



# Transport Statement

**Proposed Extension to Hare Krishna Centre, ISKCON, 20 Mayfield Road, Manchester**

**International Society for Krishna Consciousness (ISKCON)**

Prepared by:

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## 1.0 INTRODUCTION

### Overview

- 1.1 SLR Consulting Ltd (“SLR”) has been appointed by the International Society for Krishna Consciousness (ISKCON) Manchester (referred to herein as “the applicant”) to prepare a Transport Statement (TS) in support of the planning application for the proposed erection of a single storey rear extension to form additional accommodation; elevational alterations to side extension and erection of a new porch at front, at 20 Mayfield Road, Manchester, M16 8FT (the ‘Site’).
- 1.2 The Site is an existing place of worship with community facilities comprising a total floorspace of approximately 125m<sup>2</sup>.
- 1.3 The Site is located approximately 3km south of Manchester City Centre in the suburb of Whalley Range. The Site is located within Manchester City Council (MCC) administrative area, who are also the relevant highways authority.
- 1.4 An initial planning application for the Proposed Development was submitted to MCC in November 2025 (planning reference 1444470/FH/2025. The application was not progressed as MCC said it was “invalid or incomplete”. MCC requested that a “*Transport Statement detailing the size of the anticipated congregation to be accommodated in the new extensions*” be provided with the application.
- 1.5 The proposed works relate solely to an extension of an established place of worship, operating within existing patterns of use, attendance, and travel behaviour.
- 1.6 The purpose of this TS is to demonstrate that the development will not result in any material impact on the local highway network.



## 2.0 POLICY AND GUIDELINES

### National Policy

- 2.1 The National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development. The NPPF states 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, taking into account all reasonable future scenarios”* (Paragraph 116).
- 2.2 In relation to transport and access matters, Paragraph 115 states that:  
*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
  - b) safe and suitable access to the site can be achieved for all users;*
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
  - d) 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 through a vision-led approach.”*
- 2.3 Furthermore, paragraph 116 of NPPF states 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

### Local Planning Policy

- 2.4 The Manchester Local Plan provides the overarching policy framework guiding development across the city. It comprises several key documents, including the Places for Everyone Joint Development Plan Document (JDPD), which covers the authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan for the period 2022–2039 and was adopted in 2024.
- 2.5 The Local Plan also includes Manchester's Core Strategy, which remains the principal policy document for the city, together with any saved policies from the former Unitary Development Plan (UDP) that have not been superseded. In addition, the Greater Manchester Joint Waste Development Plan Document forms part of the statutory planning framework and has been in effect since April 2012.
- 2.6 Manchester Core Strategy 2012 to 2027 is the key development planning framework in the Local Plan to assess the proposals against. Policy T 1 Sustainable Transport states:  
*“To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:-*
- Improve choice by developing alternatives to the car;*



