Transport Statement

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

Change of use from motorcycle sales to educational use (F1a), and all associated works.

January 2024

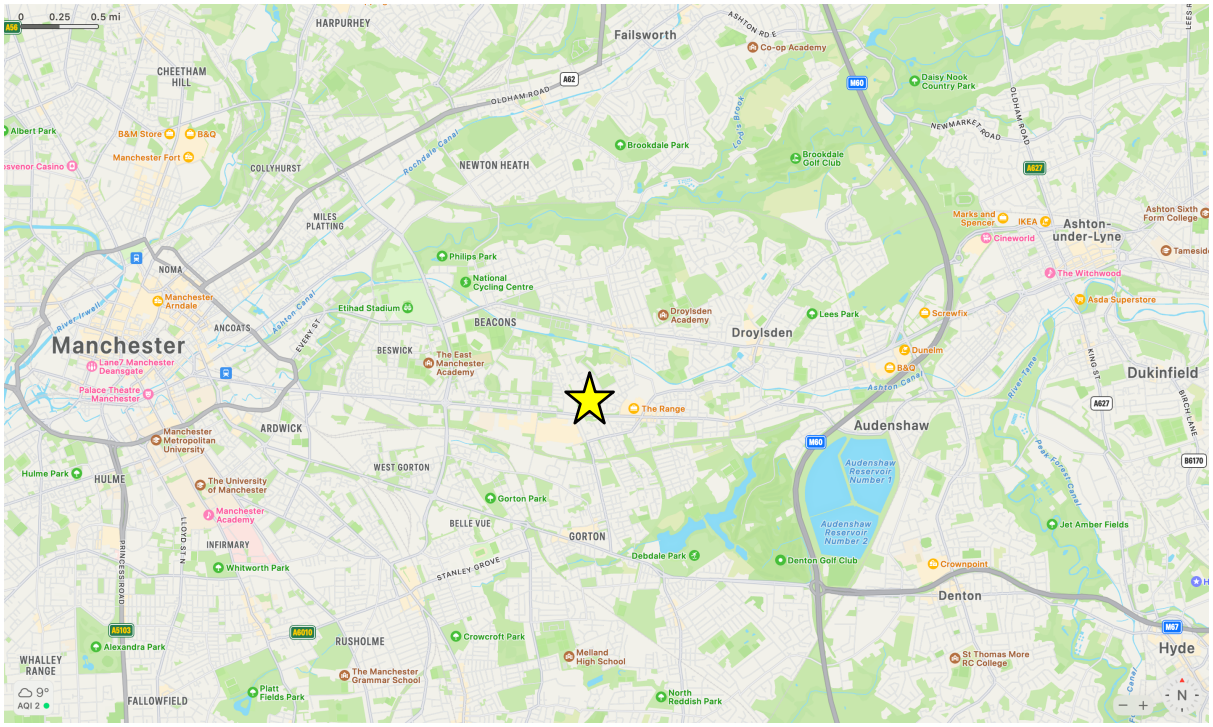
Prepared by

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

1 Introduction

4D Planning has been commissioned to prepare a Transport Statement in respect of proposals for the change of use of the premises from motorcycle sales to educational use (F1a), and all associated works. 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.

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 proposed development at the site;
- 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 December 2023, having replaced the July 2021 and 2019 versions, which are minor revisions of national planning policy guidance. 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 115 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 are severe."

Paragraph 116 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 117 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 transport statement or transport assessment so that the likely impacts of the proposal can be addressed".

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 space 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

