



Town & Country Planning Act 1990 (As Amended)

Erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, creation of a mezzanine floor within the mosque, together with re-configuration of the external areas including car parking, bin storage and cycle storage

Prepared for

Mason Marlow Limited Transport Statement

24th August 2022



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Transport Statement

1. Introduction

1.1. This Transport Statement (TS), has been prepared to accompany the planning application for the erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, creation of a mezzanine floor within the mosque, together with re-configuration of the external areas including car parking, bin storage and cycle storage.

1.2. During the preparation of the TS, the following investigations have been carried out :

- i. an examination of the existing site and the local highway network,
- ii. an examination of the road safety records for the existing highway network,
- iii. an examination of the proposed development plans,
- iv. an assessment of the traffic generation of the proposed development and the traffic impact on the existing highway network, and
- v. consideration of the accessibility of the proposed extension by sustainable transport, as required by the National Planning Policy Framework (NPPF – Ref. 1) – walking, cycling and public transport.

1.3. The following sections describe these investigations.

2. Site Location and Existing Use

- 2.1. The proposed development site is located on Beresford Road in the Longsight area of Manchester, approximately 250 meters south of Longsight Centre and 1.2 kilometers north west of Levenshulme and 4.4 kilometers south east of central Manchester as shown in Figure 1.
- 2.2. The site currently accommodates the NGM Islamic Centre which consists of 2 buildings of total 229 sq m GFA.
- 2.3. The site is subject to the following existing approved planning permissions:
 - 119368/FO/2018 | Erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, together with re-configuration of the external areas including car parking, bin storage and cycle storage | NGM Islamic Centre Beresford Road Manchester M13 OGT
 - 132919/FO/2022 | Erection of new boundary treatment around perimeter of site, comprising 1 meter high brick wall with railings above, brick plinths and gates to an overall height of 2.3 meters | NGM Islamic Centre Beresford Road Manchester M13 OGT
- 2.4. The existing permissions allow an extra 138 sq m of development, bringing the total permitted floorspace to 367 sq m.

3. Existing Highway Network

- 3.1. In the vicinity of the site, Beresford Road is a two way street with a carriageway width of 5.1 meters, footways in excess of 3.7 meters on both sides of the road and a good system of street lighting. The road is built to modern standards using modern materials.
- 3.2. The area is subject to a 20 mph speed limit.
- 3.3. Beresford Road takes its access from a simple priority junction with Old Hall Lane to

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the south and terminates in a no through road to the north at Dickinson Lane. Access to the north is taken from the crossroads junction with Stamford Road.

- 3.4. Current access to the site is via a dropped kerb access. Visibility is in excess of 25 meters at 2.4 meters in both directions for drivers emerging from this access.



Photograph 1: Visibility to the right of the access



Photograph 2: Visibility to the left of the access

- 3.5. An examination of the road safety records that are held on CrashMap shows no injury accidents on Beresford Road and 1 number slight injury accident on its adjacent

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junctions in the most recent complete 5 year period 2016-2020 inclusive.

- 3.6. Therefore the road safety data shows that the highway network in the vicinity of the site does not have any road safety problems.

4. Proposed Development

- 4.1. The proposed development is shown on the Proposed Site Floor Plan in Appendix 2. The proposed layout shows GFA of 407 sq m, an increase of 178 sq m on the current development and an increase of 40 sq m on permitted development 119368/FO/2018.
- 4.2. The scheme keeps the parking layout shown by permitted development 119368/FO/2018, which shows 7 number parking bays, 5 measuring 4.8 m x 2.4 m and 2 measuring in excess of 6 m x 2.5 m including 1 no. accessible parking space. This is below the 16 no. parking spaces required by Manchester City Council parking standards, however it is noted that the proposed development shows an increase of 40 sq m on the current permitted development, which would only require an increase of 1 space to be in line with the Manchester City Council parking standards.
- 4.3. A travel plan will be introduced to mitigate the traffic production from the development and a travel plan coordinator appointed to effectively monitor and manage parking provision.
- 4.4. The proposal shows secure cycling storage facilities have been provided as part of this scheme. The proposal includes secure cycle storage for 4 No. bikes in form of individual racks. This is in excess of Manchester City Council standards.
- 4.5. Additionally, the developer is willing to implement a travel plan to mitigate the requirement for parking for visitors to the building. This will draw from the transport links within walking distance and put in place a series of measures and targets to enable the effective implementation of the plan, as outlined in section 6.

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5. Traffic Impact of the Proposed Development

5.1. No similar developments are present on the TRICS database, therefore traffic generation has been estimated by an examination of current usage and travel methods proportionally increased by the increase in floor space.

