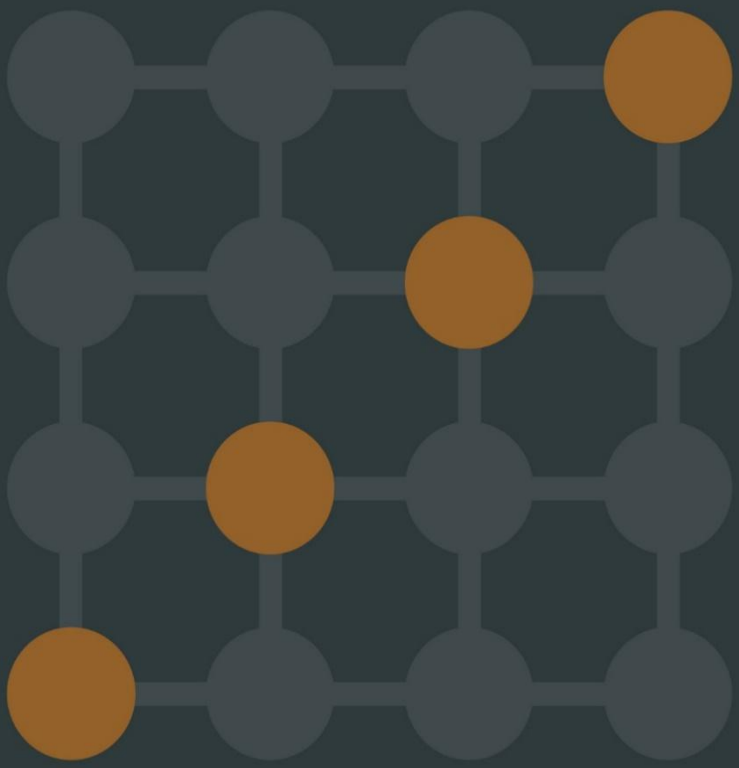
Proposed Temporary Car Parks, Moston

Transport Statement

Manchester City Council



Document Control

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Project Name	Proposed Temporary Car Parks, Moston
Document Title	Transport Statement
Status	S3 – Suitable for review and comment
Client	Manchester City Council

	Name	Date
Prepared By	Jake Downes BSc (Hons) GradCIHT	14/09/2026
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Record of Revisions

Revision	Date	Details	Made By
P01	10/08/2026	Draft Issue	JD
P02	20/08/2026	Minor Amendments	JD
P03	21/08/2026	Updated NPPF	JD
P04	14/09/2026	Car Park Management Plan	JD

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1. Introduction

Overview

1.1 Rappor has been instructed by Manchester City Council to prepare a Transport Statement [TS] in support of a planning application relating to the temporary use of three car parks in Moston, Manchester for a period of three years.

1.2 This Transport Statement has been prepared to assess the accessibility of the site and to evaluate the potential transport and highway impacts associated with the proposed temporary use.

Background

1.3 The site comprises approximately 1.31 acres (0.53 ha) of land across three separate parcels which operated as car parks serving a former college site. Following the closure of the college, the sites have remained available for parking on a largely informal basis. At the present time, Car Park C remains in active use and provides parking for visitors to the district centre and shops in the locality. Car Parks A and B are secured and are not currently in active use.

1.4 This application seeks temporary planning permission for the continued and managed use of the sites as car parks as part of the wider regeneration programme for Moston Lane. There are currently no extant planning permissions affecting the site.

Site Location

1.5 The proposed sites are accessed from Cole Street and Albine Street, which connect to Moston Lane within the area of Moston. The site is bounded by existing residential properties and retail stores to the north along Moston Lane.

1.6 The site is situated within a predominantly residential area with access to local services and facilities within the wider Moston area. The site benefits from connectivity to the surrounding highway network and offers opportunities for travel by sustainable modes, including walking, cycling and public transport.

1.7 The site location is shown in **Figure 1.1.**

Figure 1.1: Site Location



Source: Google Earth

Structure of Report

1.8 This TS has been prepared in accordance with various local and national guidance as well as considering Rappor's previous experience of other similar sites. It sets out the transport matters relating to the development site and provides details of the development proposals and matters associated with accessibility and connectivity.

1.9 The report comprises five sections, including this introduction, and is set out as follows:

- **Section Two** examines the site location, existing conditions and surrounding highway network;
- **Section Three** identifies and considers national and local policies;
- **Section Four** discusses the development proposals;
- **Section Five** sets out the summary and conclusions.

2. Existing Conditions

Site Description

2.1 The following section describes the surrounding local highway network in the vicinity of the site, including the principal routes serving this area of Moston.

2.2 The local highway network is illustrated in **Figure 2.1** below:

Figure 2.1: Local Highway Network



Source: QGIS

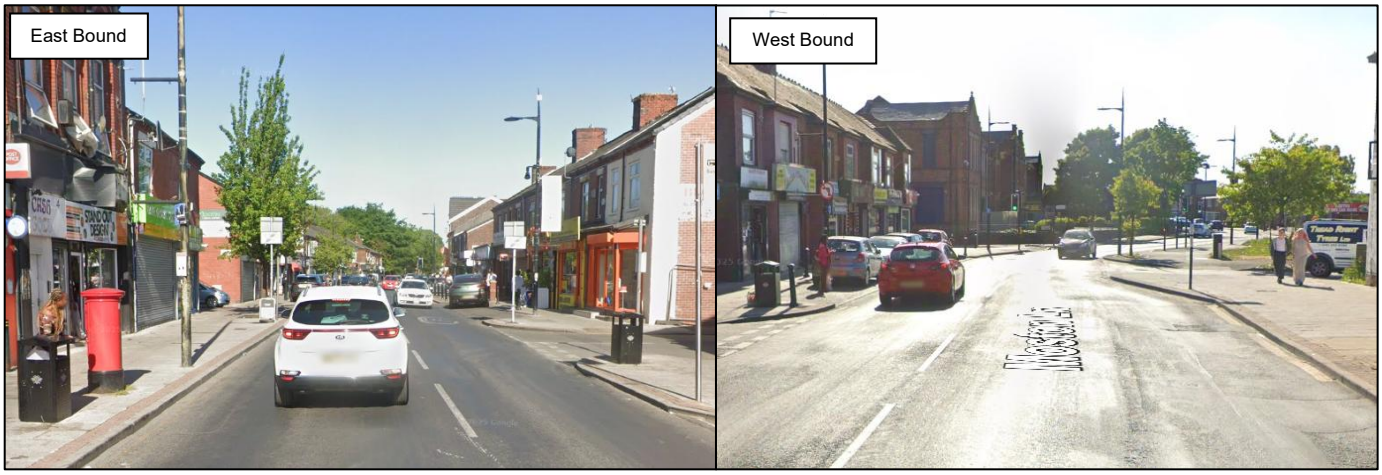
Moston Lane

2.3 The three temporary car parks are accessed from Cole Street and Albine Street, which connect to Moston Lane within the area of Moston. The roads run broadly east-west and are governed by a 20mph speed limit.