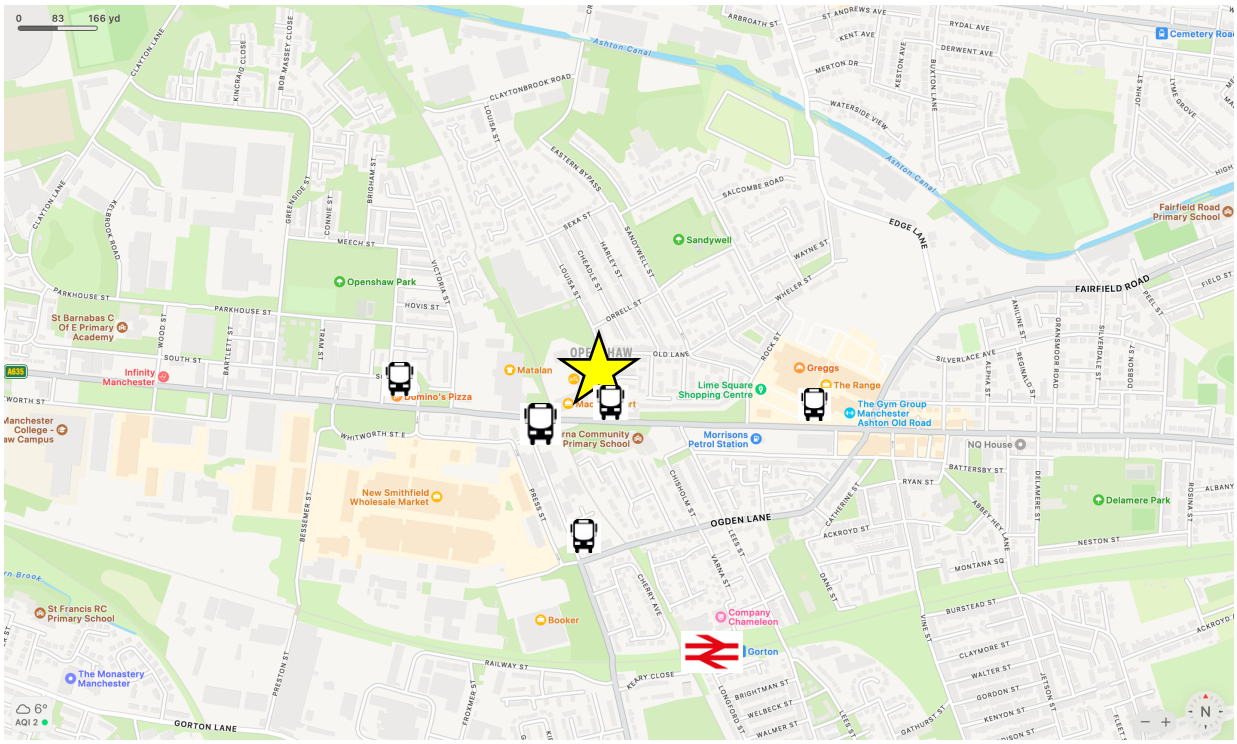
It is considered that the transport priorities for development are to reduce the dependency on car borne trips, maximise public transport accessibility, encourage walking and cycling, and to ensure the safety of all road users. A key theme of the policy is to ensure that developments are located where 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 commercial building, 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 2017 to December 2021 has been reviewed for the local area, including routes to the local bus stops. It is noted that there is a cluster of some four accidents 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

Scheme Outline

The proposed development comprises the conversion of the premises to provide an education facility for the higher education sector, with courses likely to include business, education, health and IT. Staffing numbers will vary depending on the time of year. The maximum capacity would be 15 staff and 120 students. Many staff are part time and many move between the college's various locations. In terms of opening hours, the establishment will open at 08:30am each day, with closing times between 17:30 and 21:30.

