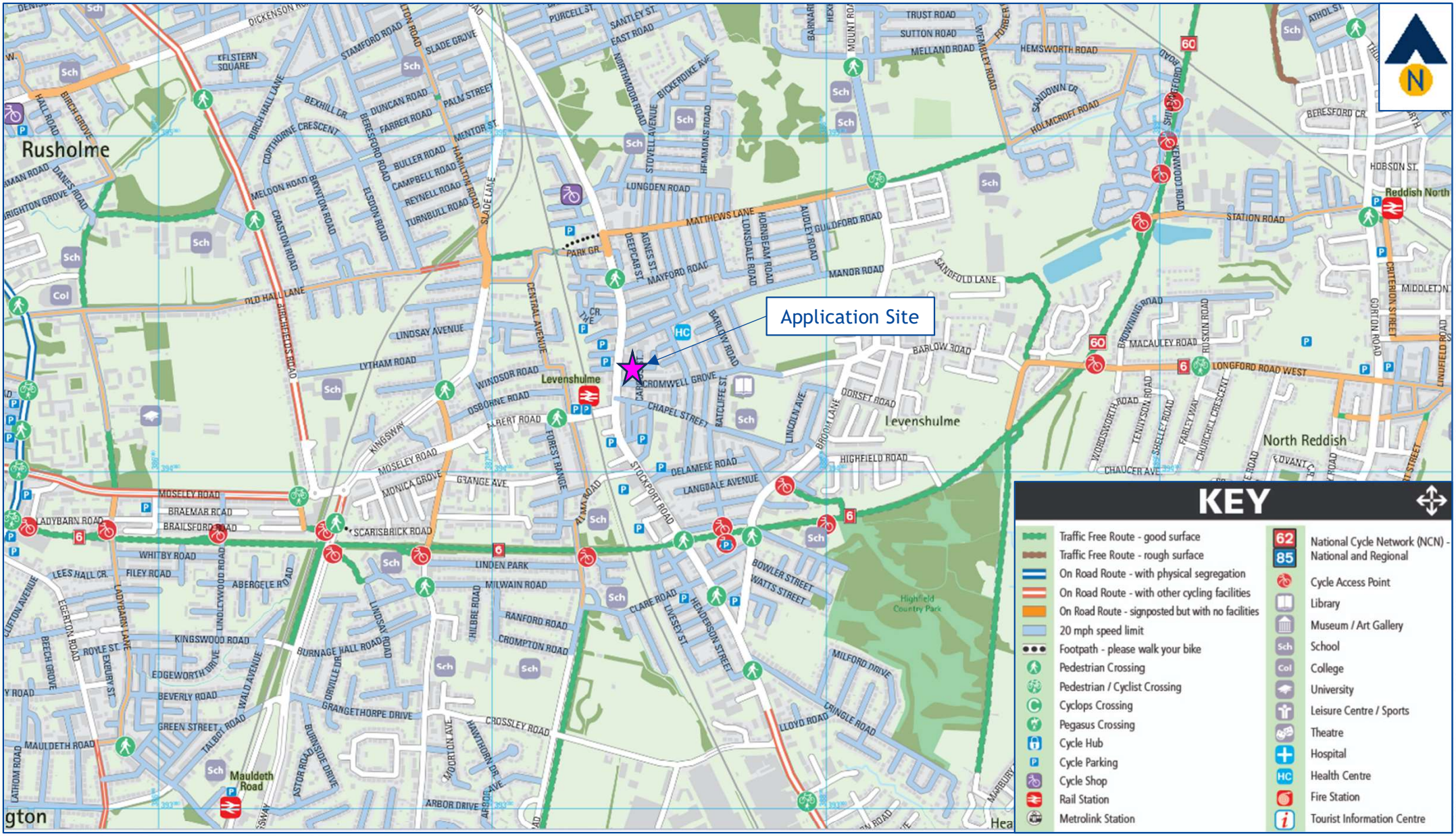
J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS4 **2km & 5km Cycle Catchments to / from the Application Site**