5.2. Current site usage is reported in Table 1:

Day	Time	No. of Users
Mon-Thur	1300-1400	5
Fri	1300-1400	20
Sat	1200-1500	15
	1500-1700	10
Sun	1200-1500	15

5.3. It is not envisaged that any increase in existing users would be generated by the permitted development, therefore the traffic generation has been calculated by the increase of 40 sq m, a 10% increase in GFA.

5.4. Projected site usage is outlined in Table 2:

Day	Time	No. of Users
Mon-Thur	1300-1400	6
Fri	1300-1400	22
Sat	1200-1500	17
	1500-1700	11
Sun	1200-1500	17

5.5. Current self-reported transport methods are as follows:

- Public Transport: 65%
- Car: 20%
- Walk: 10%
- Cycle: 5%

5.6. It is expected that this modal share will be continued across any expected increase in users, therefore it can be expected that 20% of any increase in use would be carried out by car, therefore it would be expected that an estimated 4 users would travel to the

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site by car at the on site peak weekday.

- 5.7. No increase in opening hours is being proposed, therefore it can be seen from Table 2 that the proposed development is estimated to create 0 vehicle movements during each of the weekday peak hours and 9 vehicle movements during a typical weekday (7 a.m. – 7 p.m.). The former Department for Transport ‘Guidance on Transport Assessment’ (Ref. 3), quotes a threshold of 30 two-way trips in the peak hours below which a detailed traffic assessment of the highway network should not be required.
- 5.8. The predicted traffic generation during the weekday peak hours is, clearly, below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required. Therefore, the traffic generation during the weekday peak hours will have a low impact on the existing highway network which does not have any traffic capacity problems. The proposed development is unlikely to have a significant traffic impact on the existing highway network.

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6. Accessibility of the Proposed Development by Sustainable Transport (Walking, Cycling & Public Transport)

6.1. The proposed development will be located within a convenient walking, and cycling, distance of a range of services, shops and facilities including but not limited to:

- Sharif and Son's Supermarket
- AK Superstore
- JMG Travel Agent
- Trafford Learning Institute
- Cargo Warehouse
- A range of local shops on Beresford Road



A range of shops and services are available on Beresford Road

6.2. Regular bus routes are available on Dickenson Road, less than 400 meters from the site. Services at this stop include the 53 Orbits Cheetham Hill to Salford which operates at 30 minute intervals Mon – Sat and 60 minutes intervals on Sunday. A further stop is available less than 750 meters from the site on Birchfield Road. This stop provides a regular circular service, the 50, which runs at 15 minute intervals Mon – Sat and 20 minute intervals on Sundays.

6.3. With respect to walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former PPG13 also recognized that walking is the most important mode of travel at the local level and has

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the greatest potential to replace car trips for distances up to 2 kilometers.

- 6.4. For people travelling from the site, the potential walk catchment is assumed to be 15 to 30 minutes. The corresponding 15 and 30 minute walking isochrones for the site are shown in Appendix 4 and clearly shows that a Longsight, Levenshulme, Rusholme and Fallowfield are within walking distance of the site.
- 6.5. Levenshulme Railway Station is located 1.5 kilometers (19 minutes walk) from the site. The station is operated by Northern Rail services and provides regular connections to Manchester Piccadilly, Crewe, Blackpool, Alderley Edge, Hazel Grove and stations between.
- 6.6. The 15 minute and 30 minute walking, cycling and public transport isochrones from the site are shown in Appendix 4. These show that the site is in sustainable travel distance from Manchester, Old Trafford, Droylsden, Stockport and parts of Salford. It is, therefore, considered that the site is in a sustainable transport location.
- 6.7. The site has excellent connections with the National Cycle Network, with on road cycle lanes on Old Hall Lane and National Cycle Route 6, the Fallowfield Loop in this area, passing 2.2 kilometers from the site. National Cycle Route 6 links Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Sheffield, Manchester and Lancashire to Windermere and joins with cycle route 60 to the south west of the site.
- 6.8. Measures will be put in place via a travel plan to ensure that the users of the site have as much information required to enable them to make more sustainable choices. A travel plan coordinator will be appointed to ensure this information is readily available to users and to manage the targets set by this travel plan.