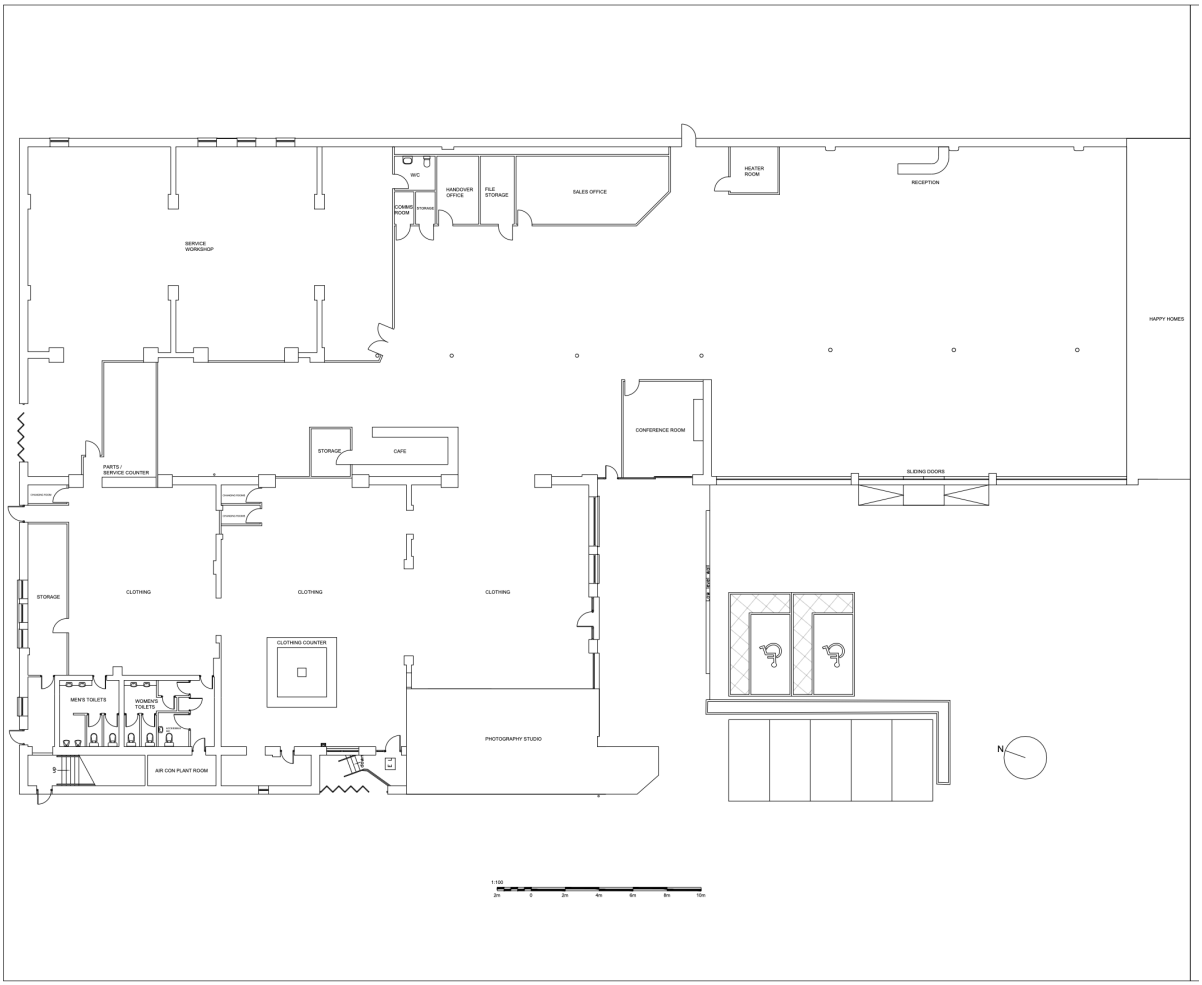
Access and Parking

The access to site which leads to the car parking area will be retained as existing. This includes the continued use of the existing crossover arrangements from Ashton Old Road.

The seven car parking spaces to the north of the building would be retained for continued use of the site.

The following plan demonstrates the existing access and parking arrangement:

Figure 4-1 Site Layout



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 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, which is limited to seven spaces, will be provided for essential use only. Two spaces will be allocated for blue badge holders, and the remaining five spaces for maintenance and management staff. All students and 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.

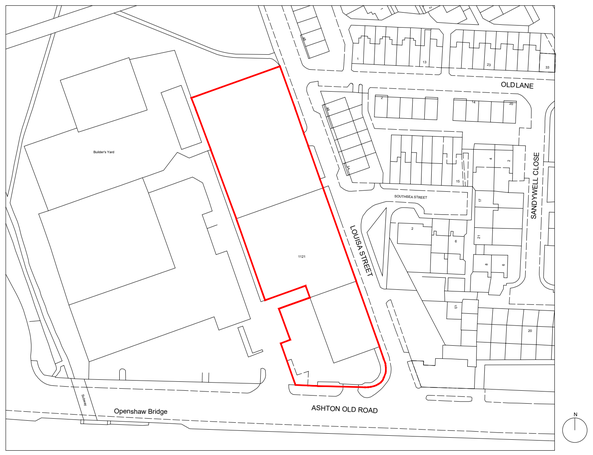
6 Conclusion

4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to convert 1121 Ashton Old Road to educational use, to a maximum capacity of 15 staff and 120 students.

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.

