

TRANSPORT STATEMENT

Tiger Developments Ltd

Proposed Student Accommodation
Carmoor Road, Manchester

November 2022

Transport Statement

Report control

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1 Introduction

Background

- 1.1 Vectos has been commissioned by Tiger Developments Ltd to provide transport and highways advice in support of a full planning application for a sui generis accessible Purpose-Built Student Accommodation (PBSA).
- 1.2 The development is split across two adjoining blocks. The PBSA will be divided into total of 61 units made up of 35 studios and 26 cluster units. Internal and external amenity space is to be provided.
- 1.3 The site is located within the jurisdiction of Manchester City Council (MCC) who act as both the planning and highway authority.

Development Site and Location

- 1.4 The site is located in a mixed use area approximately 2.8 kilometres south of Manchester City Centre. Carmoor Road borders the site to the east, with the A34 Upper Brook Street running to the west of the site.
- 1.5 The site's location is presented in **Plan 1**, with **Plan 2** illustrating the site in a more local context.

Proposed Development

- 1.6 The proposed development comprises the demolition of existing buildings and construction of purpose-built student accommodation with 172 beds in a mix of studio and cluster units alongside ancillary facilities and shared amenity space, site access and other associated works in a development of three to six storeys.
- 1.7 The proposed development is car-free and as such no dedicated vehicular access is included. On-street mobility impaired parking provision is proposed at the site's frontage from Carmoor Road, along with a service lay-by designed to accommodate both servicing and refuse vehicles.
- 1.8 The redevelopment of the site has been subject to detailed discussions between the applicant's consultancy team and elected members and officers at MCC. The Planning Statement prepared by Maddox Planning provides a detailed review of this engagement process, with details of community engagement provided in a Community Consultation Report prepared by BECG.

Report Structure

- 1.9 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.10 The scope of the report has also been informed following engagement with officers at Manchester City Council through an extended pre-application process over the period since 2017. Detailed discussions also took place and are ongoing with representatives for the WIOCC community centre.

- 1.11 The overriding objective is to ensure that the right design and composition of development for the site is achieved, whilst meeting the established need for student housing.
- 1.12 The latest pre-application meeting with the MCC Highways Team took place in September 2022 and was positive, with useful commentary which has assisted in further design evolution and submission requirements in relation to highways and transportation.
- 1.13 Following the introduction, the report provides the following information:
- Section 2 provides a review of the proposals in the context of both national and local planning policy guidelines;
 - Section 3 provides an overview of baseline transport conditions;
 - Section 4 reviews the site's accessibility by sustainable modes of transport and proximity to key amenities;
 - Section 5 reviews the development proposals, including the anticipated traffic impact; and
 - Section 6 provides a summary and conclusion to the report.

2 Planning Policy Considerations

Introduction

- 2.1 This section of the report considers the planning policy guidance which is pertinent in the context of the development proposals.

National Planning Policy

National Planning Policy Framework

- 2.2 The revised NPPF was published in July 2021 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018 and 2019. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 109 goes on to state 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”.*
- 2.5 Finally, the NPPF notes that Travel Plans can form an important part of development. As such, a Framework Travel Plan has been prepared in support of this application to form the basis of a long-term management strategy for the site, delivering sustainable transport objectives and promoting opportunities.

Local Policy

- 2.6 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD, the Greater Manchester Transport Strategy and the Manchester Residential Quality Guidance.

Manchester Core Strategy

- 2.7 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.
- 2.8 In addition, the policy goes on to state that developments in all parts of the City should 'improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.
- 2.9 This is reinforced through Policy DM 1 of the Core Strategy, which concerns development management. This policy states that all developments should have regard to specific issues including the access to new development by sustainable transport modes, vehicular access and car parking.
- 2.10 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that "Improve choice by developing alternatives to the private car". It is also stated that the Council will "take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
- "Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and
 - General peak time traffic."
- 2.11 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development is:

"Located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities, Hospitals and the Airport to ensure good national and international connections and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities".

Guide to Development in Manchester SPD & Planning Guidance

- 2.12 The Guide to Development in Manchester SPD brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states 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".*

- 2.13 The guidance goes on to describe the need for Travel Plans in new developments, complimenting the NPPF, and states:

“A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint”.

Greater Manchester Transport Strategy

- 2.14 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester’s transport system in support of long-term needs and aspirations.
- 2.15 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 the environment;
 - Improving quality of life for all; and
 - Developing an innovative city region.

Manchester Residential Quality Guidance

- 2.16 The Manchester Residential Quality Guidance was adopted in March 2017 and is a material consideration in the determination of planning applications.
- 2.17 This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. It contains guidance for developers in relation to design standards, and new proposals are expected to comply with the guidance. The guidance states:
- “Residential development within Manchester should aim to offer true modal choice, prioritising walking and cycling in the first instance as a key component in developing sustainable neighbourhoods and healthy communities”.*
- 2.18 It goes on to note that the sustainable development of Manchester depends on reducing dependence on the car, suggesting that residential development should consider the manner in which they encourage access to the wider public transport network.
- 2.19 In relation to parking, the guidance also notes that there is no one size fits all approach to car parking, and it should be considered on a site-by-site basis.

- 2.20 Significantly, the guidance goes onto note that car parking demand will be influenced by the availability of public transport.

Planning Policy Summary

- 2.21 This report will demonstrate how the development proposals accord with the objectives and policy requirements set out in both national and local planning guidance.

3 Baseline Conditions

Introduction

- 3.1 Section 3 of this report provides a review of the baseline conditions in the vicinity of the site, including a description of the site's location, the existing highway network, local car parking provision and accident data.

Site Location

- 3.2 The site is located approximately 2.8 kilometres south of Manchester City Centre. Comprising an area of 0.21 hectares, the site is bordered by Brook Hall student accommodation to the north and west, Carmoor Road to the east and commercial uses fronting Hathersage Road to south.
- 3.3 The site sits just outside of the defined City Centre and beyond the Corridor Manchester sub-area of the City Centre and the defined Oxford Road Corridor regeneration area. The site is located immediately south of a community centre managed by the West Indian Organisations Coordinating Committee (WIOCC).
- 3.4 The immediate area comprises a mix of residential and commercial uses, including offices and other Class E uses. Opposite the site is the Octagon office building, a private car park and an electricity sub-station. The Octagon is a multi-level office building of significant scale and massing. To the north and west of the site is the Liberty Park student accommodation. To the south are the rear of commercial uses fronting Hathersage Road. St Mary's Hospital occupies a significant site to the west side of Upper Brook Street. Layout, scale and massing locally is varied but it is generally to a suburban scale and relatively low-rise.
- 3.5 Existing uses on the site includes a garage workshop and a building used previously as a private day nursery which is now vacant. None of the buildings are of any architectural merit or are subject to statutory protection. The owner of the garage has plans to relocate locally, to alternative premises at Hellidon Close.

Surrounding Highway Network

- 3.6 Carmoor Road runs in a north / south orientation between priority controlled junctions with Swinton Grove to the north and Hathersage Road to the south. It has a width of 6.5 metres and is street-lit. Carmoor Road provides a single carriageway arrangement in each direction and is subject to a speed limit of 20 miles per hour.
- 3.7 At its northern end Carmoor Road is fronted by residential dwellings, and also provides access to the residential lined cul-de-sacs of Wheat Close and Corn Close.
- 3.8 Hathersage Road runs to the south of the site and is also subject to a 20mph speed restriction. It provides a single-carriageway arrangement and runs between the A34 Oxford Road to the west and the A5184 Plymouth Grove to the east. Plymouth Grove then provides a link to the A6 Stockport Road.

- 3.9 Approximately 170 metres west of the junction with Carmoor Road, Hathersage Road forms a signal-controlled junction with the A34 Upper Brook Street. The A34 then provides connections into Manchester City Centre to the north, and towards Fallowfield and Didsbury to the south.
- 3.10 Approximately 30 metres north of the junction with Hathersage Road, the A34 forms an all movement priority junction with Autumn Street. Autumn Street, which is adopted highway, allows two-way vehicle movements.
- 3.11 At its eastern end Autumn Street terminates by providing access to the aforementioned garage workshop which will be removed as a result of the development proposals. On its southern side it provides access to an area of private car parking which serves a residential building. A second access to this area of car parking is provided onto Hathersage Road.

Local Car Parking Provision

On-Street Car Parking

- 3.12 Marked on-street parking bays are provided along parts of Carmoor Road. These permit parking for permit holding residents between the hours of 08:00 and 18:00, with a maximum stay for non-residents of 3 hours. A length of approximately 15 metres is also identified as a 'drop off point' for the day nursery that accommodates a proportion of the site.
- 3.13 The existing drop-off area outside the nursery is shown in **Figure 3.1**.

Figure 3.1: Existing Nursery Drop-off Point



Note: Photo captured during a site visit conducted on 19th October 2022. It was taken on Carmoor Road east of the site frontage.