2.4 The road aids pedestrian movements through pedestrian footways on both sides of the carriageway, dropped kerbs, tactile paving and designated crossing infrastructure.

2.5 **Figure 2.2** below shows Moston Lane in an easterly direction, and a westerly direction.

Figure 2.2: Local Highway Network – Moston Lane



Source: Google Maps © - accessed 06/08/2026

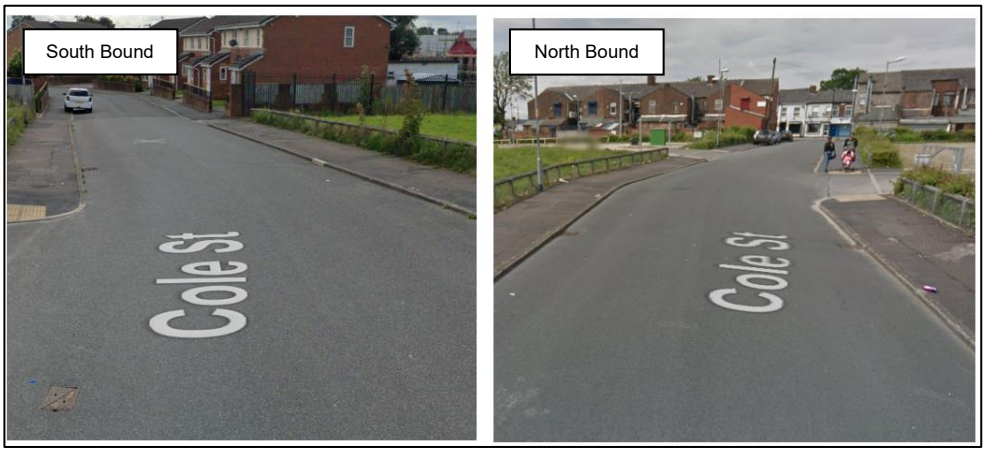
Cole Street

2.6 Cole Street is a single carriageway road serving the surrounding residential area and providing access to the temporary car parks. The road runs broadly north-south and is subject to a 20mph speed limit.

2.7 The road facilitates pedestrian movement through footways on both sides of the carriageway, together with dropped kerbs and tactile paving at crossing locations.

2.8 **Figure 2.3** below shows Cole Street in both the northbound and southbound directions.

Figure 2.3: Local Highway Network – Cole Street



Source: Google Maps © - accessed 06/08/2026

Albine Street

2.9 Albine Street is a single carriageway road serving the surrounding residential area and providing access to the temporary car parks. The road runs broadly north-south and is subject to a 20mph speed limit.

2.10 The road facilitates pedestrian movement through footways on both sides of the carriageway, together with dropped kerbs and tactile paving at crossing locations.

2.11 **Figure 2.4** below shows Albine Street in both the northbound and southbound directions.

Figure 2.4: Local Highway Network – Albine Street



Source: Google Maps © - accessed 06/08/2026

Existing Car Parks

2.12 The application site comprises three separate parcels of land which historically operated as car parks serving the former college site. Following the closure of the college, the sites have remained available for parking on an informal basis.

2.13 At the time of writing, Car Park C remains open and is regularly used to accommodate parking associated with the surrounding facilities. Car Parks A and B are secured and not currently in active use.

2.14 The existing car parks are generally surfaced with compacted stone and feature established access arrangements. The sites are largely open in character and are bounded by a mixture of residential properties, commercial premises and areas of vacant land.

2.15 **Figure 2.5** below illustrates the existing condition of Car Parks A, B and C.

Figure 2.5: Existing Car Parks



Source: Google Maps © - accessed 06/08/2026

3. Transport Policy

Preamble

3.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

3.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

National Planning Policy Framework

3.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied through plan-making and decision-taking. The Framework is a material consideration in the determination of planning applications and promotes the achievement of sustainable development.

3.4 The current NPPF was published in August 2026 and provides the national policy framework for planning decisions, supporting sustainable growth, the efficient use of land and infrastructure, and the delivery of development in appropriate locations.

3.5 The NPPF seeks to ensure that developments provide safe and suitable access for all users and that opportunities to promote walking, cycling and public transport are identified and pursued wherever practical. Development proposals should support sustainable travel choices, improve accessibility and minimise conflicts between motor vehicles and vulnerable road users.

3.6 Priority should be given to walking, cycling and public transport movements, whilst ensuring developments are accessible to all users, including those with disabilities and reduced mobility. Transport considerations should be integral to the design and layout of development from the earliest stages of the planning process.

3.7 Development proposals should provide safe and suitable access to the site for all users and should not result in unacceptable impacts on highway safety or the operation of the transport network. Development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the transport network would be severe.

3.8 The NPPF also promotes the efficient use of land and infrastructure and seeks to ensure that development contributes towards sustainable, accessible and well-connected communities. Transport assessments should therefore demonstrate that development proposals are appropriately located, accessible by a range of transport modes and capable of operating safely without materially detrimental impacts on the surrounding transport network.

3.9 Having regard to the above objectives, this Transport Statement considers the accessibility of the site by all transport modes and assesses the extent to which the proposed development accords with national transport planning policy.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

3.10 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

3.11 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets [MfS]

3.12 Manual for Streets (March 2007 and September 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.13 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and,
- Drainage and utilities.

