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TRANSPORT/SUSTAINABILITY STATEMENT

Proposal: Re-modelling of existing building and erection of 3-storey extension for new reception, erection of adjoining canopy extension and 1st floor link extension. The siting of a portacabin for a temporary period of 2 years.

For: Luther King Colleges

Written by: LB *Checked by: EB* *Revision:A*

ISSUE DATE: 30/06/26

1.0 Introduction:

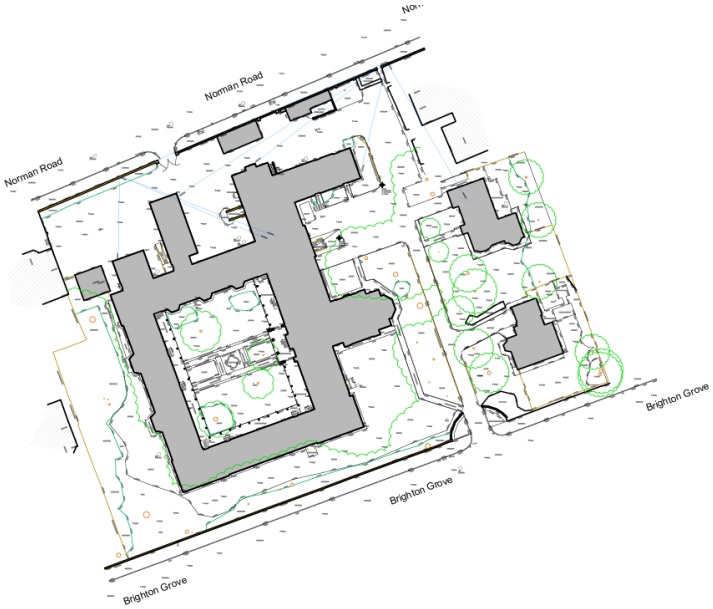
This Transport Statement is to accompany a planning application for the,

'Re-modelling of existing building and erection of 3-storey extension for new reception, erection of adjoining canopy extension and 1st floor link extension' on land at Luther King College, Manchester.

2.0 Site Location:

The application site lies in the Fallowfield area of Manchester, with Norman Road to the north and Brighton Grove to the south.

A range of college buildings occupy the campus, the building that is the subject of this application comprises a quadrangle building arranged around a central courtyard, as shown on the site plan below.