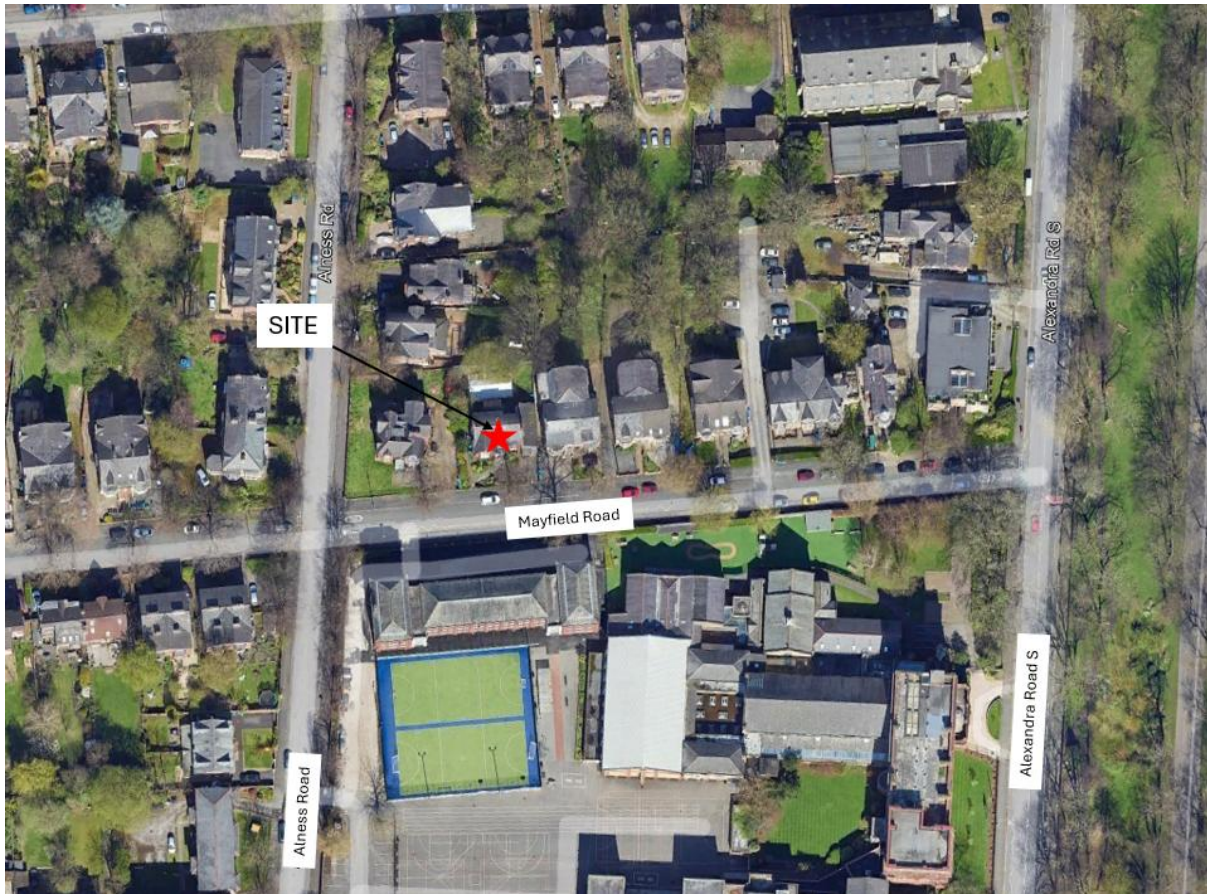
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to fully participate fully in public life;*
- *Improve pedestrian routes and the pedestrian environment;*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision;*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods;*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location;*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties;*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
  1. *pedestrians and disabled people;*
  2. *cyclists, public transport;*
  3. *commercial access;*
  4. *general off peak traffic;*
  5. *general peak time traffic."*



## 3.0 BASELINE CONDITIONS

- 3.1 The Site is located on Mayfield Road, Whalley Range, approximately 3km south of Manchester City Centre. The Site is bounded by residential properties on the northern, eastern and western elevations, and has frontage on to Mayfield Road along the southern elevation. Figure 3.1 shows the location of the Site in the context of the local highway network.

**Figure 3.1: Location Plan**



Source: Google Earth

- 3.2 The Site presently operates as a place of worship incorporating community facilities and accommodates:
- Prayer and worship services;
  - Cultural and religious activities; and
  - Occasional festivals that are already established as part of the temple's ongoing operation.
- 3.3 These activities represent the established and lawful use of the Site.

### Existing Access Arrangements

- 3.4 No formal vehicular access is provided. A gated driveway is situated along the south-eastern boundary of the Site and connects to Mayfield Road. The driveway is capable of accommodating one vehicle and is reserved exclusively for disabled parking. All other parking associated with the Site is accommodated on-street. Access for walking and cycling is



accommodated via a footpath connection to the south-western boundary, connecting to Mayfield Road.