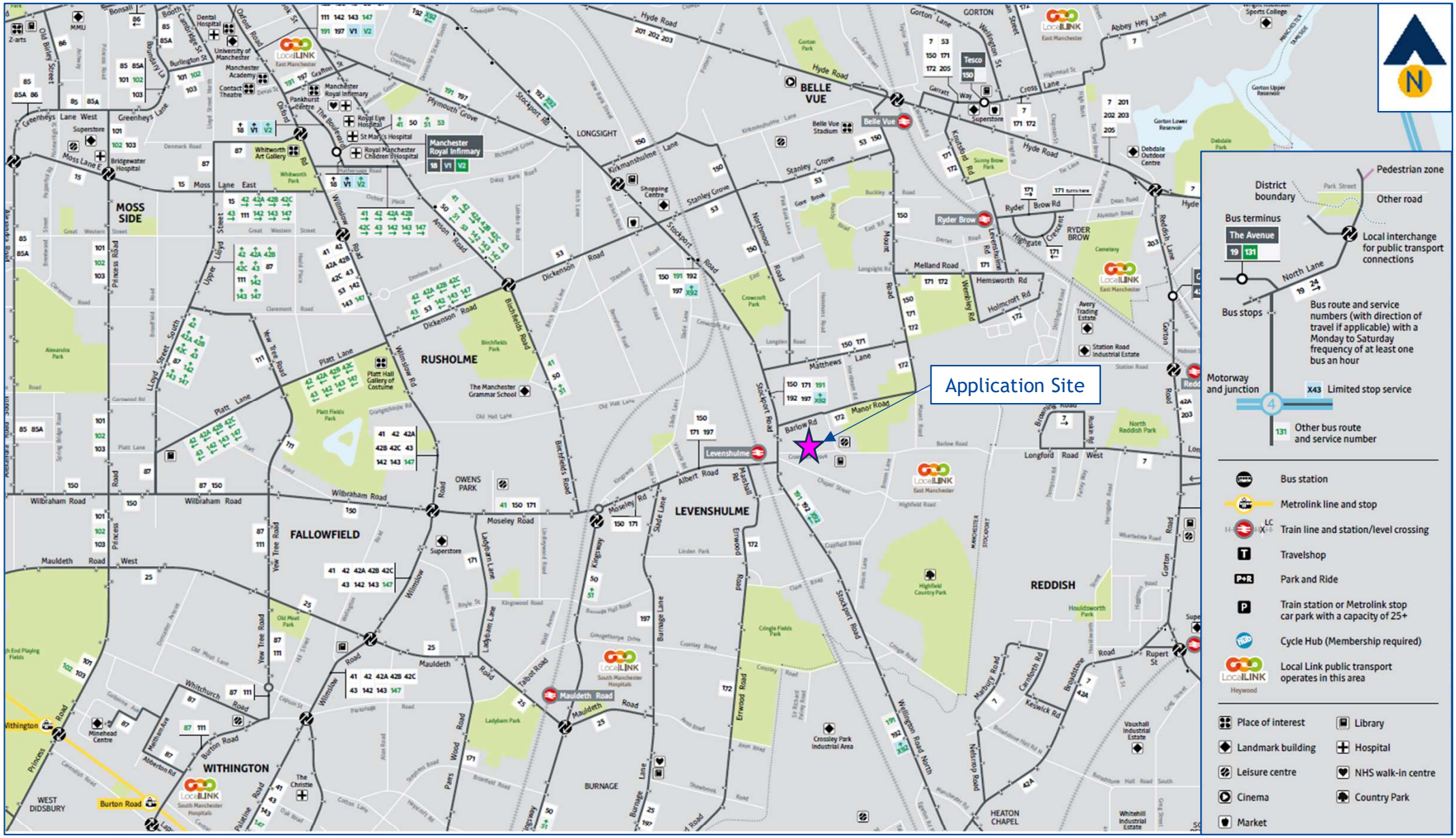
J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS5 **Available Local Cycle Connections to the Application Site**