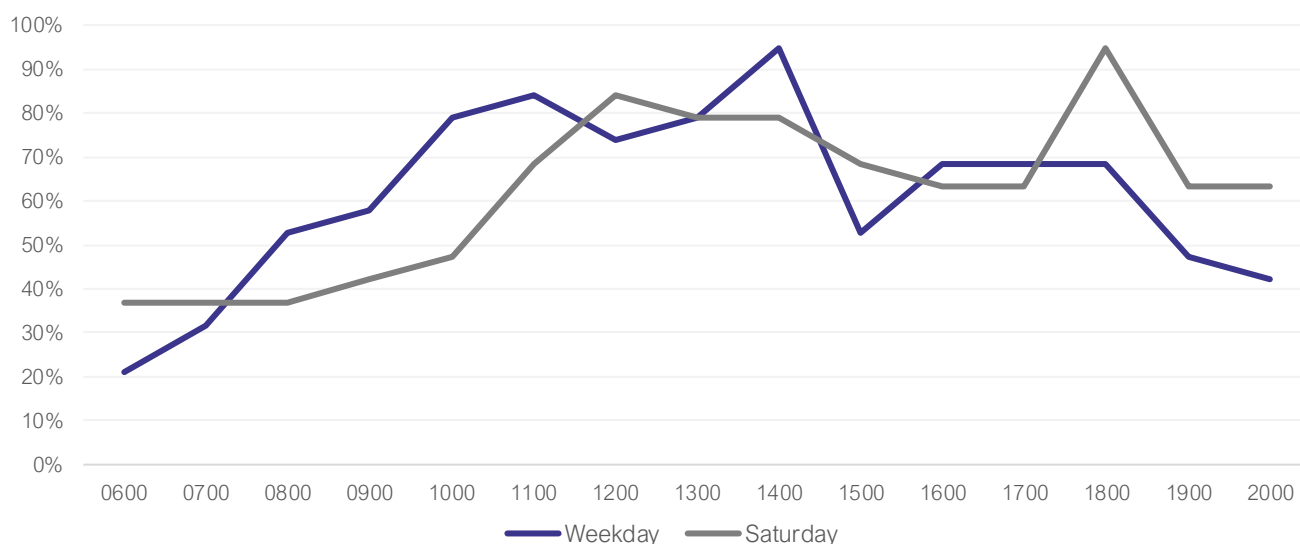
- 3.14 A further 6 marked on-street parking bays are provided on Autumn Street, with 10 bays located on Blackstock Street. These adopt a similar regime to the parking spaces on Carmoor Road, apart from operating on a pay-and-display basis for non-residents.
- 3.15 In order to inform the Transport Statement of the existing occupancy levels of Carmoor Road's on-street parking spaces, a parking beat survey was commissioned using a third-party traffic survey company (TDS Ltd).
- 3.16 The survey was undertaken on Wednesday 28th September and Saturday 1st October, capturing Carmoor Road's parking occupancy on a typical weekday and Saturday. The survey results have been used to present parking occupancy between the hours of 06:00 to 20:00 on each respective day.
- 3.17 The scope of the survey included the entirety of on-street parking on Carmoor Road. In order to provide an accurate assessment, the road was divided into 4 distinct zones given its length in order to precisely analyse existing occupancy levels. The extent of each zone is shown in **Figure 3.2**.

Figure 3.2: Parking Survey Zones



- 3.18 As shown in **Figure 3.2**, Zone 1 covers the extent of Carmoor Road between the Hathersage Road / Carmoor Road junction and the Carmoor Road / St Mary's Hospital access junction and includes the frontage of the site. Zones 2, 3 and 4 cover the remaining extent of Carmoor Road to the north.
- 3.19 The total amount of legally available on-street parking spaces on Carmoor Road in Zone 1 equates to 19. The parking occupancy for both days has been analysed, with the results presented in **Figure 3.3**.

Figure 3.3: Parking Occupancy Analysis (Zone 1)



- 3.20 As shown in **Figure 3.3**, the parking occupancy within Zone 1 did not reach capacity at any point during a typical weekday and Saturday. The maximum occupancy recording occurred between 14:00 and 15:00 on the weekday and 18:00 to 19:00 on the Saturday where 1 parking space remained available.
- 3.21 The average parking occupancy throughout the day, when reviewing recordings between 07:00 and 19:00, was 66% on the weekday and 64% on the Saturday, equating to an average of between 6 and 7 on-street parking spaces available to park in respectively. It is therefore shown that on-street parking surrounding the site frontage does not reach capacity, with spaces available at present, based on the survey data obtained.
- 3.22 The maximum occupancy recording in Zone 2 equated to 84% on the weekday and 80% on the Saturday, where between 4 and 5 parking spaces were available. The mid-point of this zone is located approximately 80 metres from the site boundary, equating to a walking journey of 1 minute, based on an average walking speed of 80 metres per minute. It is considered realistic that drivers would parking in these available spaces before walking to the site should spaces around the site frontage be unavailable.
- 3.23 Zones 3 and 4 were also shown to have spare capacity for on-street parking. However, it is anticipated that there will be parking spaces available closer to the site, as noted, to accommodate car trips, based on the aforementioned results. The full results of the analysis, inclusive of all zones, is provided in **Appendix A**.

Off-Street Public Car Parking

- 3.24 The site is located approximately 500 metres from Wilmslow Park Car Park and Manchester Hospitals Car Park. Both car parks are operated by QPark and provide 429 public car parking spaces collectively. They offer secure, and long-stay parking of up to 24 hours, while season tickets are also available.

- 3.25 It is noted that the Manchester Hospitals Car Park is not operated by the Manchester University NHS Foundation Trust and takes its name due to its proximity to that particular facility.
- 3.26 Both the QPark sites are accessible from the development site via the existing pedestrian infrastructure on the A34 Upper Brook Street, Hathersage Road and Oxford Road. Therefore, in theory these facilities are a viable alternative to serve the short and long-stay parking needs of any residents, albeit in practice it is expected that the sustainable location of the development would negate the need for residents to own a car and there will be spaces available on Carmoor Road as demonstrated.

Accident Review

- 3.27 A review of accident records for the local highway network has been undertaken using the online Transport for Greater Manchester Reports Road Accidents Map. The analysis has been undertaken for the five-year period between 2017 and 2022 and is summarised in **Figure 3.4**.

Figure 3.4: Accident Data



Source: GMTU Website

- 3.28 As can be seen from **Figure 3.4**, the data reveals that over the latest available five-year period no accidents have occurred on Carmoor Road in proximity to the site, or at the Carmoor Road / Hathersage Road priority junction. Likewise, no incidents have been recorded at the A34 / Autumn Street junction.
- 3.29 The accident data reveals that 6 incidents have occurred at or in the vicinity of the A34 Upper Brook Street / Hathersage Road signalised junction. All of which we classified as slight in severity.

- 3.30 Given the volume of traffic which uses the highway network surrounding the site on a regular basis, the number of incidents which have been recorded is considered very low and certainly gives no indication that there are any safety issues with the design or operation of the surrounding road network.
- 3.31 It is therefore concluded that there are no accident blackspots on the highway network in the vicinity of the site.

4 Accessibility by Sustainable Travel Modes

Introduction

- 4.1 The 'Promoting Sustainable Transport' section of the National Planning Policy Framework states that opportunities to promote walking, cycling and public transport use should be identified and pursued.
- 4.2 This section of the report therefore considers the accessibility of the site by the following modes of transport:
- Accessibility on foot;
 - Accessibility by bicycle: and
 - Accessibility by public transport.

Pedestrian Accessibility

- 4.3 The Institute of Highways and Transportation (IHT) Document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.4 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 4.5 An analysis of the pedestrian catchment of the site has been completed to illustrate the site's 1 and 2-kilometre walking catchments. This is illustrated in **Plan 3** and demonstrates that parts of Longsight and Rusholme are within 1-kilometre of the site, while the 2-kilometre plan extends to include the areas of Ardwick, Brunswick and Moss side towards Manchester City Centre.
- 4.6 The site is located in an area which benefits from a high pedestrian footfall. This helps to heighten the perception of safety for those travelling on foot.
- 4.7 To support pedestrian trips generated by the site, street-lit footways are provided on Carmoor Road, Hathersage Road, Blackstock Street and the A34 Upper Brook Street. These footways are flat, provide sufficient width and have a good surface condition. They provide a continuous connection between the development site and its surroundings, passing local bus stops located on the A34 Upper Brook Street.
- 4.8 Comprehensive controlled pedestrian crossing facilities are provided on all arms of the Hathersage Road / A34 Upper Brook Street junction, including dropped kerbs and tactile paving. These facilities aid pedestrian connections between the site and the areas to the west including University buildings, and importantly help to prevent the A34 and Hathersage Road from becoming barriers to pedestrian movement.

- 4.9 The site is located in close proximity to an extensive range of amenities. This provides the opportunity for journeys for a variety of purposes to be undertaken on foot, and by association removes the need for travel by private car. A summary of key facilities located within the 2-kilometre pedestrian catchment is provided in **Table 4.1**.