## Local Road Network

- 3.5 Mayfield Road comprises a single carriageway measuring approximately 6.5m wide with circa 2.5m wide footways on both sides. The road is subject to a 20mph speed limit and street lighting is present. There is a H-bar marking on the carriageway, partly across the frontage of the Site. There is also a large tree in the footway along the frontage of the Site.
- 3.6 St Bede's College is opposite the Site. "School-Keep-Clear" markings are present on the southern side of Mayfield Road and are complemented by "No Stopping" signs which restrict stopping on entrance markings between 0800-1700 hours, Monday to Friday.
- 3.7 To the east of the Site, Mayfield Road meets Alexandra Road South as a priority-controlled T-junction. Alexandra Road South comprises a single carriageway measuring approximately 9.5m wide, including circa 1.2m wide cycle lanes on both sides. The speed limit on Alexandra Road South at the junction is 20mph and there are footways on all sides of the junction, complemented by dropped kerbs on pedestrian desire lines. Street lighting is also present. Alexandra Road provides a route between Chorlton in the south, through Moss Side towards Hulme, south of the city centre.
- 3.8 To the west of the Site, Mayfield Road intersects Alness Road as a priority-controlled cross roads junction. Alness Road provides access between several residential roads in the area. Mayfield Road continues west where it meets Withington Road as priority-controlled T-junction. Withington Road comprises a single carriageway measuring approximately 8.0m wide, with one lane in each direction. Withington Road is subject to a 20mph speed limit and there are footways on all sides of the junction, complemented by dropped kerbs on pedestrian desire lines. Street lighting is present. To the north of the junction, there is a pelican crossing to facilitate pedestrian crossing movements across Withington Road. Withington Road provides a route between Chorlton and Whalley Range, and to the north meets B5218 Chorlton Road which continues to the A57 (M) Mancunian Way Inner City Ring Road.
- 3.9 The A57(M) provides a route between the east and west of the city centre.

## Collision History

- 3.10 The collision history of the surrounding road network has been reviewed using data obtained from the online resource [www.crashmap.co.uk](http://www.crashmap.co.uk) for the five-year period from 2020 to 2024. The data records a single collision occurring in 2022 on Mayfield Road in the vicinity of the Site. This collision was classified as **slight** in severity. Overall, the collision record does not indicate any pattern of recurring incidents or an existing highway safety issue on Mayfield Road that would warrant remedial measures.

## Pedestrian and Cycle Network

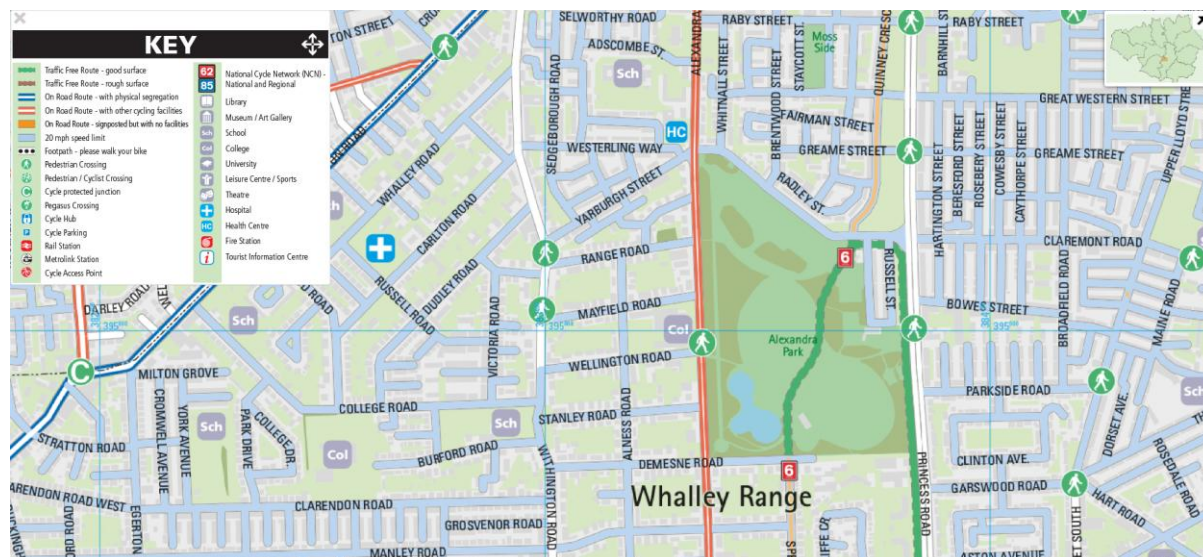
- 3.11 As outlined in section 3.5 to 3.9, there is existing pedestrian and cycle infrastructure in the vicinity of the Site. There are sealed surface footways on Mayfield Road and surrounding roads, with dropped kerbs on pedestrian desire lines. There are on-road cycle lanes on Alexandra Road South and a pelican crossing to the north of Mayfield Road/Withington Road junction. The overall low prescribed speed limits on Mayfield Road and the surrounding highway network are conducive for walking and cycling.
- 3.12 There are no signed Public Rights of Way (PRoW) near the Site.
- 3.13 There is a National Cycle Network (NCN) route near the Site. NCN 6 is aligned north to south, through Alexandra Park, approximately 550m to the east of the Site. NCN 6 is a long-distance route combining both on and off-road routes, passing through Watford, Luton, Milton Keynes,



Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere. More locally, the route provides a connection between Manchester City Centre and the Fallowfield Loop.

- 3.14 There are also local cycle routes, as indicated on Figure 3.2 below.

**Figure 3.2: Existing Cycle Routes**



(Source : [https://tfgm.pindarcreative.co.uk/tfgm\\_interactive\\_mapping\\_county\\_map](https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map))

- 3.15 The existing cycling opportunities provides an attractive option for employees and visitors to undertake cycle journeys to/from the Site.

## Public Transport Network

- 3.16 The nearest bus stops to the Site are approximately 210m distance from the Site, located on Alexandra Road South. The stop on the eastern side of the road is south of Mayfield Road and caters to southbound journeys and comprises flag and pole with timetable information. There are two stops on the western side of the road which cater to northbound journeys. One is south of Mayfield Road outside St Bede's College and comprises flag only. The second stop is north of Mayfield Road and comprises flag and pole, and shelter with timetable information. Services calling at these stops (except the stop outside St Bede's College) are summarised below.

| Table 3.1: Bus Services calling on Alexandra Road South |                                      |                                     |                          |             |
|---------------------------------------------------------|--------------------------------------|-------------------------------------|--------------------------|-------------|
| Service No                                              | Route                                | Monday – Saturday Daytime Frequency | Sunday Daytime Frequency | Operator    |
| 85                                                      | Piccadilly Gardens-Chorlton          | 12 mins                             | 30 mins                  | Bee Network |
| 85A                                                     | Piccadilly Gardens-Arrowfield Estate | 60 mins                             | N/A                      | Bee Network |



- 3.17 The bus stops (including the stop outside St Bede's College) are also served by services 733 and 743, which operate journeys between the school and Heald Green and Cheetham Hill, during school days only.
- 3.18 Chorlton is the nearest Metrolink station to the Site, approximately 2.5km to the south-west. Whilst this is beyond what would be considered a reasonable walking distance, it is within a reasonable cycling distance, affording the opportunity for multi-modal journeys (add blurb about types of bike). There are 6 cycle stands at the station. Chorlton Metrolink station is served by trams operating three routes; Victoria to Manchester Airport, Rochdale Town Centre to East Didsbury and Shaw and Crompton to East Didsbury.
- 3.19 Services on the Victoria to Manchester Airport and Rochdale Town Centre to East Didsbury lines operate all day, every day and have an approximate frequency of 15 minutes, supported by a peak service running every 7.5 minutes. The Shaw and Crompton to East Didsbury line operates part-day services, every 15 minutes between 0700 and 2000 hours on Monday to Fridays, and 0900 to 1830 hours on Saturdays.
- 3.20 It is concluded that there are public transport opportunities which are suitable for staff and visitors to make single or multi-modal journeys to and from the Site.