7. Conclusions and Recommendations

- 7.1. This Transport Statement (TS), has been prepared to accompany the planning application for the erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, creation of a mezzanine floor within the mosque, together with re-configuration of the external areas including car parking, bin storage and cycle storage.
- 7.2. The report shows that the proposed development will have a low traffic impact on the existing highway network and will not have a material impact on the operation, or safety, of the local highway network. The TS shows that the existing highway network that serves the site does not have any significant road safety problems.
- 7.3. The proposed development will be located close to existing services on Dickenson Road and Birchfield Road and less than 2 km from Levenshulme Railway Station. The proposed development will also be within a walking and cycling distance of local facilities and residencies. Therefore, the proposed development will be sustainable in transport terms.
- 7.4. A series of measures will be put in place via a travel plan to ensure that the best use of the sustainable transport links is made in order to reduce demand on the local transport network.
- 7.5. Overall, the proposed extension will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. National Planning Policy Framework (NPPF)

Ministry of Housing, Communities & Local Government February, 2019

ISBN : 978 1 5286 1033 9

2. Trip Rate Information Computer System (TRICS)

JMP Consultants, London (on behalf of the TRICS Consortium)

3. Guidance on Transport Assessment Department for Transport, 2007

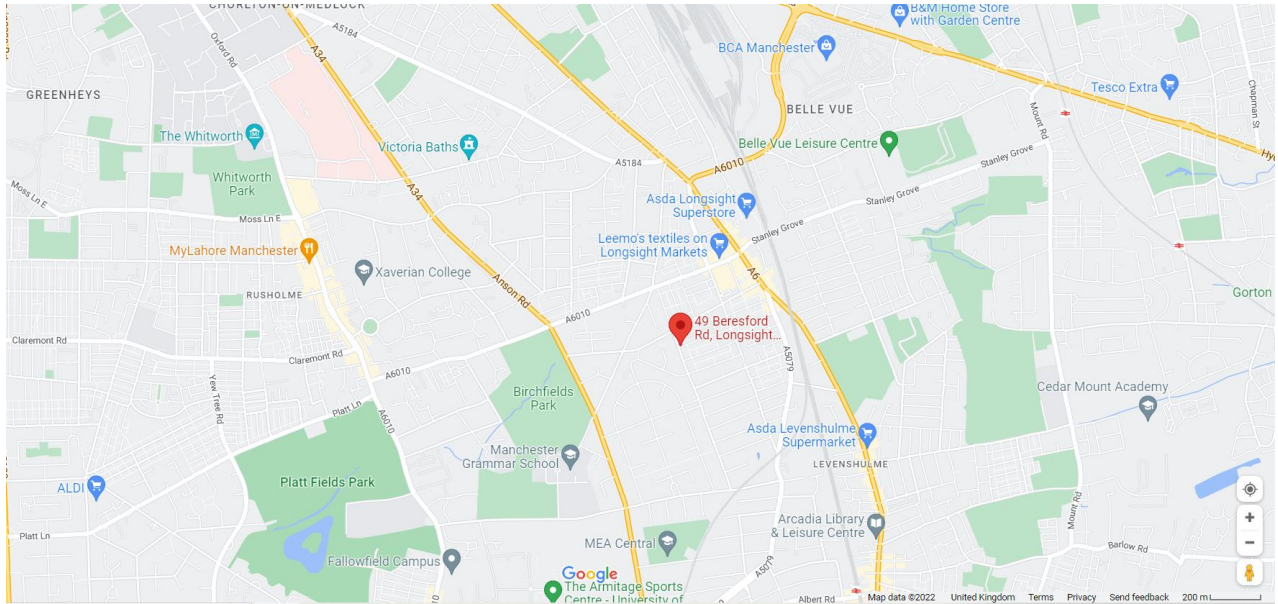
ISBN : 978 0 11 552856 9

(withdrawn in 2015 but still considered to be a suitable reference for this type and scale of development)

Erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road

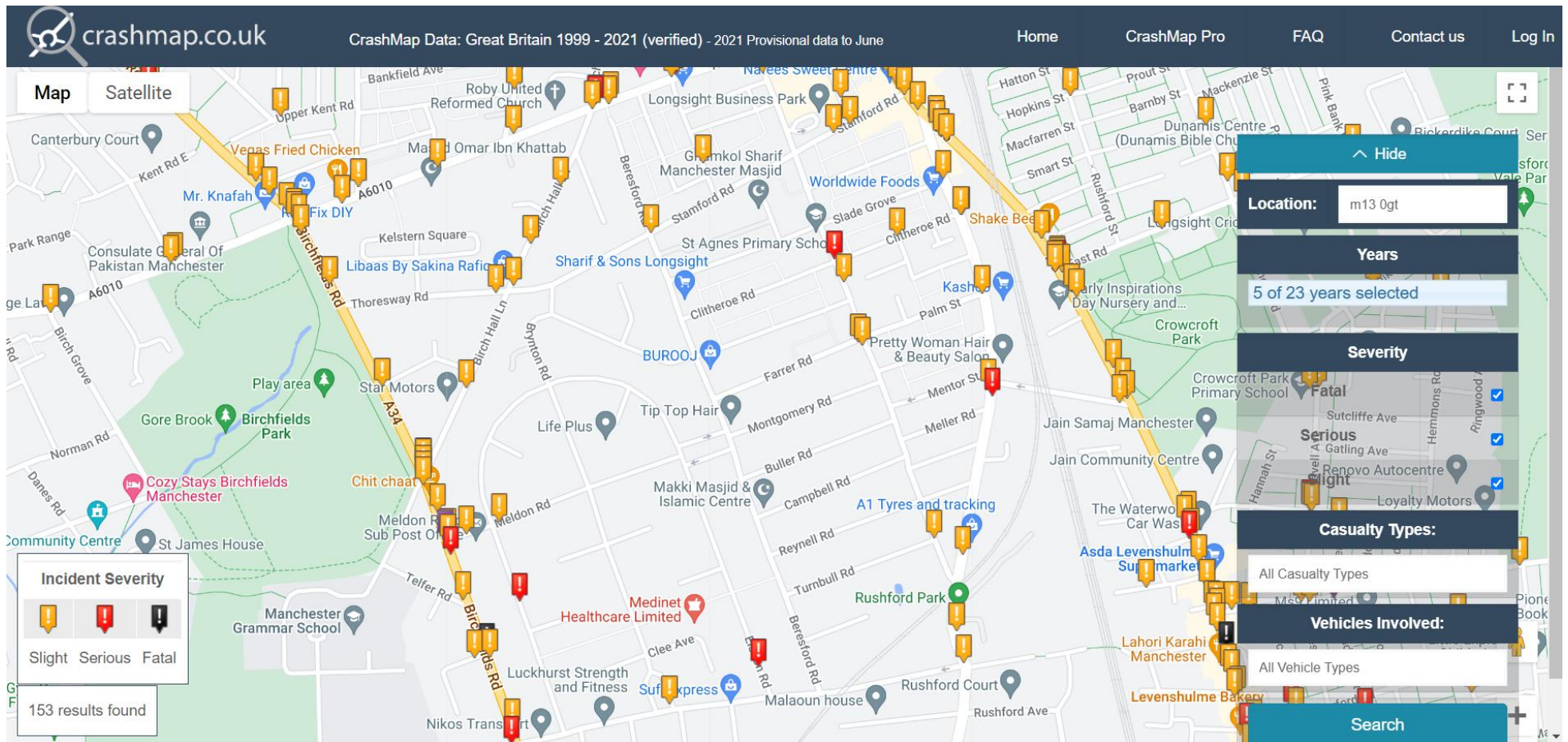
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Figure 1