Table 4.1: Local Amenities

Amenity	Name	Location	Distance from Site
Universities	University of Manchester	A34 Upper Brook Street	900m
	Manchester Metropolitan University	Oxford Road	1.7km
Primary School	St Chrysostoms Primary School	Lincoln Grove	350m
Secondary School	Manchester Academy High School	B5219 Moss Lane East	950m
Nursery	Dryden Street Day Nursery	Dryden Street	900m
Bus Stop	A34 Upper Brook Street		150m
Post Office (inc. ATM)	Post Office, Wilmslow Park	Hathersage Road	550m
Hospital	St Mary's Hospital	A34 Upper Brook Street	375m
GP Surgery	Surrey Lodge Group Practice	A34 Anson Road	350m
Convenience Store	Go Local Extra	Hathersage Road	400m
Supermarket	Tesco Express	A34 Upper Brook Street	300m
	Morrisons	Grafton Street	950m
Discount Foodstore	Lidl	Oxford Road	650m
Park/Leisure	Whitworth Park	Oxford Road	600m
Pharmacy	Wise Pharmacy	A34 Anson Road	400m
	Lloyds Pharmacy	St Mary's Hospital	700m
Public House	Aron & Aris Bar and Restaurant (within the Rampant Lion complex)	A34 Anson Road	450m

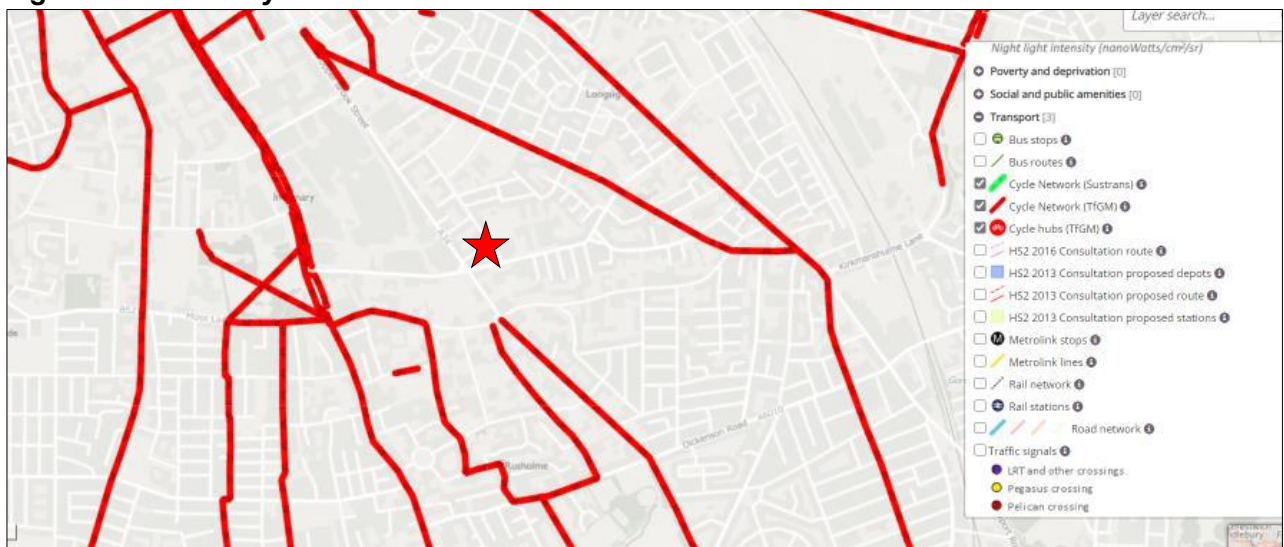
Note: Distances taken from the nearest estimated access location

- 4.10 As **Table 4.1** demonstrates, a wide range of social, educational, health, leisure and retail amenities are located within an acceptable walking distance of the site.
- 4.11 The site therefore provides an excellent opportunity for trips to be undertaken on foot with a comprehensive pedestrian network surrounding the site and a wide range of conveniently located amenities which is of benefit to a PBSA development.

Accessibility by Cycle

- 4.12 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon.
- 4.13 Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.14 **Plan 4** illustrates the 5-kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. The catchment covers Manchester City Centre, along with surrounding areas including Fallowfield, Withington, Gorton and Whalley Range, which demonstrates the potential for trips to be undertaken by bicycle to these areas.
- 4.15 Also shown within this 5-kilometre catchment are a range of railway stations within, along with numerous Metrolink Stations. There is therefore a realistic opportunity for residents of the site to undertake linked cycle / rail trips.
- 4.16 Reference to Greater Manchester's MappingGM facility shows that the site is located in close proximity to Transport for Greater Manchester's Cycle Network, with the lines marked in red in **Figure 4.1** representing signed cycle routes. These provide connections from the site to both Manchester City Centre and the aforementioned areas noted in the cycle catchment.

Figure 4.1: Local Cycle Routes



Source: MappingGM

- 4.17 Advanced Stopping Lines (ASL) are located on all arms of the A34 Upper Brook Street / Hathersage Road signalised crossroads junction. This is of benefit to cyclists as they provide a safe place to stop at busy crossings and allow a position to be taken up ahead of vehicles once traffic signals change.

- 4.18 It is therefore concluded that the site is accessible by bicycle, and that cycling can be promoted as a sustainable mode of travel to and from the site.

Accessibility by Bus

- 4.19 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.20 The closest bus stops are located within 150 metres of the site on the A34 Upper Brook Street. Both northbound and southbound bus stops provide a flag post bus stop sign, with the northbound stop also providing a bus shelter with seating and timetable information. Both stops are safely accessible from the development site via the existing pedestrian infrastructure.
- 4.21 The No. 50 bus route serves the bus stops on the A34 Upper Brook Street. This is a high frequency weekday and weekend bus route connecting Didsbury, Manchester's Universities and Manchester City Centre.
- 4.22 The southbound bus stop on the A34, which is located south of Hathersage Road, also serves the No. 18 service. This is also a high frequency weekday and weekend service, with the No.18 service operating in the reverse direction accessible from a stop on Hathersage Road. This stop is also within 400 metres of the site.
- 4.23 A summary of the public bus services noted above is presented in **Table 4.2**.

Table 4.2: Bus Services within 400m of the site

Service No.	Route	Approximate Frequency (service per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
18	Middleton to Manchester Royal Infirmary, via Langley and the University of Manchester	7	6	6	6	6	4
50	East Didsbury to MediaCityUK via Kingsway, Manchester, Pendleton and Salford Quays	6	6	6	4	6	4

Source: TfGM

- 4.24 As can be seen from **Table 4.2**, all accessible bus routes operate regular services throughout the week to key destinations including across Greater Manchester. This includes Manchester City Centre from where connections are available to rail services at Manchester Oxford Road station, as well as Manchester's Metrolink network.
- 4.25 It is also noted that the Oxford Road bus corridor is located around 550 metres from the development site. This is an extremely high frequency bus route along which a multitude of services operate.

- 4.26 While Oxford Road is slightly beyond the recommended bus catchment of the site, the number and frequency of services which operate on this route means that it would still be expected that services would be a realistic travel alternative for those residing at the site.
- 4.27 The site is therefore concluded to be highly accessible by bus.

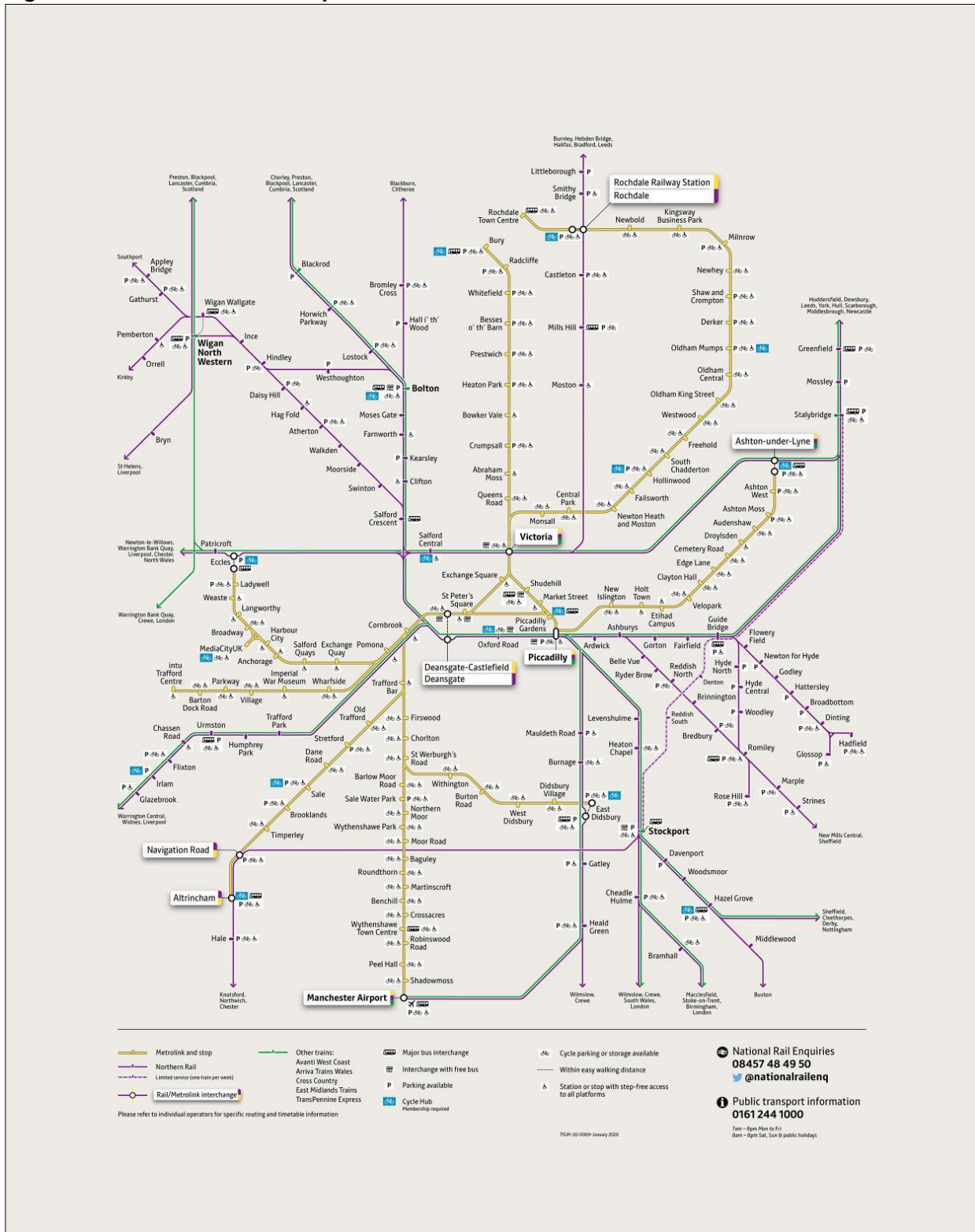
Metrolink Services

- 4.28 The site's nearest Metrolink Station is Manchester Piccadilly 2.4 kilometres north of the site. Alternatively, services from St Peter's Square can be conveniently accessed via the aforementioned No.50 bus service.
- 4.29 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield.
- 4.30 Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip, particularly to areas such as Media City or the Trafford Centre.
- 4.31 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.