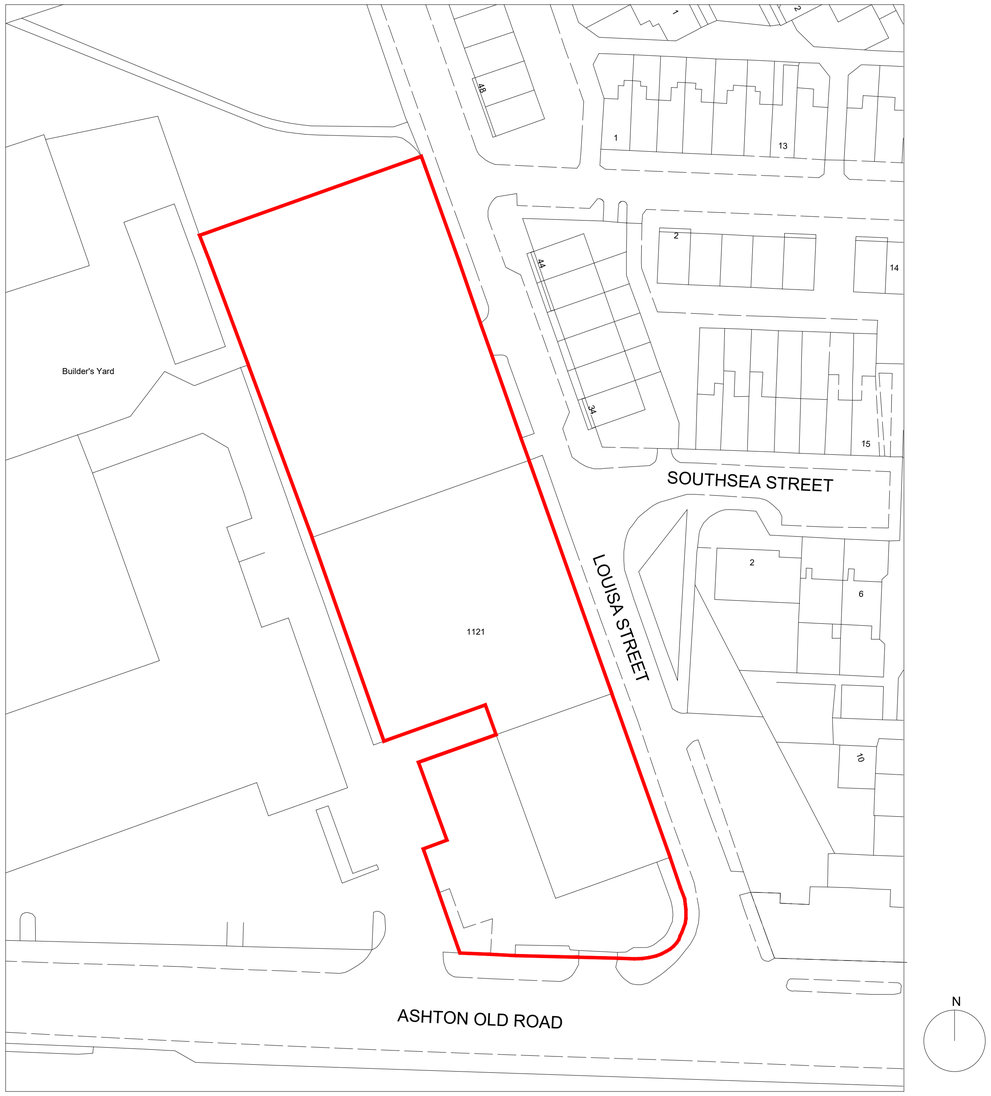
The proposed development would not have any perceptible impact on the local highway network, and as such there should be no transport grounds to prevent the granting of permission.

Appendix A – Site Layout



1:1250

25m 0 25m 50m 75m 100m 125m



1:500

10m 0 10m 20m 30m 40m 50m

DRAWING NOTES

Written dimensions to be taken in preferences to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

All work is to be carried out to the requirements, and to the satisfaction of the Local Authority.
These drawings are for planning purposes only

Any discrepancies to be brought to the attention of 4D Planning Consultants immediately.

REVISIONS

REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE

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

Change of Use

DRAWING TITLE

Location Plan + Site Plan

CLIENT

UK Management College

DRAWING No	REV
4D01	/
Scale 1:1250 + 1:500 @ A1	

DATE	DRAWING STATUS
Nov 2023	Planning

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REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE

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

Change of Use

DRAWING TITLE

Existing Ground Floor Plan

CLIENT

UK Management College

DRAWING No	REV
4D02	/
Scale 1:100 @ A1	

DATE	DRAWING STATUS
Nov 2023	Planning

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