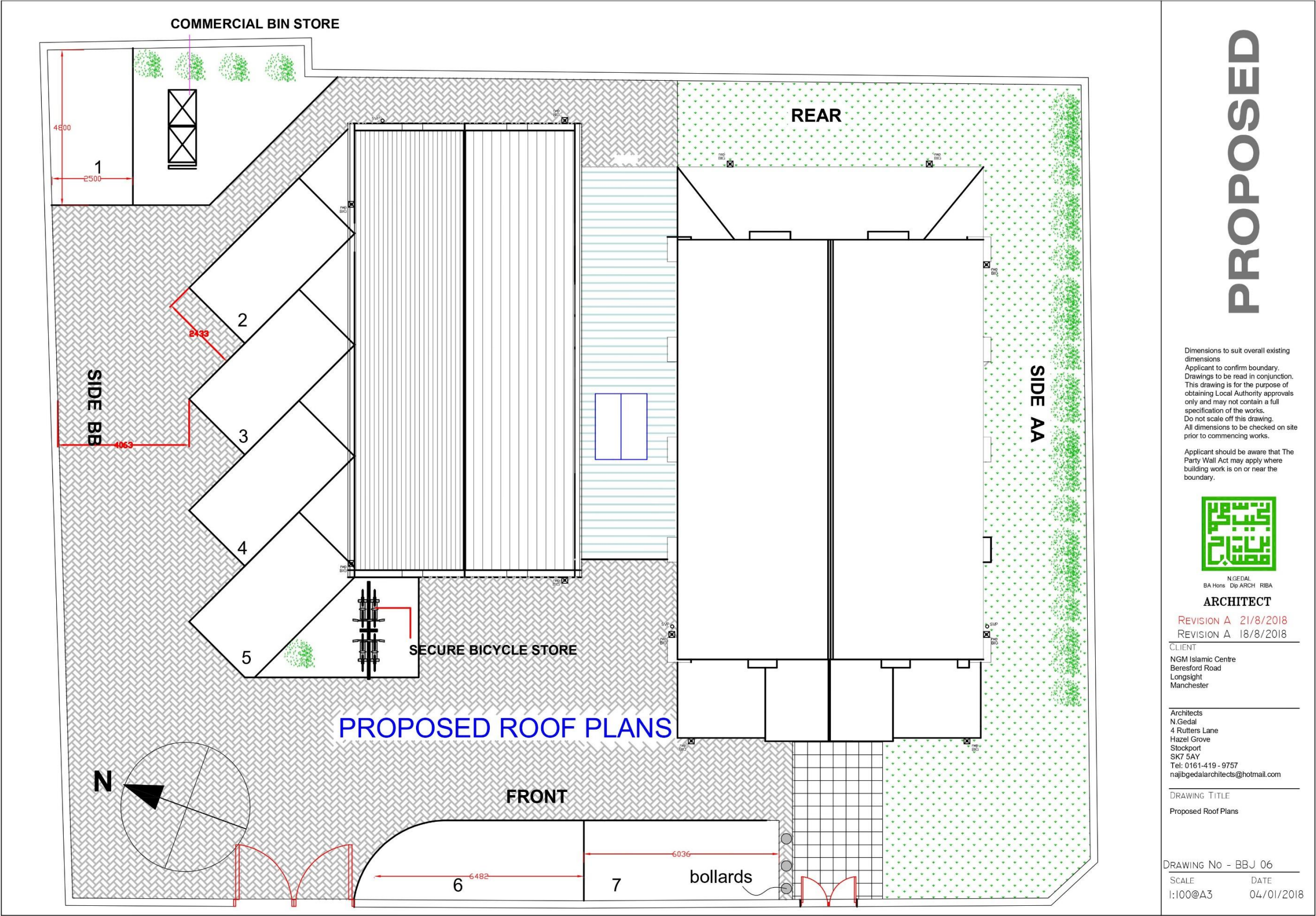


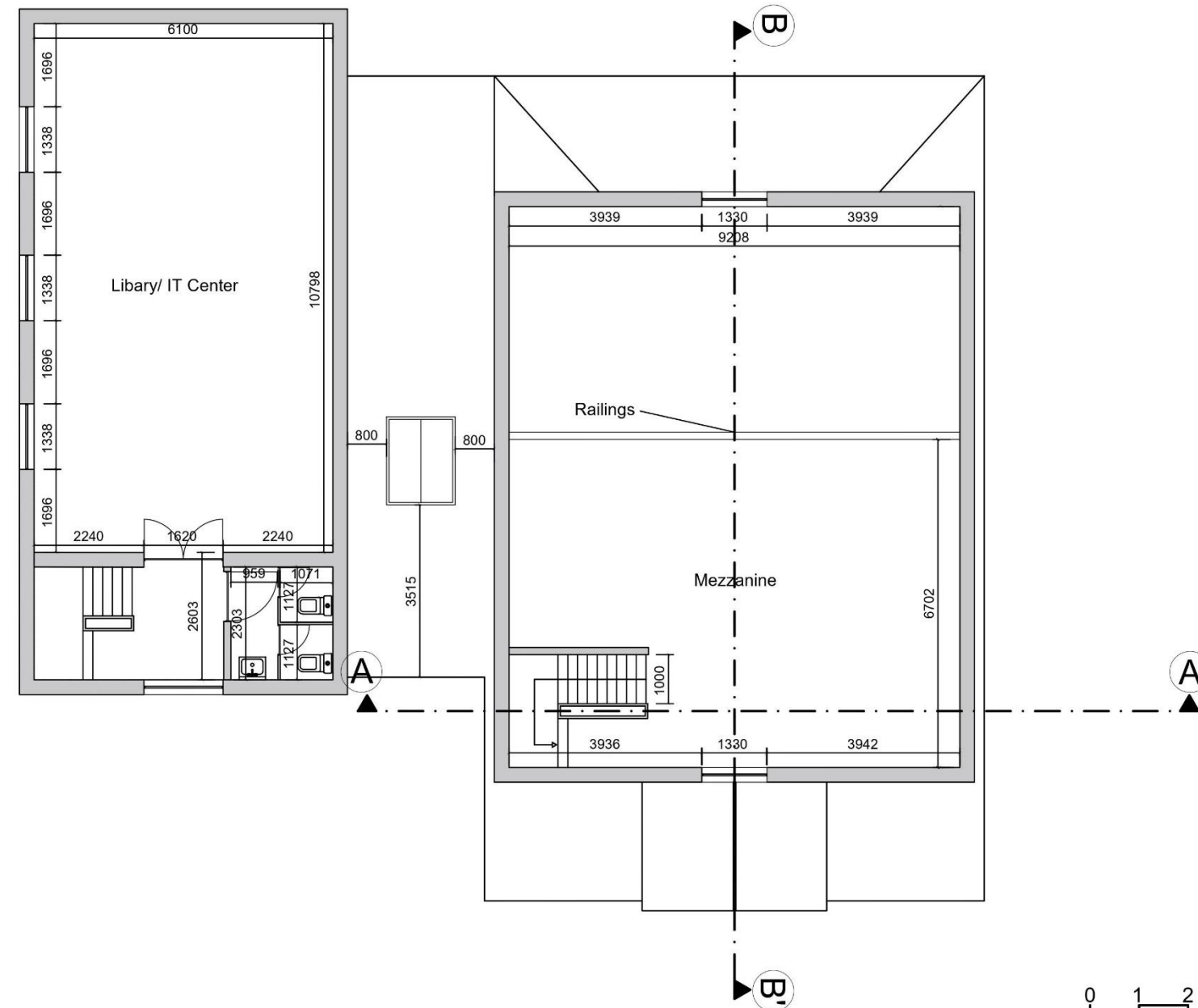
**Erection of an infill extension between existing mosque and existing hall
fronting onto Beresford Road**
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Appendix 1 – Road Safety Information