Rail Services

- 4.32 The site's nearest railway station is Ardwick located 1.8 kilometres away, and therefore within walking distance of the site. Manchester Piccadilly and Manchester Oxford Road railway stations are both located 2.4 kilometres from the site, respectively. It is considered that both stations are therefore within cycling distance of the site. Oxford Road station is also conveniently located on the No.50 bus route.
- 4.33 Services from these railway stations provide access to numerous destinations located on both the local and national rail network, including London, Liverpool and Birmingham. More local destinations include Stockport and Manchester Airport.
- 4.34 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.2**.

Figure 4.2: Combined Rail Map



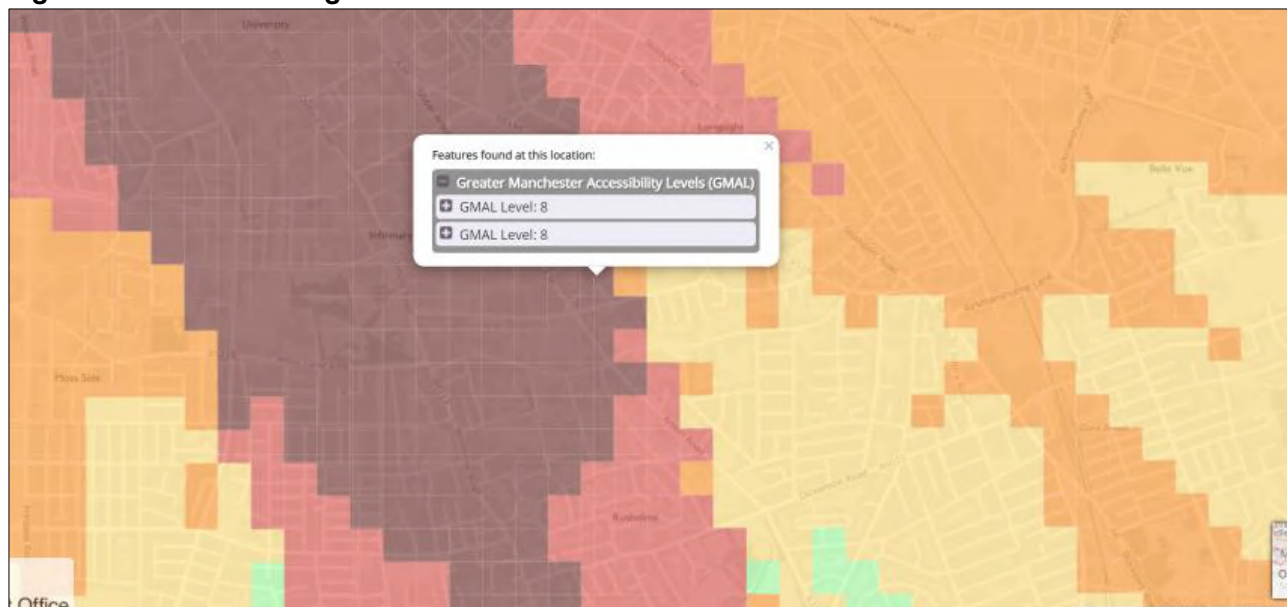
Source: TfGM

4.35 Overall, it is considered that the rail and Metrolink services offer a reliable and high frequency travel alternative for a variety of journey purposes. Both are accessible from the site, thereby offering the potential for sustainable linked trips.

Greater Manchester Accessibility Level (GMAL)

- 4.36 The site's Greater Manchester Accessibility Level (GMAL) has also been investigated. GMAL is a detailed and accurate measure of the site's accessibility using the public transport network. The method is essentially a way of measuring the density of public transport provision at any location within the Greater Manchester region.
- 4.37 The site's location is shown in **Figure 4.3**.

Figure 4.3: GMAL Rating



Source: MappingGM

- 4.38 As shown in **Figure 4.3**, the site is located in Accessibility Level 8 which translates as an area of 'Very High' public transport accessibility. This is the highest possible GMAL rating, and confirms the excellent opportunity the site offers for travel by public transport services.

BREEAM Accessibility Index Calculator

- 4.39 BREEAM guidance refers to a site-specific assessment of sustainable travel opportunities to be produced. This sub-section has been prepared to demonstrate that the site's location meets the needs of those that use public transport. As such, existing public transport nodes have been assessed as per BREEAM's Accessibility Index Calculator.
- 4.40 The site achieves a BREEAM Accessibility Index Score of 31.04 which is considered high in relation to access to public transport opportunities.

Accessibility Conclusion

- 4.41 The development is highly accessible by active modes of travel, be it walking, cycling or public transport.

- 4.42 The extensive range of facilities located in close proximity to the site provide an ideal opportunity for residents to undertake a wide variety of daily tasks via a sustainable mode of travel, be it retail, leisure or social purposes. The site is also shown to be located within walking distance of local educational facilities suiting its proposed PBSA use.
- 4.43 It is therefore concluded that the site offers an excellent opportunity for residents to live without the need for a private car, and is therefore fully in accordance with national and local planning policy guidance which encourages travel by non-car modes.

5 Proposed Development

Introduction

- 5.1 This section of the report details the development proposals, including access and servicing arrangements.

Built Proposals

- 5.2 The proposed development comprises the proposed development comprises the demolition of existing buildings and construction of purpose-built student accommodation with 172 beds in a mix of studio and cluster units alongside ancillary facilities and shared amenity space, site access and other associated works in a development of three to six storeys. The proposed site layout is provided as **Plan 5**.
- 5.3 As previously outlined, the owner of the garage workshop has plans to relocate locally to alternative premises at Hellidon Close, while the children's day nursery is currently vacant.
- 5.4 The fact that existing uses are to be removed, coupled with the essentially car-free nature of the proposed development, means that the proposals are not expected to result in an increase in traffic flow, or have a detrimental impact upon the safe and efficient operation of the surrounding highway network. Indeed the proposals have the potential to result in a reduction in traffic flows on both Carmoor Road and Autumn Street.

Vehicle Access Proposals

- 5.5 The existing vehicle access to the garage workshop on Carmoor Road will be removed and replaced with footway, reflecting the proposed development's car-free use.
- 5.6 It is proposed that the site frontage will include a service lay-by that will accommodate a refuse collection and servicing arrangements, as shown in **Plan 6**. The service lay-by will be located adjacent to the proposed refuse store entrance and the substation, minimising the distance to access each.
- 5.7 The service lay-by will have a length of 18 metres and a width of 2.7 metres from the edge of carriageway. This will not result in any restriction of two-way vehicle flow on Carmoor Road. Importantly, the service lay-by will not obstruct pedestrian movement at the site frontage, with a footway of sufficient width proposed, as indicated on the plan. It is noted that the service lay-by may be raised in order to avoid existing stats on Carmoor Road.
- 5.8 It is proposed that the layby will be available to accommodate the temporary parking of cars at the start and end of academic year when parent drop-off / pick-ups may occur. This would only occur in the event that no on-street parking spaces are available on Carmoor Road, although this is considered unlikely based on the survey results analysed in Section 3. It is noted that these trips would be short-stay and would be managed to avoid any interference with refuse and servicing trips.
- 5.9 Autumn Street is also an existing point of access for the garage located on the site. The removal of this use will therefore remove all traffic associated with the garage that would usually occur on

Autumn Street. The potential for two opposing vehicles to meet on Autumn Street is therefore very slight, particularly given it only serves 6 on-street parking bays and a small number of private parking spaces. Should a car entering Autumn Street meet a vehicle that has already exited the development site, there is sufficient space available for a vehicle to wait prior to the on-street bays and without encroaching onto the A34.

- 5.10 It is therefore concluded that the proposed development will not have a material impact the safe or efficient operation the local highway network.

Refuse and Servicing Arrangements

- 5.11 As outlined, a refuse vehicle will access the site via the proposed service lay-by off Carmoor Road. This arrangement has been assessed with the AutoTRACK programme using an 11.5 metre refuse vehicle. This assessment is presented in **Plan 6**. The assessment demonstrates that the refuse vehicle is able safely enter and exit the layby off Carmoor Road.
- 5.12 In accordance with the Council's requirements a Waste and Management Strategy has been prepared detailing the expected waste generation of the proposals, along with the location and size of waste storage areas. This document is submitted alongside this Transport Statement.

