

Transport and Parking Statement

Project Number: JC224

Site: King David High School
Eaton Rd, Crumpsall, Manchester M8 5DY



1. Introduction

- 1.1. This Transport and Parking Statement has been prepared to assess the transport implications of introducing managed community use of the existing Multi-Use Games Area (MUGA) within the school grounds, together with the formalisation of on-site parking.
- 1.2. The statement considers access arrangements, anticipated user numbers, trip generation, parking provision, and the effect of the proposals on the local highway network.

2. Site Context and Accessibility

- 2.1. The site is located within an established residential and educational area. It benefits from good accessibility by sustainable transport modes, with a Greater Manchester Accessibility Level (GMAL) score of 13.54 (GMAL Level 6), indicating good access to bus services and pedestrian routes.
- 2.2. The site is located within close proximity to the residential communities it is intended to serve. As a result, a proportion of users are expected to access the site on foot or by cycle, reducing reliance on private car travel and supporting local, walkable access to community facilities.
- 2.3. Public footways surround the site and provide direct pedestrian access from the surrounding neighbourhood. Bus services operate within walking distance. While there is no immediate rail or Metrolink access, the GMAL score confirms that the site is appropriate for neighbourhood-scale community use.

3. Existing Access Arrangements

- 3.1. Vehicular access to the site is currently taken from Eaton Road and Polygon Road via an existing 3.9 m-wide gated entrance. This access is retained unaltered as part of the proposals and currently accommodates school traffic, servicing, and emergency vehicles.
- 3.2. Pedestrian access will continue to be taken via the existing side gate from the public footpath. No new vehicular or pedestrian access points are proposed, and there are no changes to kerbs, visibility splays, footways, or the wider highway network.

4. Proposed Community Use

- 4.1. The proposal relates solely to the hire of the existing MUGA for community use outside normal school hours.
- 4.2. The MUGA may operate either as:
 - a single full-size pitch, or
 - two smaller pitches operating concurrently, as shown on the approved plans.
- 4.3. Community use will be:
 - pre-booked and actively managed
 - Sunday to Friday only (no Saturday use)
 - between 08:30 and 22:30
- 4.4. There is currently no community use of the MUGA outside school hours; the proposals will therefore introduce new activity during evenings and weekends only.

5. Expected User Numbers

- 5.1. Expected occupancy has been assessed with reference to typical community sports hire arrangements:
 - Single pitch use: approximately 18–22 users
 - Split pitch use: approximately 8–10 users per pitch, giving a combined maximum of 16–20 users
- 5.2. Spectator attendance is expected to be minimal and informal. No seating or viewing facilities are provided, and any spectators are likely to arrive with participants and therefore do not materially increase trip generation.

6. Trip Generation and Timing

- 6.1. The introduction of community use will result in a modest increase in trips compared to the existing baseline. However:
- trips will occur predominantly outside weekday peak highway periods
 - use is intermittent and time-limited
 - activity levels are comparable to typical after-school clubs and local sports lettings
- 6.2. Users are expected to arrive by a mix of modes, including walking, cycling, public transport, and car, reflecting the site's accessibility and local catchment. No minibuses, coaches, or large service vehicles are anticipated.
- 6.3. Based on a maximum concurrent occupancy of approximately 20 users, the scale of trip generation is modest and consistent with neighbourhood-scale community facilities.

7. Parking Provision and Management

- 7.1. The wider school campus currently provides in excess of 30 on-site parking spaces. As part of the proposals, approximately 15 parking spaces will be formalised on existing hardstanding within the playground area, specifically for community use during out-of-hours periods.
- 7.2. The formalisation of parking:
- utilises existing hardstanding only
 - does not increase site footprint or impermeable area
 - ensures vehicles associated with community use are contained within the site
- 7.3. Parking during community use will be actively managed to prevent overspill into surrounding residential streets.
- 7.4. In addition, surrounding streets provide limited on-street parking opportunities, including sections of unrestricted parking between areas subject to double yellow line controls, providing approximately 20 on-street spaces within walking distance.

8. Highway Impact and Safety

- 8.1. No changes are proposed to:
- vehicular access geometry
 - visibility splays
 - kerb lines or footways
 - the wider highway network
- 8.2. The existing 3.9 m-wide access gate is retained and already accommodates servicing and emergency vehicles. It is therefore suitable for the scale of car movements associated with managed community use. As the access arrangement is unchanged and use is limited to private cars, a swept-path analysis is not considered necessary.
- 8.3. Given the modest scale of additional trips, their timing outside peak periods, and the provision of managed on-site parking, the proposals do not result in a material impact on highway safety or operation.

9. Policy Context and Compliance

- 9.1. National Planning Policy Framework (NPPF):
- Paragraph 111 states that development should only be refused on highways grounds where there would be an “unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” The proposals do not introduce highway works, do not affect peak-hour operation, and generate only a modest level of additional trips. The NPPF test is therefore satisfied.

- 9.2. Manchester Core Strategy – Policy T1 (Sustainable Transport):
Policy T1 seeks to support sustainable travel choices and ensure development is appropriately located in relation to public transport accessibility. The GMAL Level 6 score and the site's location within walking distance of the communities it serves support compliance with this policy.
- 9.3. Manchester Core Strategy – Policy T2 (Accessible Areas of Opportunity and Need):
Policy T2 requires development to be accessible by a choice of transport modes and to avoid unacceptable transport impacts. The proposals retain existing access, maintain pedestrian connectivity, and manage parking on site, resulting in no unacceptable impacts.
- 9.4. Manchester Guide to Development SPD – Transport and Accessibility:
The Guide confirms that transport assessments should be proportionate to the scale of development. Given the limited nature of the proposals and the absence of highway works, this Transport and Parking Statement is proportionate and appropriate.

10. Conclusion

- 10.1. The introduction of managed community use of the MUGA will generate a limited increase in trips compared to the existing baseline. These movements occur outside peak hours, are modest in scale, and can be safely accommodated using the existing access arrangements.
- 10.2. The formalisation of on-site parking ensures that vehicles associated with community use are contained within the school grounds, avoiding overspill into surrounding residential streets. No changes are proposed to the public highway.
- 10.3. In accordance with the NPPF and Manchester Core Strategy transport policies, the proposals do not give rise to a material or severe impact on the local highway network and are acceptable in transport and parking terms.