3.14 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.15 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.16 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	**Pedestrians**
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

Guidelines for Providing for Journeys on Foot

3.17 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Guidelines for Providing for Journeys on Foot". Table 3.2 (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: CIHT (2021)

Manchester Core Strategy (2012)

3.18 The Manchester Core Strategy was adopted in July 2012 and forms a key component of the contemporary Development Plan for Manchester. The document establishes the strategic vision and planning framework for development across the city and is a material consideration in the determination of planning applications.

3.19 The Core Strategy seeks to promote sustainable patterns of development and ensure that new development is supported by an effective and integrated transport network. The strategy recognises the importance of managing travel demand, improving accessibility and maintaining the safe operation of the highway network.

3.20 The proposed development comprises the temporary use of three sites as car parks within Moston. Accordingly, key transport considerations relate to access arrangements, highway safety, parking demand and the efficient operation of the local highway network.

3.21 The following Core Strategy policies are relevant to the proposed development.

Policy T1: Sustainable Transport

3.22 Policy T1 seeks to deliver a sustainable and integrated transport network which supports economic growth whilst minimising adverse environmental impacts.

3.23 The policy requires development proposals to be appropriately located and designed to encourage travel by sustainable modes where possible, whilst ensuring safe access arrangements and avoiding unacceptable impacts on the transport network.

Policy T2: Accessible Areas of Opportunity and Need

3.24 Policy T2 supports development in accessible locations and seeks to maximise opportunities for access by walking, cycling and public transport.

3.25 Moston benefits from a range of public transport services and active travel connections, providing opportunities for access to the wider area without sole reliance upon the private car.

Bee Network

3.26 The Bee Network is Greater Manchester's integrated transport system, bringing together bus, Metrolink, active travel infrastructure and, more recently local rail services under a single coordinated network.

3.27 Investment through the Bee Network aims to improve connectivity, accessibility and travel choice across Greater Manchester through enhanced public transport services and active travel infrastructure.

3.28 The application sites are located within an established urban area that benefits from access to existing public transport services and active travel infrastructure. As such, while the proposed temporary car parks are intended to accommodate local parking demand, users will continue to have access to a range of alternative travel options.

Regional Policy – Greater Manchester Transport Strategy 2040

3.29 The Greater Manchester Transport Strategy 2040 establishes the long-term vision for transport across the city region and forms Greater Manchester's fourth Local Transport Plan.

3.30 Relevant objectives include:

- Making effective use of existing transport infrastructure;
- Improving connectivity and accessibility;
- Supporting sustainable travel choices;
- Reducing congestion and improving network efficiency; and,
- Maintaining a safe and reliable transport network.

3.31 The proposed temporary car parks support the efficient management of local parking demand whilst utilising existing highway infrastructure and access arrangements.

Parking Policy

3.32 Manchester City Council seeks to ensure that parking provision is appropriate to the scale and nature of development and does not adversely impact highway safety, traffic operation or local amenity.

3.33 The temporary car parks have been designed to provide a managed parking solution which can accommodate existing parking demand in the area, whilst allowing vehicles to enter, manoeuvre and exit safely.

Summary

3.34 The above policy review summarises the national, regional and local transport policies relevant to the proposed temporary car parks in Moston. The principal transport considerations relate to highway safety, safe access and egress, parking demand and the efficient operation of the surrounding highway network.

3.35 The proposed development is considered to accord with the overarching objectives of the Development Plan by making effective use of land, providing a managed parking solution and ensuring that vehicles can safely access and utilise the sites.

4. Development Proposal

Overview

4.1 This planning application relates to the temporary use of three parcels of land as car parks.

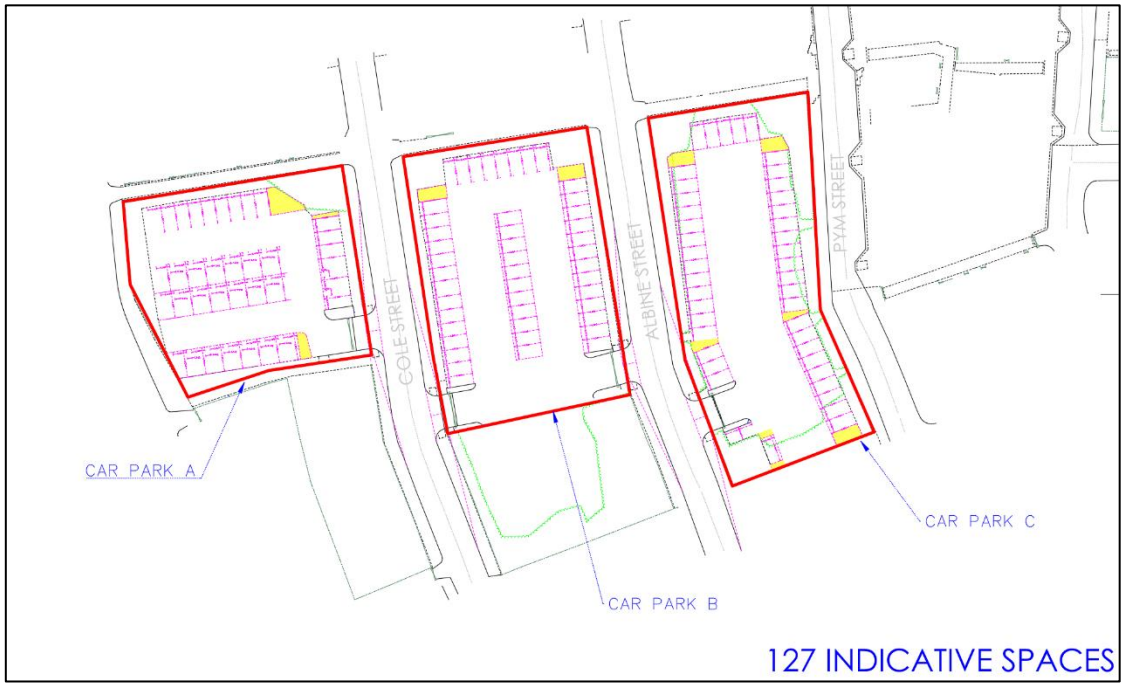
4.2 The temporary planning permission is sought as part of Manchester City Council's wider regeneration programme for Moston Lane. The proposal is intended to provide operational flexibility in managing off-street parking provision during the delivery of regeneration projects within the area.