Pedestrian Access Proposals

- 5.13 Pedestrian access to the site will be achieved from Carmoor Road and Autumn Street. The Autumn Street access will be conveniently located for the A34 Upper Brook Street corridor, with the frontage of the site accommodating pedestrian access from Carmoor Road.

Car Parking Proposals

- 5.14 The development will operate as car-free, and prospective residents will be made aware of the absence of car parking. This is considered a wholly appropriate strategy for a proposed PBSA site in a highly accessible location, with accessibility by walking, cycling and public transport modes of travel, and the close proximity to a wide range of retail, leisure and educational opportunities in abundance.
- 5.15 Residents are therefore able to travel for a variety of purposes without the need for private transport. The proposed approach is considered in accordance with the Manchester Residential Quality Guidance.
- 5.16 The development will, however, provide 2 spaces for mobility impaired residents. These will be located on-street at the site frontage to the south of the proposed service lay-by, as indicated in **Plan 6**. At present an access protection line is in place where the two bays are proposed.
- 5.17 This will therefore not result in any loss of existing on-street car parking on Carmoor Road and as shown in **Plan 6** will not obstruct the entry and exit movements of an 11.5m refuse vehicle.
- 5.18 The proposed bays to serve mobility impaired residents will have dimensions of 6.6m by 2.7m.

- 5.19 The applicant has confirmed that residents of the development will not be permitted to apply for a parking permit which would allow them to park on street surrounding the site. This will be reflected within tenancy agreements arrangement by the operator. For any residents or any visitors to the site who do occasionally require car parking, short-stay parking has been shown to be available on Carmoor Road, with public car parks are conveniently located for longer stays.
- 5.20 Therefore, in this manner the development is not expected to increase the demand for, or reduce the availability of, on-street parking in the vicinity of the site. This includes what was once the nursery drop-off point indicated in **Figure 3.1** which will now facilitate the development's frontage including the proposed service lay-by.

Cycle Parking Proposals

- 5.21 The development will provide 60 spaces for residents, equating to 35% provision, as agreed with Manchester City Council's Highways Officers. All spaces will be accommodated in covered two-tier cycle store. This store will require fob access, a gas-assisted upper tier for ease of use and external lighting and CCTV.
- 5.22 It is also proposed that the development will include a separate on-site cycle hire provision comprising 10 spaces, as shown in **Plan 5**.
- 5.23 Following recent discussions with TfGM, an option replacing the need for the proposed cycle hire facility would be the provision of cycle parking spaces allocated to the Manchester Bee Bike scheme. Should this option be chosen, discussions will be progressed following submission of the application.

Framework Travel Plan

- 5.24 To encourage residents to travel by sustainable means the applicant has proposed to adopt a Travel Plan. A Framework of this document accompanies this report which will ensure the development works towards the sustainable travel principles highlighted in national and local planning policy guidance. This document has been prepared under separate cover.

6 Summary and Conclusions

Summary

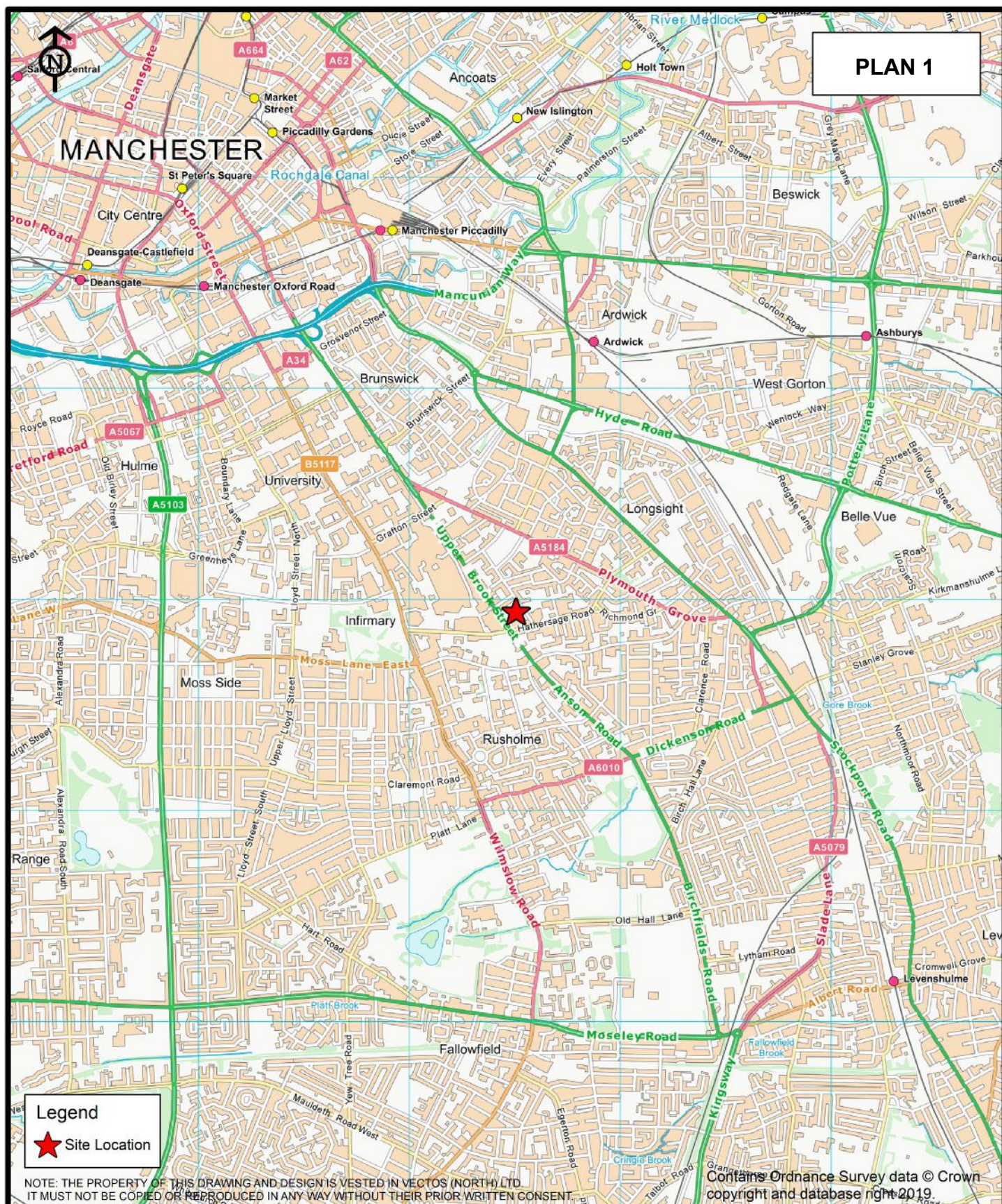
- 6.1 Vectos has been commissioned by Tiger Developments Ltd to provide transport and highways advice in support of a full planning application for a sui generis accessible PBSA.
- 6.2 The Transport Statement supports a full planning application for the demolition of existing buildings and construction of PBSA, with 172 beds in a mix of studio and cluster units alongside ancillary facilities and shared amenity space, site access and other associated works.
- 6.3 The Transport Statement has been prepared following scoping discussions with officers from Manchester City Council and draws the following conclusions:
 - Pedestrian access to the site is proposed from both Carmoor Road and Autumn Street. The site is located within a comprehensive pedestrian network, with street lit footways provided, complemented by comprehensive crossing facilities. In this manner there are no barriers to pedestrian movement in the vicinity of the site;
 - The site is also accessible by bicycle with a number of safe cycle routes identified in the site locale;
 - The site is highly accessible by public transport. High frequency services operate on the A34 Upper Brook Street to connect the site with Manchester City Centre and areas to the south and east of Manchester. The Oxford Road bus corridor is also within a short walking distance;
 - Local bus services also offer convenient links to rail and Metrolink services in Manchester City Centre, which provide access to a wider area of Greater Manchester, the North West and beyond. The high public transport accessibility of the site is reflected in the highest possible GMAL rating of 8;
 - The site is extremely well located for access to a range of local services and amenities which is of benefit to a proposed PBSA development;
 - The development was therefore concluded to be fully in accordance with national and local planning policy guidance which encourages travel by non-car modes;
 - The development represents an excellent opportunity for a car-free development, and therefore as a reflection of the highly sustainable location only 2 on-street mobility impaired car parking spaces are proposed on Carmoor Road at the site frontage;
 - A survey-based parking occupancy analysis has shown that there will be spare capacity to accommodate on-street parking on Carmoor Road within both the vicinity and a short walk from the site frontage, though it is expected a very small proportion of residents would choose to have regular access to a car;

- Off-street public car parks are located close to the site which would cater for any residents who do occasionally require car parking or any visitors to the site. In this manner the development is not expected to increase the demand for or reduce the availability of on-street parking in the vicinity of the site;
- Vehicle access for refuse and servicing arrangements is to be provided via a service lay-by at the site frontage off Carmoor Road. An AutoTRACK assessment has demonstrated that a 11.5m refuse vehicle will be able to safely enter and exit the service lay-by and it was concluded that this would not impact upon the safe or efficient operation of Carmoor Road;
- Given the absence of car parking, and removal of existing site uses, it was concluded that the development would not result in an increase in traffic flows, or have a detrimental impact upon operation of the surrounding road network; and
- A Framework Travel Plan has been offered which is intended to encourage residents to travel by non-car modes.