Appendix 2 – Proposed Site Layout Drawing





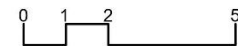
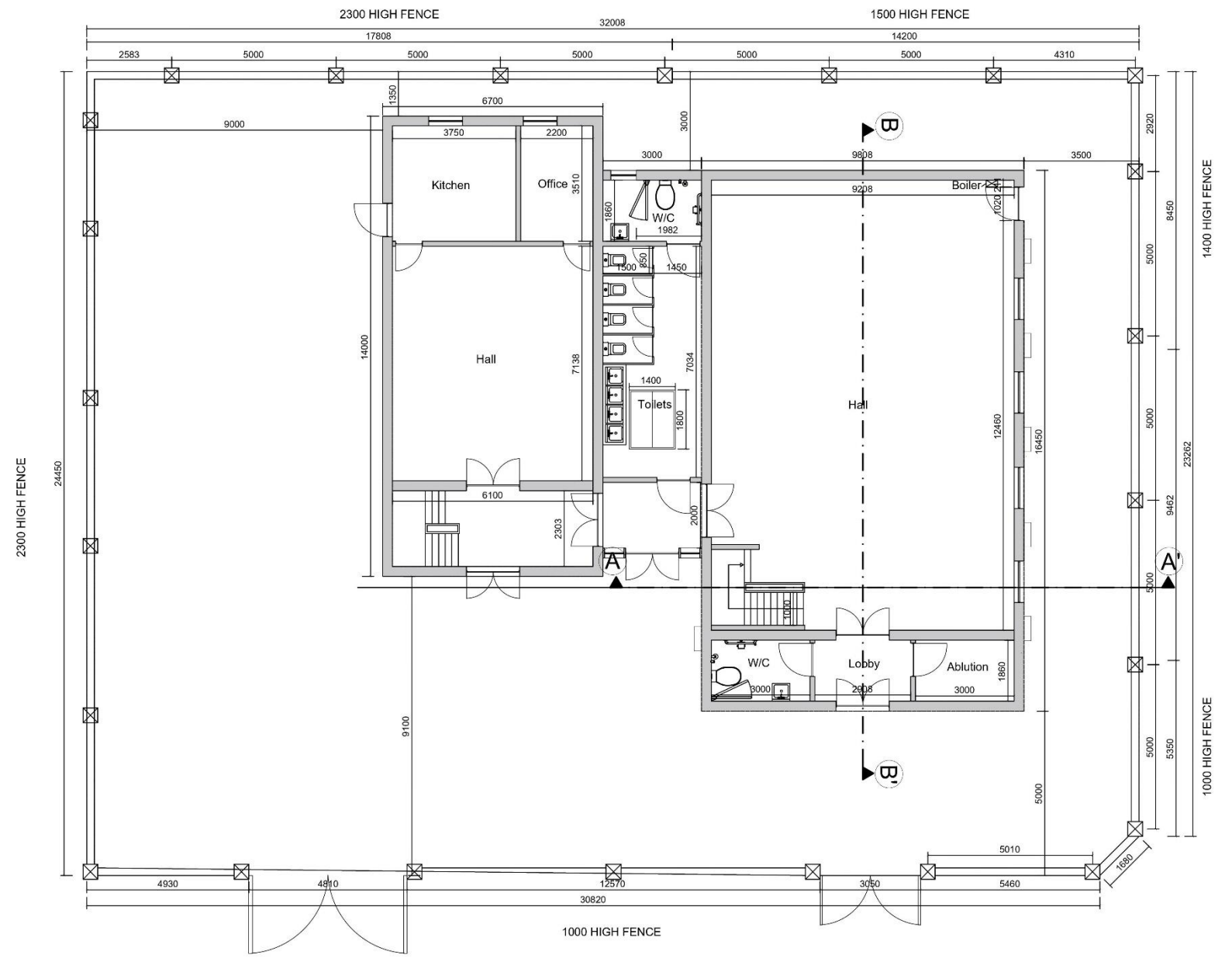
General Notes