4.3 The site is bounded by existing residential properties and retail stores to the north along Moston Lane.

4.4 Access to the sites will be taken from Cole Street and Albine Street, with internal circulation routes designed to serve all proposed parking areas.

4.5 The proposed site layout is illustrated in **Figure 4.1** below with a copy of the full plan located in **Appendix A.**

Figure 4.1: Proposed Site Layout



Site Access

4.6 It is proposed that pedestrian and cycle access will be facilitated via the existing highway network surrounding the site, with direct connections to Moston Lane available from Cole Street and Albine Street. The site's central location within the area benefits from established footway provision on the surrounding streets, enabling safe and convenient access for pedestrians and cyclists.

4.7 Vehicular access to the site will be provided via the existing local highway network from Cole Street and Albine Street. The proposed arrangement utilises the established access points serving the site and provides direct connectivity to each of the three parking areas.

4.8 Car Park A will be accessed from Cole Street, whilst Car Parks B and C will be accessed from Albine Street. The internal layout has been designed to provide clear circulation routes between parking aisles and access roads, enabling vehicles to safely enter, manoeuvre within and exit the site.

4.9 The proposed access arrangements distribute vehicle movements across multiple access points, reducing pressure on any single site entrance and facilitating efficient operation of the parking areas.

4.10 Manchester City Council does not currently intend for all three car parks to be brought into operation simultaneously. Rather, the permission would allow individual parking areas to be utilised as required to respond to changing parking demand and the phasing of regeneration projects within the wider Moston Lane area.

4.11 Safe vehicular access to Car Parks A, B and C is demonstrated in **Appendix B**, which illustrates the visibility splays provided at the site access points.

Parking

4.12 The proposed development incorporates three car parking areas (Car Parks A, B and C), providing the potential for up to 127 vehicular parking spaces across the site (based on swept path / optimal layout assessments). The parking provision is distributed throughout the development to ensure convenient access whilst maintaining safe and efficient internal circulation.

4.13 It should be noted that the proposed layout plans are indicative and have been prepared to demonstrate the level of parking that can be accommodated within each site. Given the temporary nature of the proposal, the car parks will remain largely in their existing condition.

4.14 A parking breakdown has been provided below:

- Car Park A – 36
- Car Park B – 47
- Car Park C – 44

4.15 Accessible parking provision is available within the wider area and additional provision will be considered as part of the wider future regeneration proposals. Designated accessible bays will not form part of the temporary planning application.

4.16 Swept path analysis of a large car has been undertaken to illustrate that all manoeuvres across the parking arrangement can be performed safely. This is illustrated in **Appendix B** for reference.

Traffic Impact

4.17 The proposed development comprises the temporary use of three parcels of land as car parks. The car parks are not expected to generate significant new travel demand. Given the

transitional role of the car parks in supporting the wider regeneration programme for Moston Lane, temporary planning permission is sought for a period of three years.

4.18 The application sites comprise former college car parks which were constructed to serve the historic educational use of the site. Following the closure of the college, parts of the site have been made available for parking on an informal basis, although only Car Park C has remained in consistent use.

4.19 The sites do not form part of Manchester City Council's adopted public off-street parking provision and should not be considered as established baseline parking stock when assessing wider parking provision within the Moston Lane area.

4.20 The proposal will assist in managing parking provision within the regeneration area. For instance, this will assist with the provision of adequate parking provision in the locality when the adjacent Ebsworth Street car park closes to permit development of a new foodstore.

4.21 The temporary car parks will provide flexibility to accommodate the displaced parking demand during this period. As regeneration proposals progress and replacement parking is delivered as part of future developments, parking provision across the application sites can be reduced accordingly.

4.22 Vehicle movements associated with the sites will arise from existing activities within the surrounding area rather than from the car parks themselves. As such, the proposal is considered to facilitate and accommodate existing parking demand rather than create new trips.

4.23 The proposed use will not introduce a level of traffic that would be materially different from that typically associated with the lawful use of the surrounding highway network and adjacent land uses. Accordingly, no material impact on the operation of the local highway network is anticipated.

4.24 The principal transport considerations for the application therefore relate to the suitability of the access arrangements, internal vehicle circulation and highway safety. These matters have been assessed within this Transport Statement, and it has been demonstrated that safe access can be achieved.

5. Car Park Management Plan for the Temporary Car Park Sites on Cole, Albine and Pym Street

5.1 These sites are owned by MCC and are presently managed by Council officers within the Investment Estate team. As such, existing robust management arrangements and associated services are in place for the management of these sites, and these would continue going forward.

Car Park Access

5.2 Each site has an entrance barrier and each of the three sites would be opened on a 24/7 basis as required by the wider car parking strategy. As noted elsewhere in the application, Car Park B will be opened following the closure of the car park on Ebsworth Street.

Monitoring of car park use:

5.3 Officers will undertake periodic inspections of the car parks to ensure vehicles are not being left for prolonged periods, and to check on the condition of the car park environment. Abandoned vehicles will be removed.

Cleansing and waste:

5.4 These sites are covered by existing cleansing and litter picking arrangements and these will continue going forward. Any instances of fly-tipping will be managed through existing service protocols, as is the case presently.

Perimeter foliage:

5.5 There are hedges and soft landscaping around the perimeter of each site, and these will continue to be cut back and managed to ensure clear sight lines into and out of the car parks.

Signage:

5.6 New signage will be erected at the entry points to the car park making clear conditions of use, along with an emergency contact number.

Lighting:

5.7 Existing lighting columns are in place on Cole, Albine and Pym Street.

6. Summary and Conclusion

Summary

6.1 Rappor has been instructed by Manchester City Council to prepare a Transport Statement [TS] in support of the planning application for the temporary use of three parcels of land as car parks off of Moston Lane, Moston, Manchester. This TS has been prepared to assess the accessibility of the site and to evaluate the potential transport and highway impacts associated with development.

6.2 The sites operated as car parks serving the former college site and continue to provide parking opportunities within the local area. Car Park C remains in active use whilst Car Parks A and B are currently secured. Planning permission is sought for the temporary use of the sites as car parks for a period of three years.