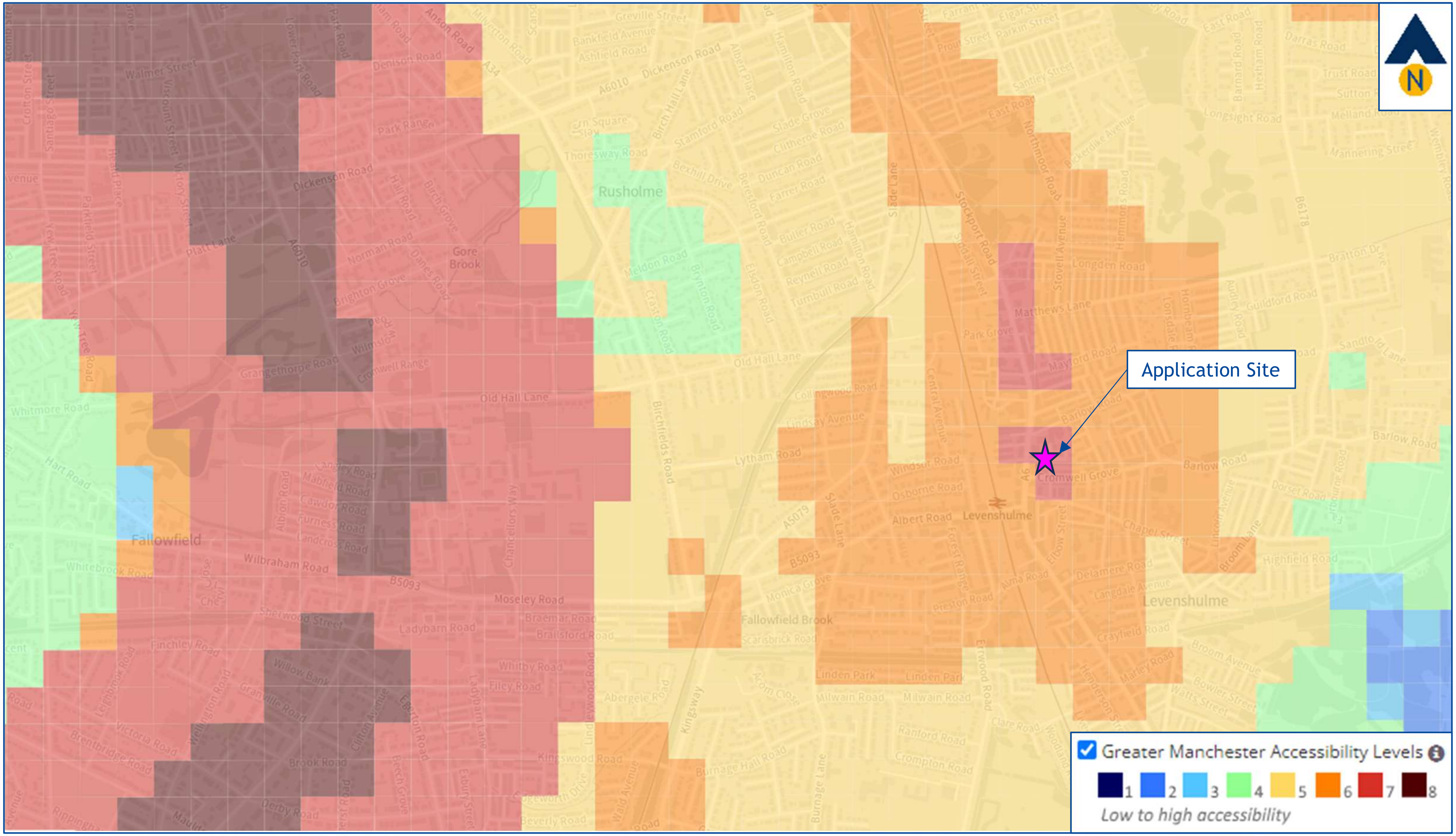
J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS6 **Available Local Public Transport Connections to the Application Site**

J000491 2-4 Carrill Grove East, Levenshulme January 2024



FOCUS TRANSPORT PLANNING

Figure TS7

Greater Manchester Accessibility Levels for Levenshulme Local Centre and Surrounding Areas