No.	Revision/Issue	1
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Firm Name and Address
Mason and Marlowe
Mason and Marlowe Ltd.
Project Managers and
Quantity Surveyors
5 Piccadilly Place,
Manchester, M1 3BR

Project Name and Address
NGM Islamic Centre,
49 Beresford Rd,
Levenshulme, Manchester
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Project	Sheet
Date 22/06/2022 Scale 1/100	A3



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No.	Revision/Issue	1
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Firm Name and Address
 Mason and Marlowe
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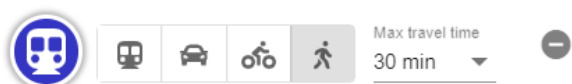
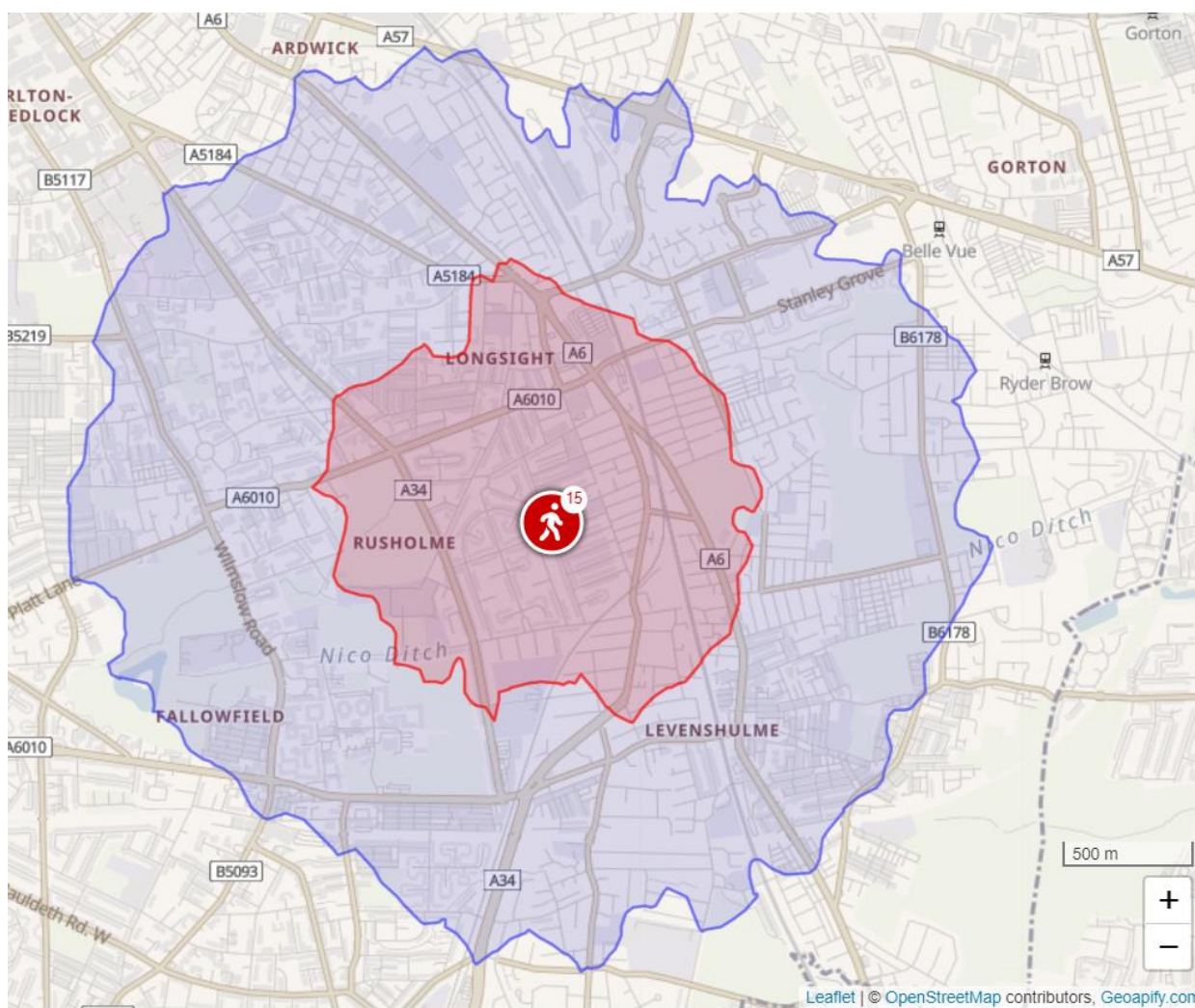
Project Name and Address
NGM Islamic Centre,
49 Beresford Rd,
Levenshulme, Manchester
M13 0GT