6.3 The sites are located off Cole Street and Albine Street in Moston, within the broader area of Manchester. The site is bounded by existing residential, commercial and retail units.

6.4 The proposals would provide operational flexibility to manage parking demand during the delivery of regeneration projects within the Moston Lane area. The proposals simply formalise an established use and would not result in any material impact on the operation of the surrounding highway network.

Conclusion

6.5 Having considered the accessibility of the site, the proposed access arrangements and the likely transport impacts of the development, it has been demonstrated that the proposals accord with national and local transport policy. The development would formalise an established use of the land, would not materially increase traffic on the surrounding highway network and would not result in any highway safety concerns.

Appendix A – Proposed Site Layout



127 INDICATIVE SPACES

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REVISIONS

P01 | TRACKING | JD | 18.08.2026 | NBR | 18.08.2026 | NBR | 18.08.2026

REV | REVNOTES | DRAWNBY | DATE-D | CHKBY | DATE-C | APPBY | DATE-A

CLIENT: MANCHESTER CITY COUNCIL

PROJECT: PROPOSED TEMPORARY CAR PARKS, MOSTON

TITLE: INDICATIVE PROPOSED PLAN

PROJECT NO.: 260621

SCALE @ A3: 1:500

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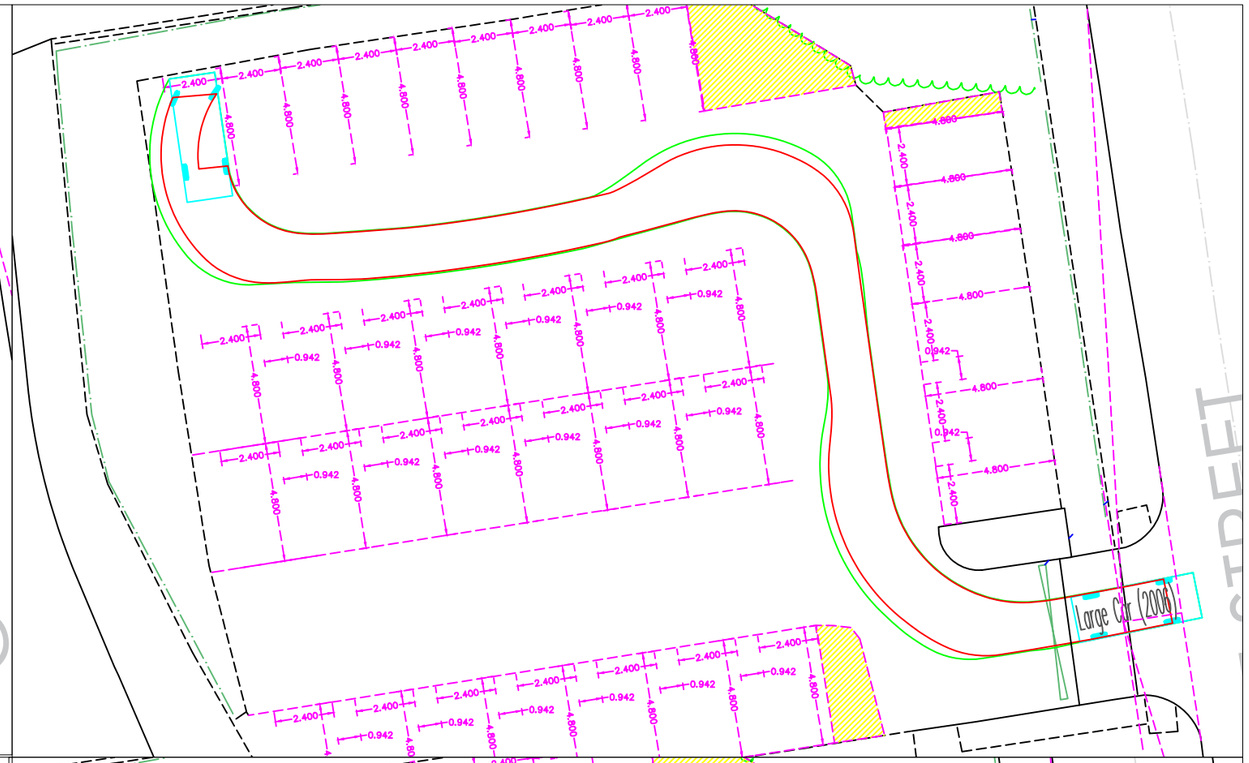
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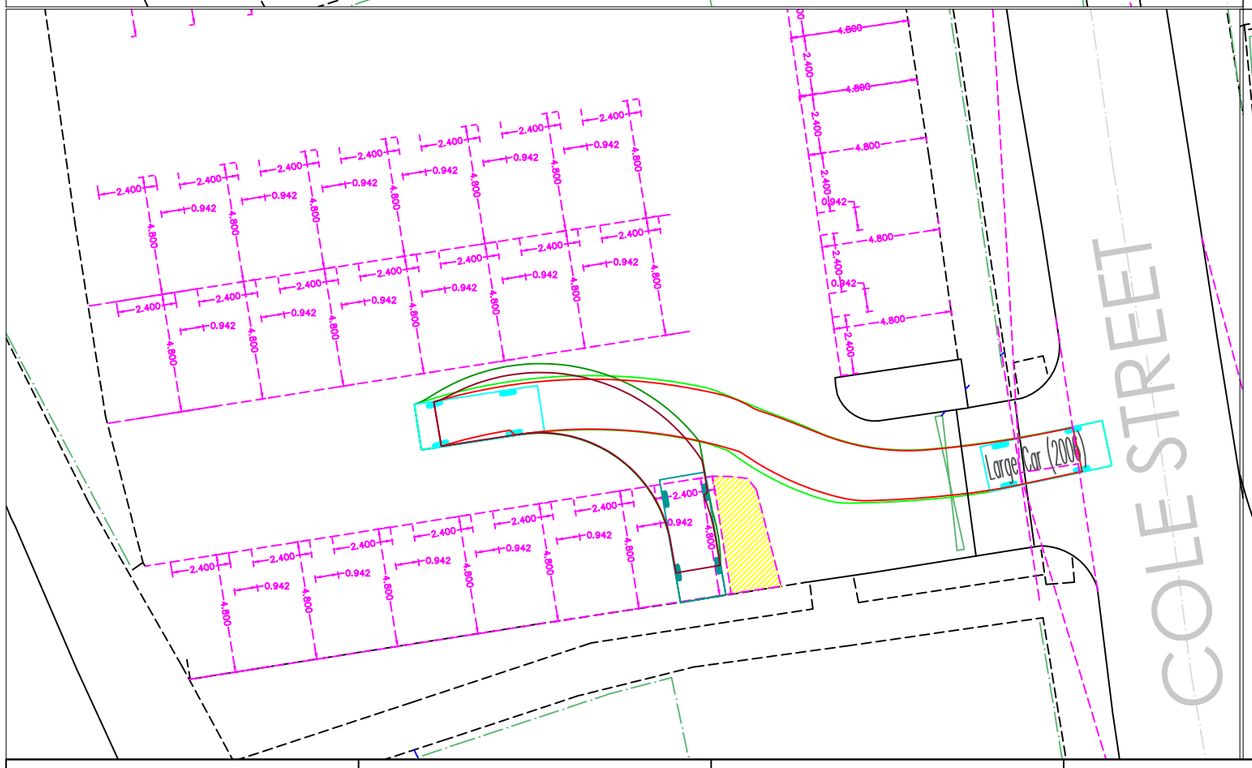
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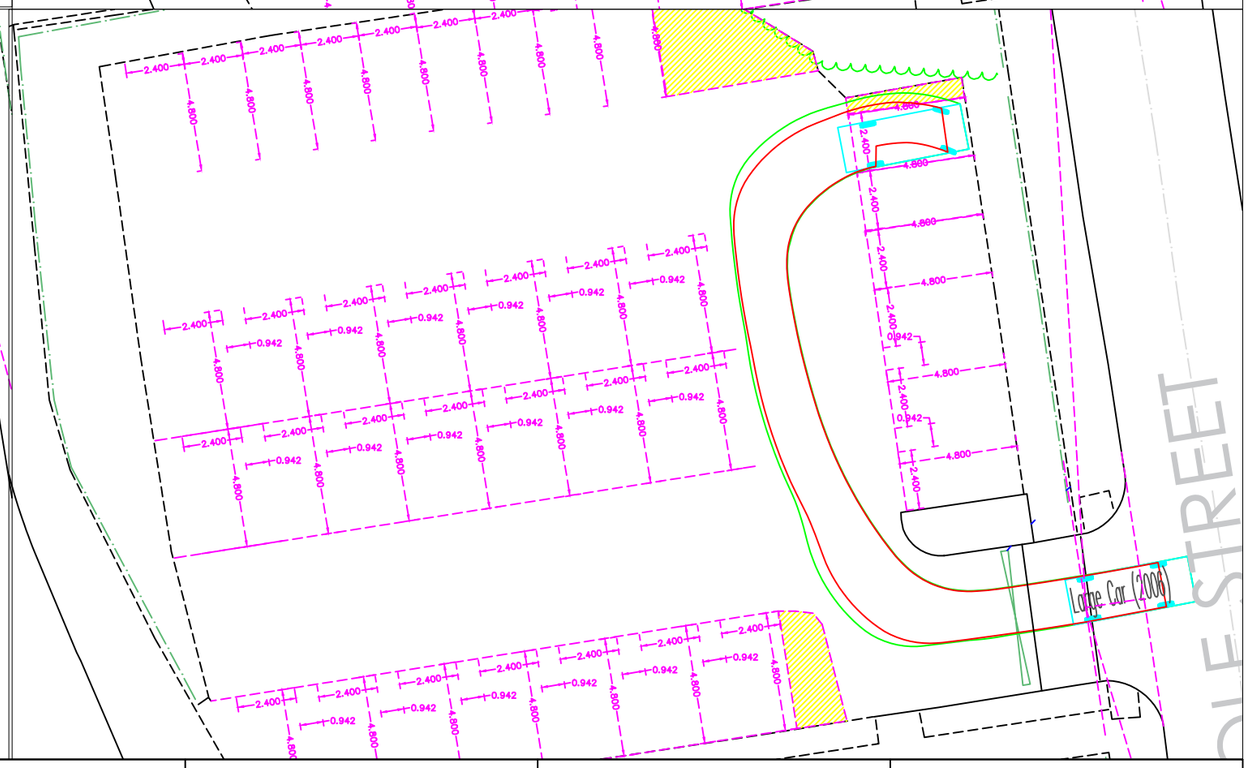
REVISION: P02