Conclusion

- 6.4 As outlined in Section 2, the National Planning Policy Framework states that “*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*”.
- 6.5 This Transport Statement has demonstrated that the proposed development site is located in a highly accessible location, and that the development would have no impact upon the safe or efficient operation of the surrounding highway network.
- 6.6 It is therefore concluded that the residual cumulative impact of the development would not be severe, and on this basis there are no material reasons why the proposed development should be refused on highways or transportation grounds.

Plans



CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road, Manchester

DRAWING TITLE:

Site Location (Wider Context)

DRAWN:

CJ

CHECKED:

RW

DATE

October 2022

SCALE:

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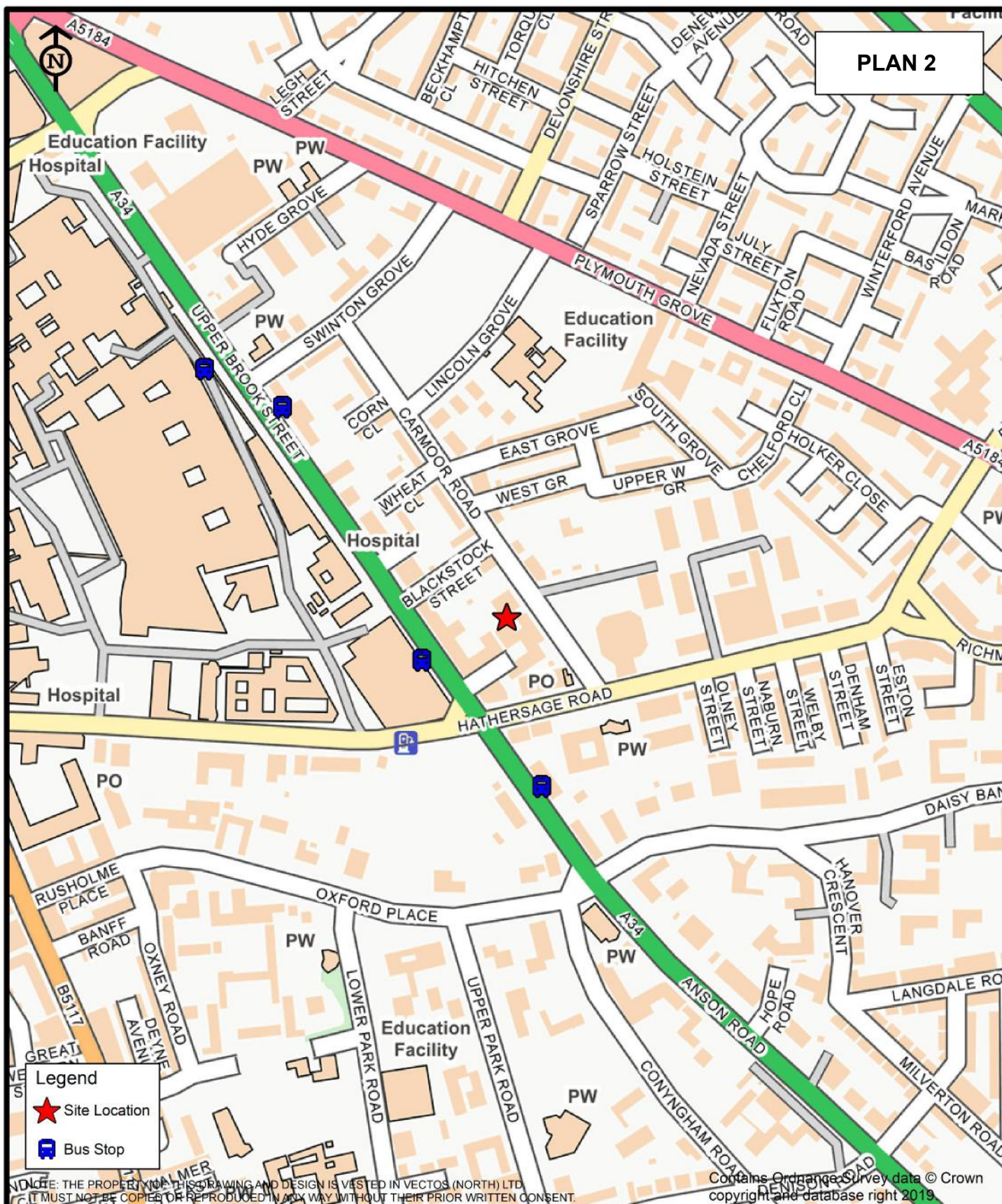
VN201675-G100

REVISION:

A

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t:0161 228 1008 e:manchester@vectos.co.uk



CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road, Manchester

DRAWING TITLE:

Site Location (Local Context)

DRAWN:

CJ

CHECKED:

RW

DATE

October 2022

SCALE:

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DRAWING NO:

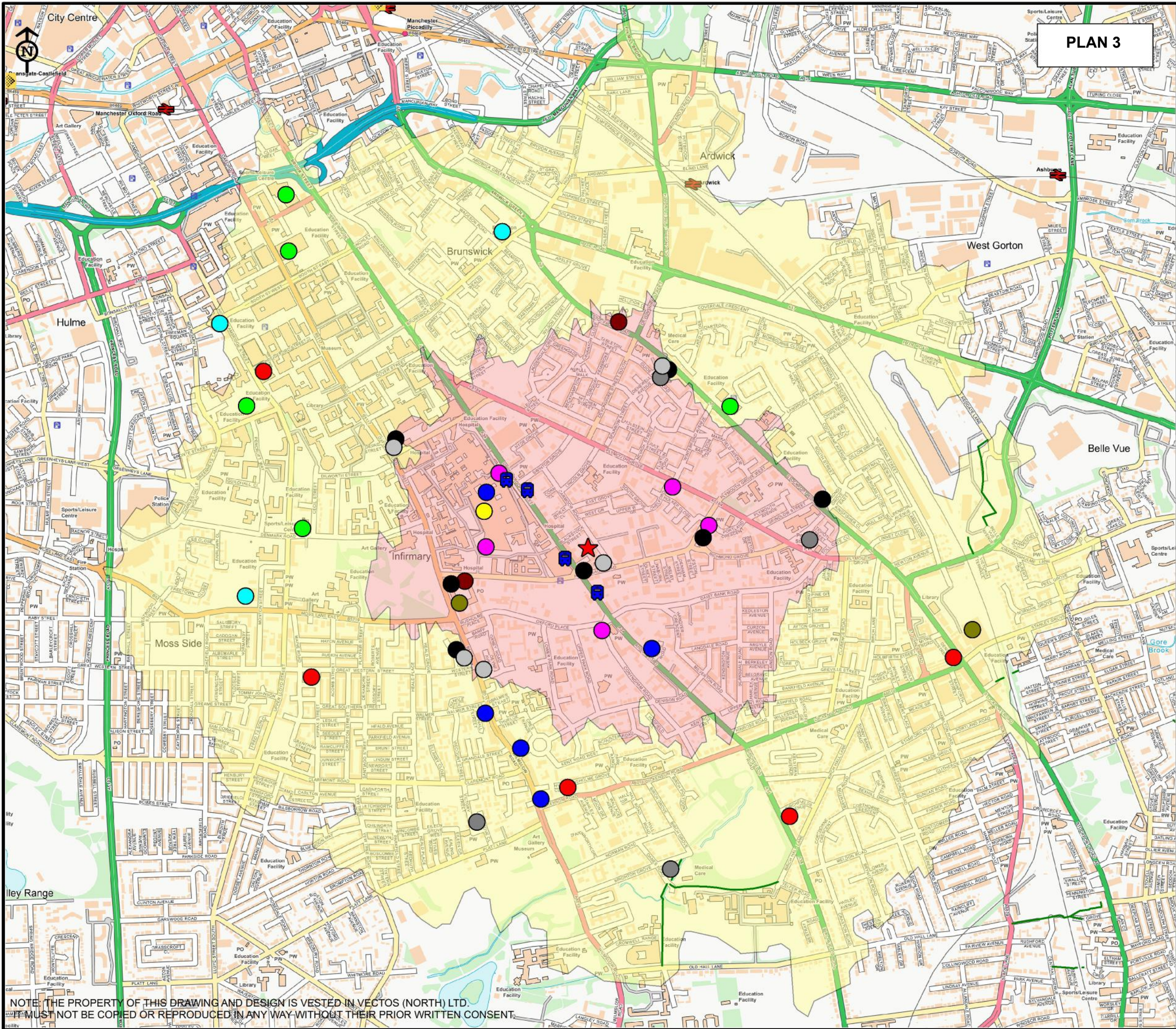
VN201675-G101

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PLAN 3

Legend

- ★ Site Location
- Bus Stop
- Metrolink
- National Rail
- Public Right of Way
- Manchester Royal Infirmary
- Local Amenities
 - Cash Machine
 - Community Centre
 - Convenience Store
 - Dentist
 - Leisure Centre
 - Medical Centre
 - Pharmacy
 - Post Box
 - Post Office
 - Supermarket

Walking Catchment

- 0 - 1km
- 1 - 2km

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CLIENT:
Tiger Developments Ltd