Project	Sheet
Date 15/06/2022	A2
Scale 1/100	

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Appendix 3 – 15 and 30 Minute Sustainable Transport Isochrones

Walking



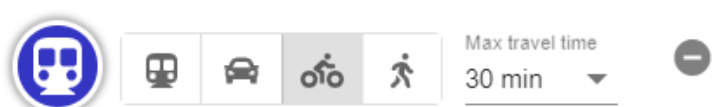
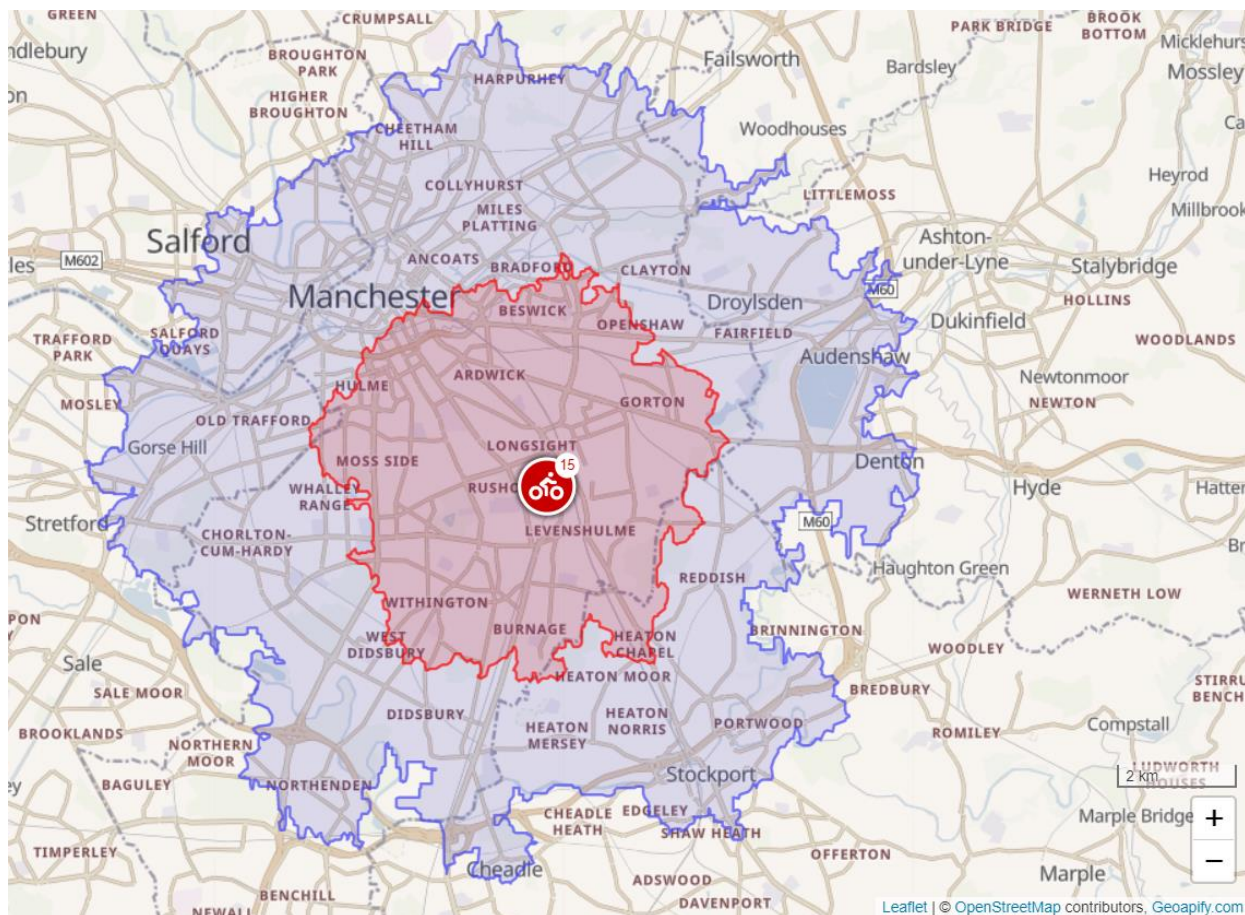
Beresford Road, Manchester, M13 0TF, United K X



Beresford Road, Manchester, M13 0TF, United K X

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Cycling



Beresford Road, Manchester, M13 0TF, United K ✕



Beresford Road, Manchester, M13 0TF, United K ✕

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Public Transport