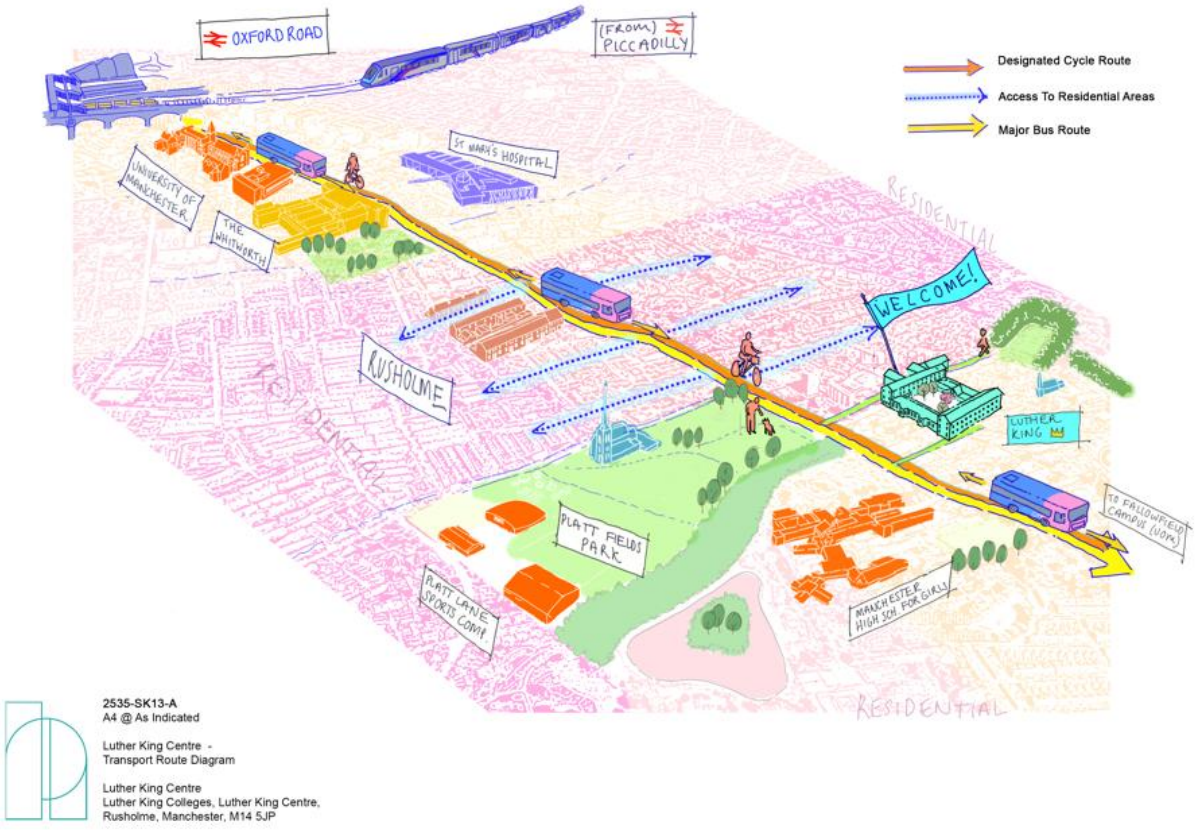


Site Plan

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3.0 Sustainability Audit:

As shown on the Transport Route diagram below, the application site is in an extremely well-connected position.

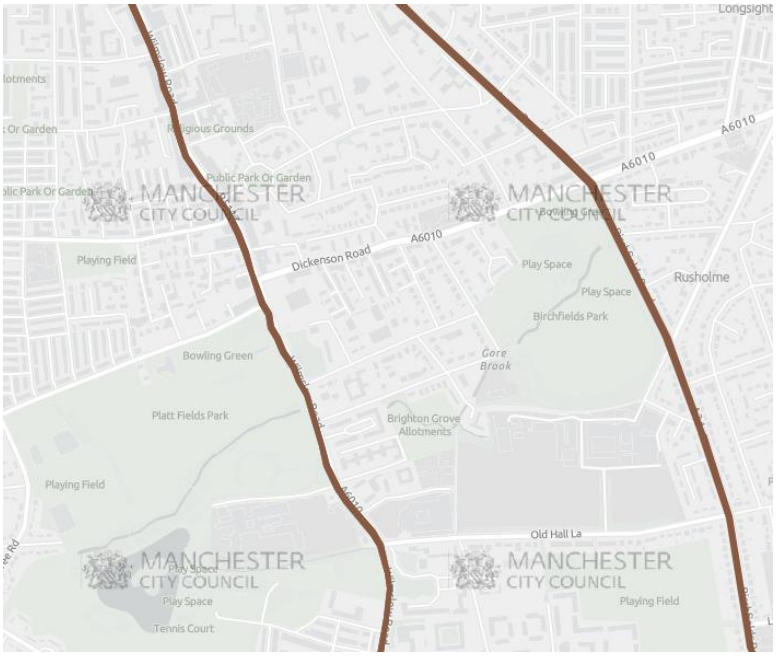


Transport Route Diagram (Drawing Number 2535-SK13-A)

The application site lies approximately 70 metres to the east of the Wilmslow Road, a main arterial road into and out of Manchester.

The Wilmslow Road provides linkages to Manchester City Centre, approximately 3km to the north, and the suburbs of West Didsbury, Northlenden and Gatley to the south-west of the city. It is identified as part of the major road network of the city, see extract from the Local Development mapping overleaf.

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Extract from Local Development Plan online mapping showing major road corridors highlighted in brown

A designated cycle route lies along the Wilmslow Road, known as the Wilmslow Road Cycleway. This provides a dedicated cycle lane along the carriageway edge in both a north and south direction, linking the application site to both the city centre and residential areas to the south of the site.

In terms of pedestrian links, Norman Road and Brighton Grove have pavements alongside the carriageway providing ready access to Wilmslow Road to the west of the application site. Given the relatively close proximity of the site to the city centre, it is only approximately a 45-minute walk from the College to Oxford Road train station.

The site is therefore easily accessible by both cycle and pedestrian linkages.

In consideration of public transport links, there are numerous bus stops along the Wilmslow Road, as shown on the Transport Assessment diagram overleaf. These provide regular services to the city centre and linkages to Manchester Oxford Road train station, approximately 3km from the application site.