Appendix B – Swept Path Analysis



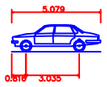






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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	TRACKING	JD	18.08.2026	NBR	18.08.2026	NBR	18.08.2026

CLIENT

MANCHESTER CITY COUNCIL

PROJECT

PROPOSED TEMPORARY CAR PARKS, MOSTON

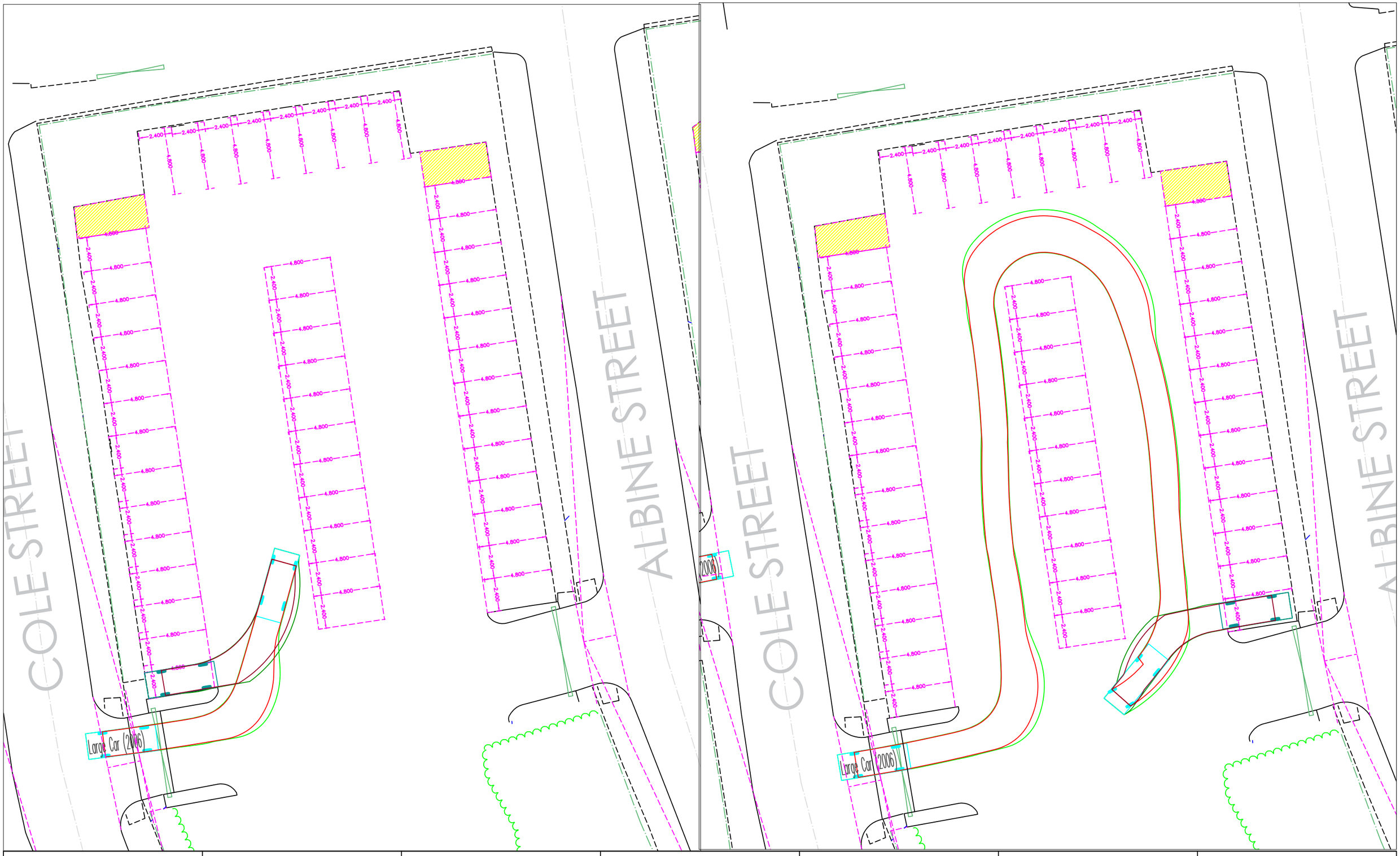
TITLE

SWEPT PATH ANALYSIS - CAR PARK A:
36 SPACES
LARGE CAR (2006)

PROJECT NO.	SCALE @ A3
260621	1:250

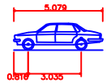
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SUITABLE FOR CLIENT REVIEW	S3

DRAWING NO.	REVISION
260621-RAP-XX-XX-DR-TP-3302	P02



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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.972m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	TRACKING	JD	18.08.2026	NBR	18.08.2026	NBR	18.08.2026

CLIENT

MANCHESTER CITY COUNCIL

PROJECT

PROPOSED TEMPORARY CAR PARKS, MOSTON

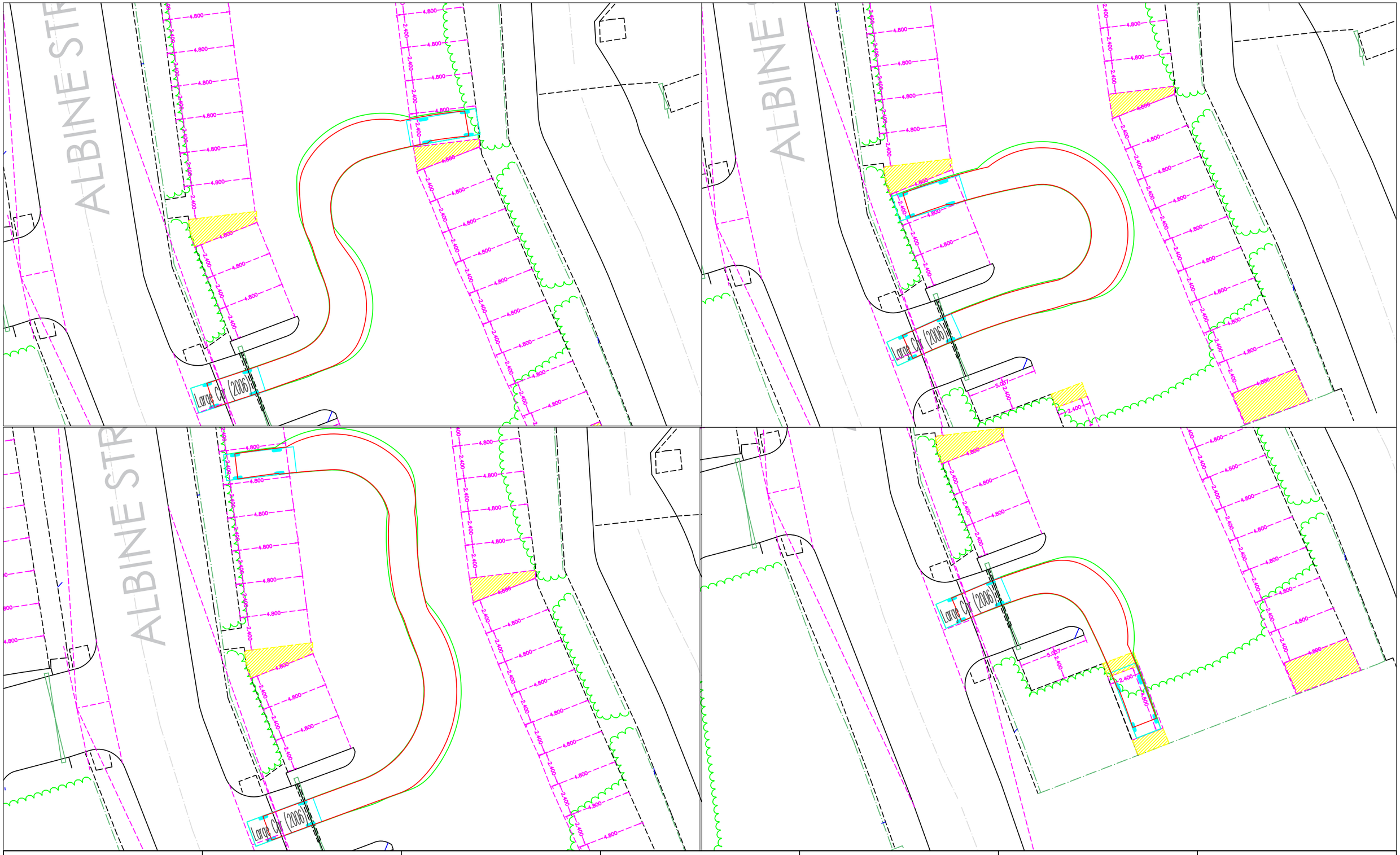
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SWEPT PATH ANALYSIS - CAR PARK B:
47 SPACES
LARGE CAR (2006)