### **Existing Site Operations**

- 3.21 The Site is operated by volunteers and its membership numbers currently stand at 35. It is understood that most events at the Site take place on Sundays or off-peak hours. The average daily attendance on Sundays is approximately 60.
- 3.22 Events at the Site have been taking place since 1985 and no complaints or concerns have been made to the Temple authorities or the Local Authority regarding traffic impacts, both operationally and parking, on the local highway network since its inception decades ago.



## 4.0 PROPOSED DEVELOPMENT

### Proposed Development

- 4.1 The proposal comprises a modest extension to the existing temple building, intended to modernise the facility and improve internal arrangements to ensure they are user-friendly and fully compliant with current building, fire safety, and accessibility regulations.
- 4.2 The development will enhance the energy efficiency of the building through the incorporation of additional insulation to the floors, walls, and roof in accordance with the latest standards. The proposal also includes the installation of low-energy appliances and an efficient heating system. The management is actively exploring the feasibility of installing solar panels and heat pumps to further reduce the building's carbon footprint.
- 4.3 The proposed extension does not involve:
- Any increase in the maximum capacity of the temple;
  - The introduction of additional services, events, or operational changes;
  - An increase in staffing levels or volunteer numbers; or
  - Any change to the existing hours of operation.
- 4.4 The extension is intended solely to improve the internal layout and facilities for existing users and does not seek to intensify the use of the Site.
- 4.5 There are no proposed changes to the existing access arrangements for pedestrians, cyclists, or vehicular traffic.

### Parking and Servicing

- 4.6 Parking demand is currently met within existing provision, including during peak periods. The extension does not increase attendance and therefore does not increase parking demand.
- 4.7 Staff and visitors to the Site will continue to utilise the existing surrounding road network for parking. As outlined in Section 3, Mayfield Road and the adjacent streets provide on-street parking opportunities. The geometry and width of Mayfield Road are sufficient to accommodate parked vehicles while maintaining the safe and continuous flow of traffic.
- 4.8 Cycle parking can be provided within the Site.
- 4.9 No changes to servicing arrangements are proposed. Servicing will continue to be undertaken from Mayfield Road.

### Traffic Generation

- 4.10 Given that the proposal does not increase capacity or activity levels, there will be no additional vehicle or pedestrian trips over and above those already occurring.
- 4.11 Traffic associated with the temple is currently well-established and primarily occurs at predictable times aligned with prayer services. These movements have historically been accommodated by the surrounding highway network without disruption.
- 4.12 On this basis:
- No increase in traffic flows is anticipated;
  - No material impact on junction capacity or highway safety will arise; and
  - A Transport Assessment is not required.



## 5.0 CONCLUSIONS

- 5.1 SLR Consulting Ltd (“SLR”) has been appointed by the International Society for Krishna Consciousness (ISKCON) Manchester (referred to herein as “the applicant”) to prepare a Transport Statement (TS) in support of the planning application for the proposed erection of a single storey rear extension to form additional accommodation; elevational alterations to side extension and erection of a new porch at front, at 20 Mayfield Road, Manchester, M16 8FT.
- 5.2 The proposed extension to the existing building will not result in any adverse transport or highway impacts. The development does not intensify use, increase attendance, or alter operational characteristics.
- 5.3 In transport terms, the proposed extension is fully compliant with national and local planning and transport policy. As it does not increase trip generation, parking demand, or traffic impacts, the development satisfies policy requirements for safe, sustainable, and appropriate access.
- 5.4 On this basis, the proposal is considered acceptable in transport planning terms and complies with relevant policy objectives.





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