J000491

2-4 Carrill Grove East, Levenshulme

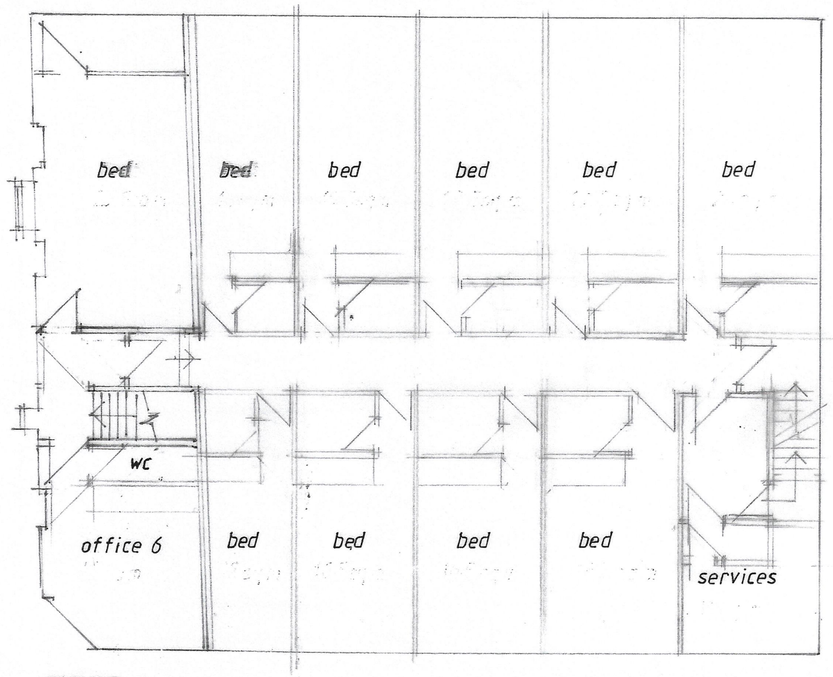
January 2024

FOCUS
TRANSPORT PLANNING

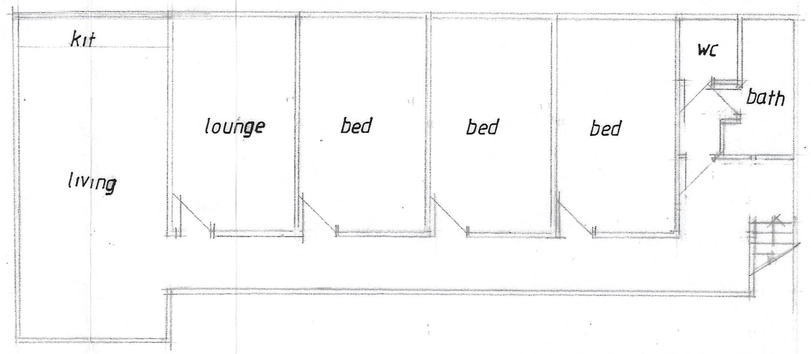
APPENDICES



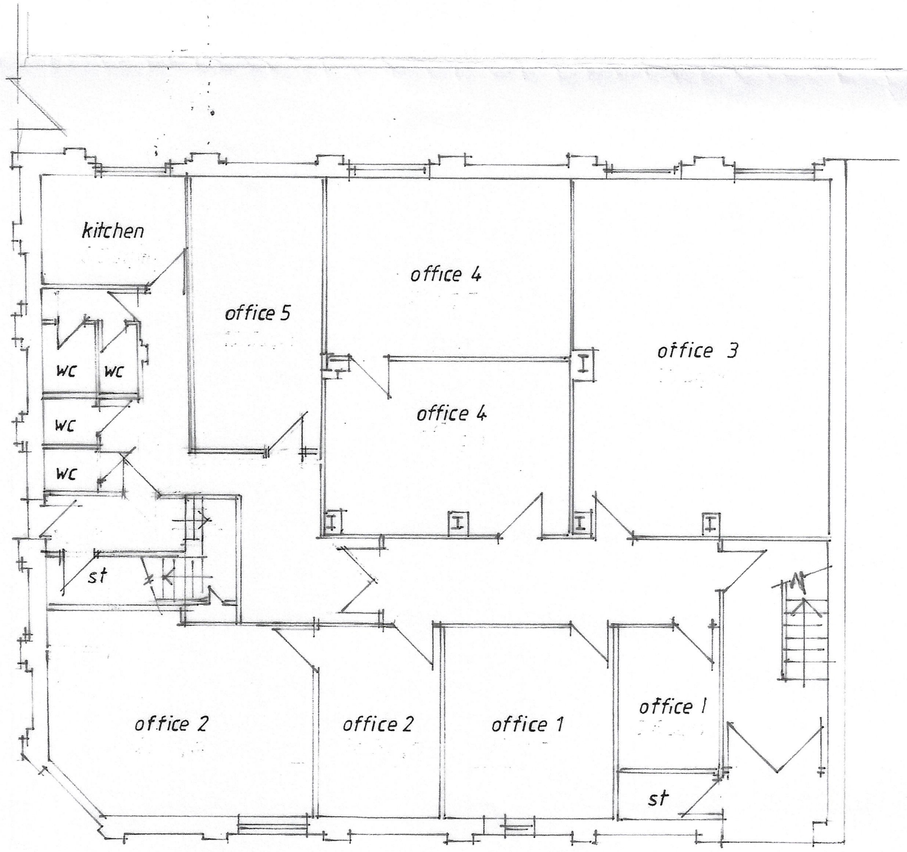
APPENDIX TS1



FIRST



SECOND



GROUND

NOTES

CLIENT

UK WATER PLUS LTD
2-4 CARRILL GROVE EAST
MANCHESTER M19 3BT

JOB TITLE

BUILDING USAGE

DRG. TITLE

FLOOR PLANS AS EXISTING

HOLBOROW ORMESHER + Limited
architectural & interior design

COMPANY ADDRESS:
15 OVERTON CLOSE
MIDDLEWICH
CHESHIRE CW10 0PZ

PHONE: 0770 834 939

ISSUE	ORIGINAL	1	2	3	4	5	6	7
REVISION		A						
DATE		MARCH 22						
DRAWN		DHO						
CHECKED								
APPROVED								

SCALE 1:100 at A2

DRAWING NUMBER 2024/19/01

M 512650 R