PROJECT NO.	SCALE @ A3
260621	1:250

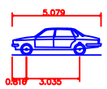
STATUS DESCRIPTION	STATUS
SUITABLE FOR CLIENT REVIEW	S3

DRAWING NO.	REVISION
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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	TRACKING	JD	18.08.2026	NBR	18.08.2026	NBR	18.08.2026

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PROJECT

PROPOSED TEMPORARY CAR PARKS, MOSTON

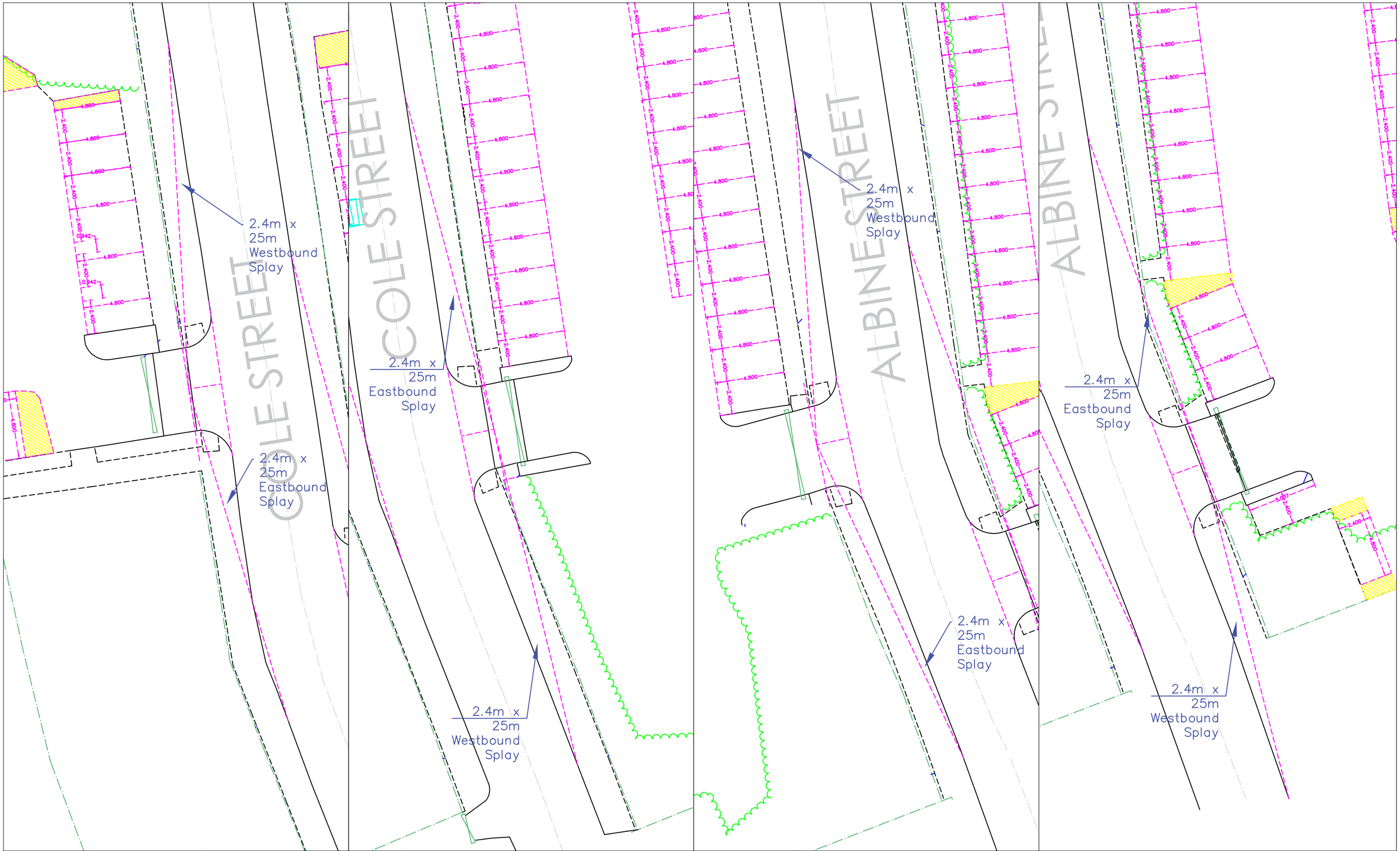
TITLE

SWEPT PATH ANALYSIS - CAR PARK C:
44 SPACES
LARGE CAR (2006)

PROJECT NO.	SCALE @ A3
260621	1:250

STATUS DESCRIPTION	STATUS
SUITABLE FOR CLIENT REVIEW	S3

DRAWING NO.	REVISION
260621-RAP-XX-XX-DR-TP-3304	P02



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REVISIONS

REV	TRACKING					
P01	ID	18.08.2026	NBR	18.08.2026	NBR	18.08.2026
	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

CLIENT
MANCHESTER CITY COUNCIL

PROJECT
PROPOSED TEMPORARY CAR PARKS, MOSTON

TITLE
VISIBILITY SPLAYS

PROJECT NO.	SCALE @ A3
260621	1:250

STATUS DESCRIPTION	STATUS
SUITABLE FOR CLIENT REVIEW	S3
DRAWING NO.	REVISION
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