PROJECT TITLE:
Carmoor Road, Manchester

DRAWING TITLE:
Walking Catchment with Local Amenities

SCALE:
N.T.S

DRAWN: CJ CHECKED: RW DATE: Oct 2022

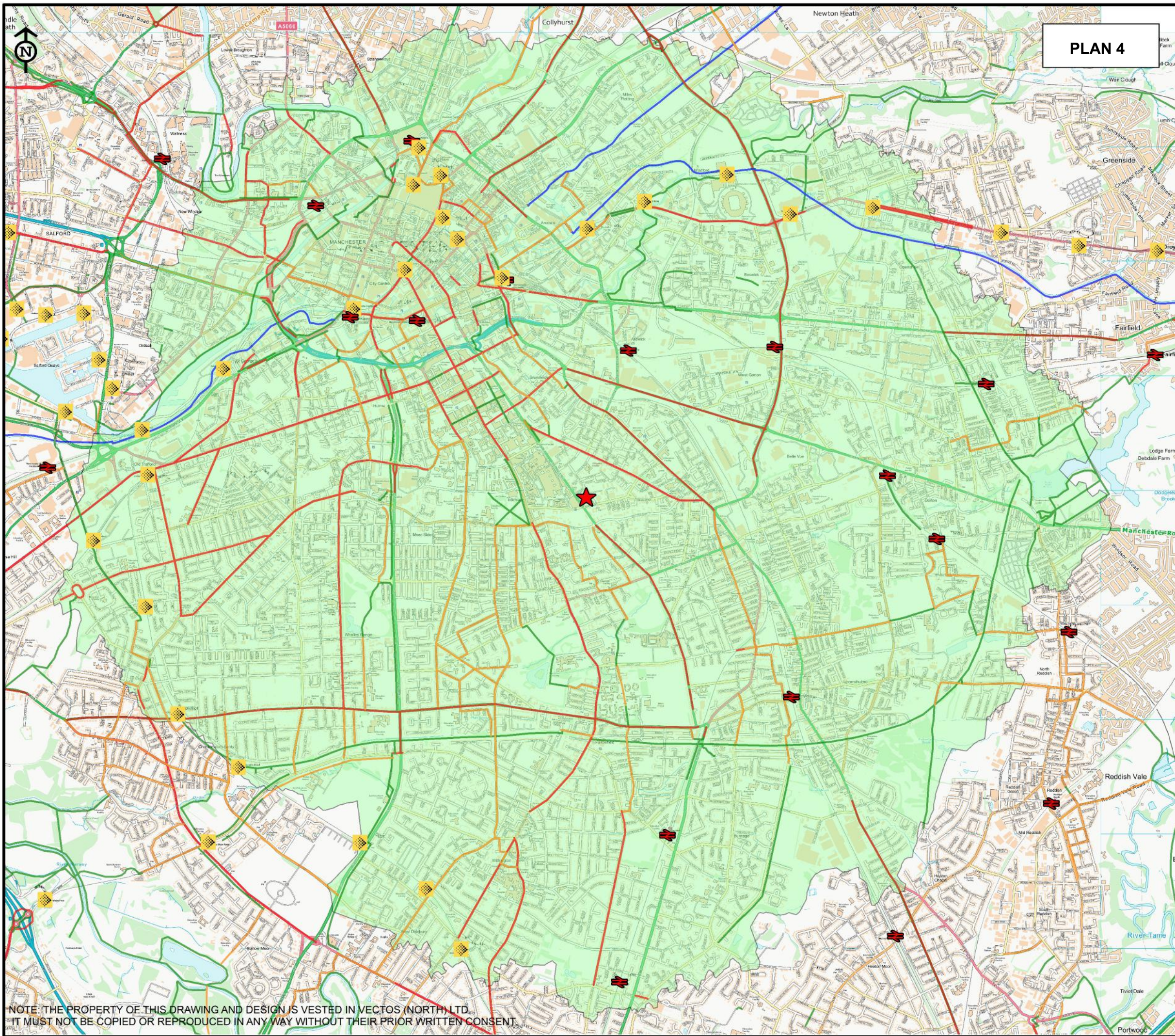
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DRAWING NO:
VN201675-G102

REVISION:
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PLAN 4

Legend

- ★ Site Location
- Metrolink
- National Rail

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

- 0 - 5km

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CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road,
Manchester

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN:

CJ

CHECKED:

RW

DATE:

Oct 2022

vectos.

PART OF
SLR

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

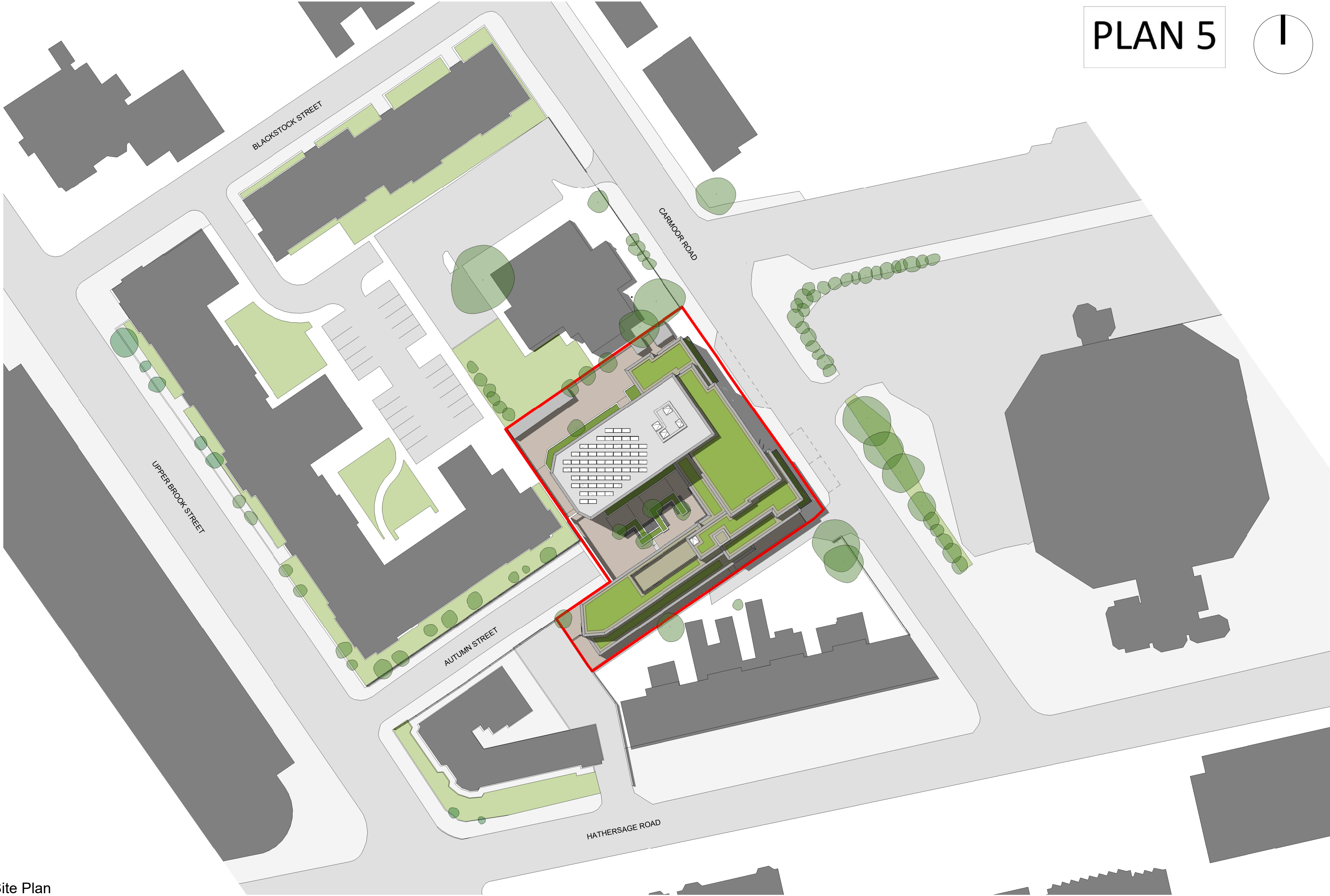
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VN201675-G103

REVISION:

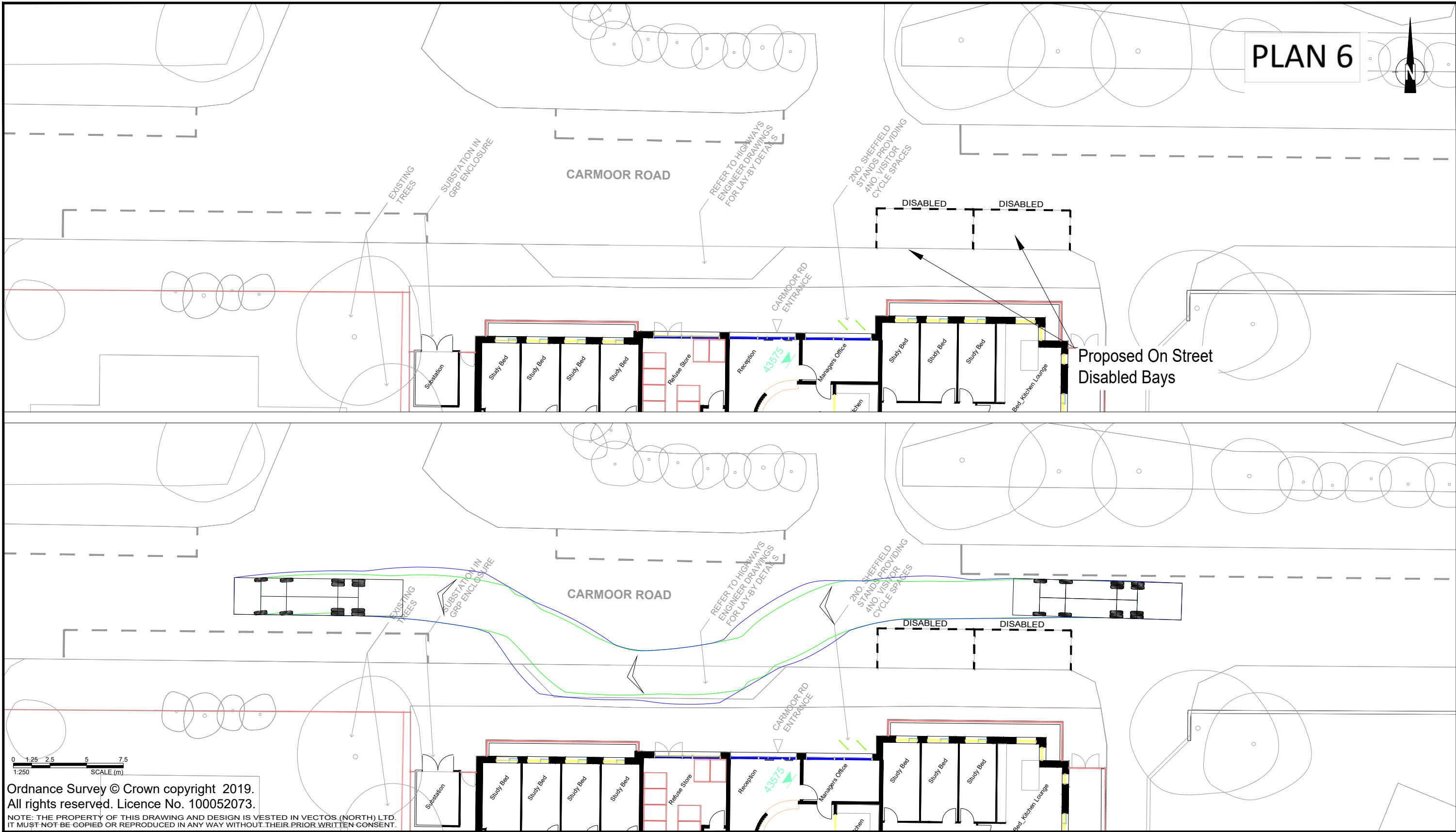
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Site Plan
1 : 500

NOTES: No dimensions to be scaled from drawings. All dimensions to be checked on site prior to manufacture. This drawing is to be read in conjunction with all relevant Structural Engineers and Mechanical & Electrical Engineers drawings and specification. Any discrepancies between drawings and site conditions are to be reported to the contract manager. Areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis. Copyright of this drawing and all the information it contains is vested in Lechler Hayes Ltd and no licence or assignment of any kind has been, or is, granted to any third party whether by provision of copies or original or otherwise unless agreed in writing.	Architect : Lechler Hayes Architects		Client: tigerdevelopments		REVISIONS		Project Carmoor Road for Tiger Developments Ltd				
	Site Boundary Scale Bar 1:500 05102040						Title Site Plan - Proposed				
	P01	18.11.22	Planning submission.				Status	Sheet size	Project No.	Drawing No.	Rev.
	REV.	DATE	DESCRIPTION			APPD	PLANNING	1:500 @ A2	2205	LHA-10-ZZ-DR-A-PL-003	P01



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	ER	17.11.22

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Carmoor Road, Manchester

Proposed General Arrangement
& Swept Path Analysis - Refuse Vehicle

DRAWN: WD

CHECKED: ER

DATE: 18.11.22

SCALES: 1:250 at A3

Tiger Developments Ltd

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DRAWING NUMBER: VN201675-D102

REVISION: A

Appendices

Appendix A

Parking Beat Survey - Raw Data

Time Beginning	Carmoor Road, Manchester - Wednesday 28th September 2022												
	Number of Occupied Spaces												Total
	Zone												
	Zone 1			Zone 2			Zone 3			Zone 4			
BAYS	WL	DY	BAYS	WL	DY	BAYS	WL	DY	BAYS	WL	DY		
0600	4	0	0	9	0	0	3	-	0	6	-	0	22
0620	4	0	0	9	0	0	3	-	0	5	-	0	21
0640	8	0	0	11	1	0	2	-	0	6	-	0	28
0700	6	0	0	11	1	0	2	-	0	6	-	0	26
0720	7	0	0	13	2	0	2	-	0	7	-	0	31
0740	9	2	0	12	2	0	2	-	0	8	-	0	35
0800	10	2	0	13	1	0	2	-	0	7	-	0	35
0820	10	2	0	12	1	0	3	-	0	7	-	0	35
0840	11	2	0	11	1	0	3	-	0	8	-	0	36
0900	11	2	0	15	1	0	4	-	2	9	-	0	44
0920	12	2	0	18	1	0	4	-	0	10	-	0	47
0940	10	3	0	20	1	0	4	-	0	10	-	0	48
1000	15	3	0	20	1	0	2	-	0	11	-	1	53
1020	14	3	0	19	2	0	3	-	0	10	-	0	51
1040	14	3	0	20	1	0	3	-	1	10	-	0	52
1100	16	3	0	21	1	0	3	-	0	12	-	0	56
1120	16	3	0	17	2	0	5	-	0	12	-	0	55
1140	15	3	0	18	2	0	4	-	0	12	-	0	54
1200	14	3	0	17	2	0	3	-	0	11	-	0	50
1220	16	4	0	18	1	0	4	-	0	11	-	1	55
1240	16	3	0	18	1	0	3	-	1	11	-	0	53
1300	15	3	0	19	1	0	2	-	0	12	-	0	52
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1400	18	2	0	21	1	0	6	-	0	12	-	0	60
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1440	15	2	0	18	1	0	4	-	0	12	-	0	52
1500	10	3	0	19	1	0	8	-	2	12	-	0	55
1520	8	5	0	18	1	0	8	-	0	14	-	1	55
1540	9	5	0	20	0	0	3	-	0	10	-	0	47
1600	13	2	0	20	0	0	4	-	0	12	-	0	51
1620	13	5	0	19	0	0	2	-	0	11	-	1	51
1640	15	5	0	20	0	0	1	-	1	8	-	2	52
1700	13	4	0	19	0	0	1	-	1	8	-	1	47
1720	13	3	0	18	0	0	1	-	1	7	-	1	44
1740	14	4	0	18	0	0	1	-	0	8	-	1	46
1800	13	3	0	16	0	0	1	-	0	8	-	1	42
1820	9	1	0	14	0	0	1	-	0	9	-	1	35
1840	8	3	0	10	0	0	1	-	0	9	-	1	32
1900	9	1	0	11	0	0	3	-	0	10	-	0	34
1920	10	0	0	10	1	0	4	-	0	11	-	0	36
1940	11	0	0	13	1	0	2	-	0	10	-	0	37
2000	8	0	0	11	1	0	3	-	0	10	-	0	33

Time Beginning	Carmoor Road, Manchester - Saturday 1st October 2022												
	Number of Occupied Spaces												Total
	Zone												
	Zone 1			Zone 2			Zone 3			Zone 4			
BAYS	WL	DY	BAYS	WL	DY	BAYS	WL	DY	BAYS	WL	DY		
0600	7	0	0	9	0	0	2	-	0	7	-	0	25
0620	7	0	0	9	0	0	2	-	0	7	-	0	25
0640	8	0	0	11	0	0	2	-	0	8	-	0	29
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0720	7	0	0	13	0	0	3	-	0	10	-	0	33
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0820	11	1	0	16	0	0	5	-	1	9	-	0	43
0840	9	1	0	15	0	0	5	-	1	10	-	0	41
0900	8	1	0	16	0	0	5	-	2	10	-	0	42
0920	8	2	0	16	0	0	5	-	0	11	-	0	42
0940	9	1	0	16	0	0	6	-	1	11	-	0	44
1000	9	2	0	17	0	0	6	-	0	11	-	0	45
1020	7	1	0	18	0	0	6	-	0	11	-	0	43
1040	10	1	0	17	0	0	7	-	0	10	-	0	45
1100	13	1	0	19	0	0	7	-	1	10	-	0	51

Key:
WL White Li
DY Double

Key:
WL White Li
DY Double

1120	14	1	0	19	0	0	7	-	1	10	-	0	52
1140	15	1	0	20	0	0	8	-	1	11	-	0	56
1200	16	1	0	20	0	0	8	-	3	11	-	0	59
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1800	18	2	0	17	0	0	3	-	0	11	-	1	52
1820	17	0	0	18	0	0	3	-	0	11	-	1	50
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1920	10	0	0	9	0	0	2	-	0	9	-	1	31
1940	12	0	0	11	0	0	2	-	0	9	-	1	35
2000	12	0	0	12	0	0	3	-	0	9	-	1	37

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