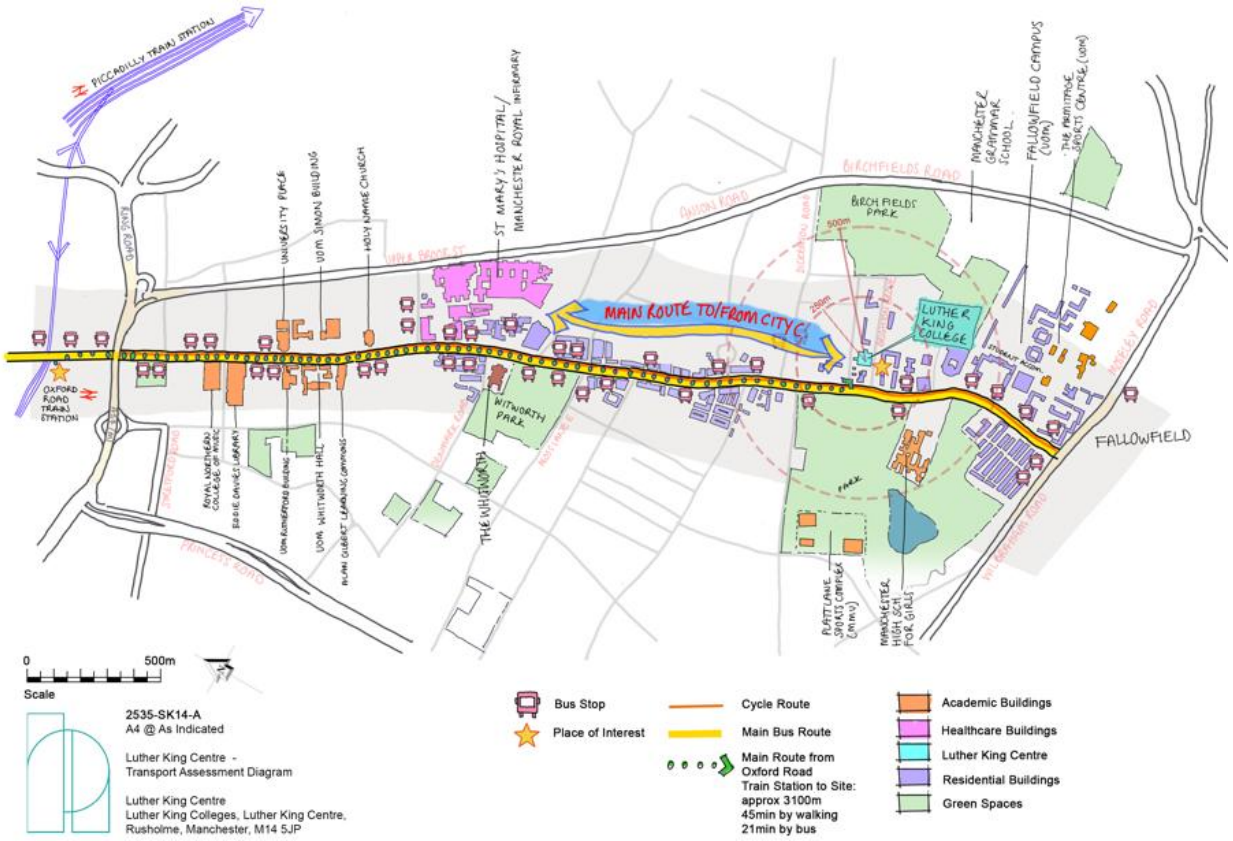
The site is therefore a highly sustainable site, well connected to rail and bus services, and readily accessible by means other than private car.

Paragraph 115 and 116 of the National Planning Policy Framework (NPPF) seek to promote sustainable transport modes and indicate that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety.

No alterations to the existing vehicular access to the site are proposed as part of this application and the College do not anticipate any change in staff/pupil numbers as a result of the improvements and extension of the building. The aim of the proposal being to improve and upgrade the existing facilities at the site rather than to increase student numbers.

In light of the highly sustainable location of the site and that there will be material impact on the local highway network, it is considered the proposal is compliant with both national and local planning policies.

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Transport Assessment diagram (Ref 2535-SK14A)