

# Transport Statement

PROPOSED RESIDENTIAL DEVELOPMENT

LAND BY 309 DICKENSON ROAD, MANCHESTER, M13 0NR

HIGHWAYS ADVICE LTD on behalf of Abbeyway Commercial Ltd, April 2021

## 1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd in support of a full planning application for 2 no. 5-bedroom residential dwellings (use class C3) at land by 309 Dickenson Road, Manchester, M13 0NR. The full description of development as stated in the planning application is:

*'Erection of two residential dwellings, creation of new access onto Honor Street, re-instatement of access onto Birch Lane, parking, landscaping and associated works on land to the rear of 309 Dickenson Road.'*

## 2. SITE LOCATION

The application site is shown below in **Figure 1**. It is situated north-east of the A6010 Dickenson Road / Birch Lane / Birch Hall Lane signal junction and has existing vehicular access points onto Dickenson Road and Birch Lane.

Historically, the southern part of the site accommodated a single residential dwelling house (now since demolished) which was accessed via Birch Lane.



**Figure 1: Site Location**

309 Dickenson Road is a 9-bedroom dwelling that is also owned by the applicant and is in established residential use. Should the proposals be approved it is intended to be used as residential use class C3(b) i.e., not more than six residents living together as a single household where care is provided for residents (such as those for people with learning disabilities or mental health problems).

Whilst the building of 309 Dickenson Road is not included within the application site, the site application boundary does include the existing driveway / car parking area for 309 Dickenson Rd, as this is also to be amended as part of the proposed development.

### 3. LOCAL HIGHWAY NETWORK

#### 3.1 A6010 Dickenson Road

Dickenson Road is a 9.8m wide single carriageway road that is street-lit and connects the A34 Anson Road to the A6 Stockport Road. It is subject to a 30mph speed limit and in the vicinity of the application site is not subject to any parking or waiting restrictions. As seen in **Figure 2**, Dickenson Road experiences significant levels of on-street / pavement parking.



**Figure 2: Dickenson Road**

As shown in **Figure 3**, 309 Dickenson Road also has an existing 2.60m wide vehicular access and a concrete driveway that can accommodate the parking of 2 vehicles.



**Figure 3: Existing Vehicle Access - 309 Dickenson Road**

Entering or exiting the existing driveway spaces at 309 is particularly hazardous, as significant levels of on-street parking on Dickenson Road typically obstruct driver visibility at the driveway.

### 3.2 Birch Lane

Birch Lane is an 8.5m wide single carriageway road which connects the A6010 Dickenson Road with the A5184 Plymouth Grove and A6 Stockport Road. As seen in **Figure 4**, it is subject to a 20mph speed limit and is not subject to any parking or waiting restrictions.



**Figure 4: Birch Lane**

The application site has an existing 3.60m wide vehicle access onto Birch Lane, as shown below in **Figure 5**. This access previously served one residential dwelling (now since demolished).



**Figure 5: Existing Vehicle Access - Birch Lane**

### 3.3 Honor Street

Honor Street is a 5.5m wide single carriageway road which connects Birch Lane to Whiley Street. It is subject to a 20mph speed limit and is not subject to any parking or waiting restrictions. As can be seen in **Figure 6**, a 2.75m wide footway exists on Honor Street alongside the vacant application site.



**Figure 6: Honor Street**

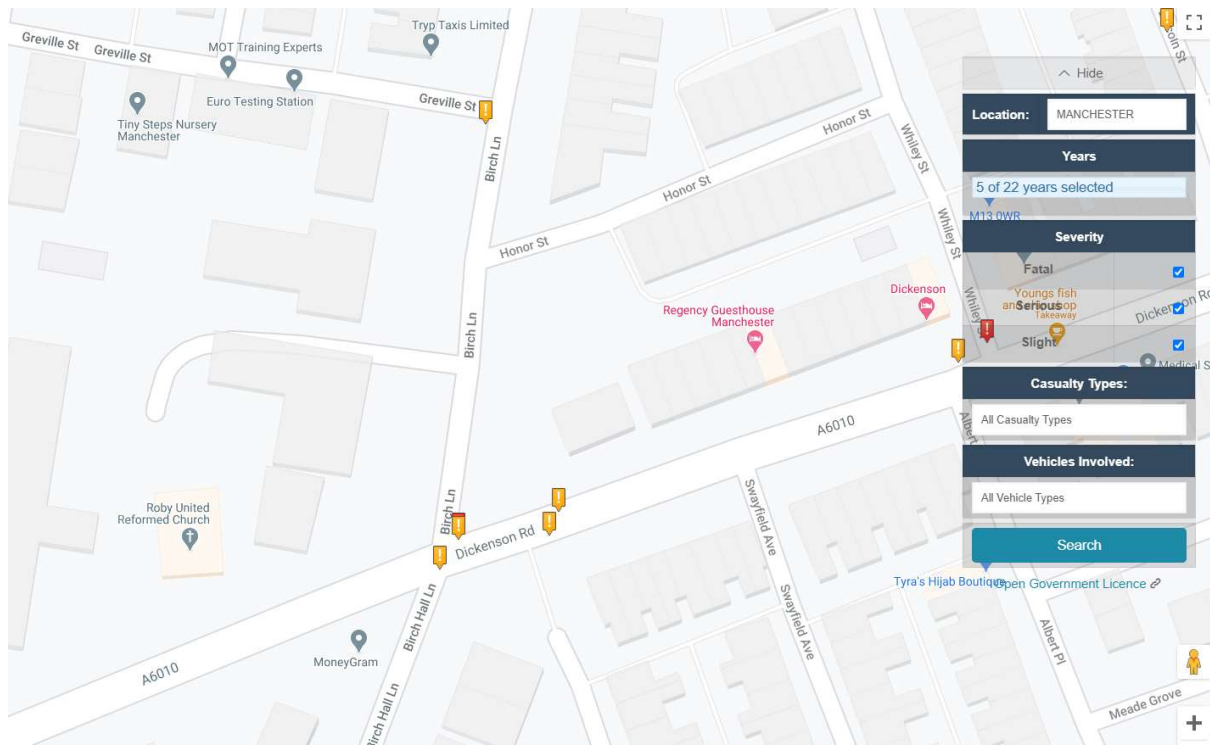
As shown below in **Figure 7**, immediately east of the site on Honor Street is an existing 2.20m wide alleyway. This runs behind the terraced houses on Honor Street, and is access controlled by a retractable manual bollard.



**Figure 7: Alleyway - Honor Street**

#### 4. ACCIDENT HISTORY

The Personal Injury Accident (PIA) history of the local highway network has been examined on the Crashmap website.



**Figure 8: 5-year Accident History Record**

As shown in **Figure 8**, within the latest 5-year accident history period (2016-2020) there has been 1 'slight' accident recorded north of the site at the junction of Greville Street and Birch Lane. While to the south, there have been 4 'slight' accidents and 1 'serious' accident recorded on Dickenson Road, by its junction with Birch Lane and Birch Hall Lane.

The 5-year accident history record appears typical of a busy inner-city location, where the predominant traffic flow is east-west along Dickenson Road.

#### 5. PROPOSED ACCESS ARRANGEMENTS

##### 5.1 Vehicular

The site has an existing vehicular access points onto Dickenson Road and Birch Lane. As shown on the proposed site layout plan:

- (i) The existing vehicular access at 309 Dickenson Road is to be removed and would serve only as a pedestrian access.
- (ii) The existing vehicular access point onto Birch Lane is to be re-used; and
- (iii) A new 4.80m wide vehicular access is to be created onto Honor Street.

The proposed access arrangements are shown on drawing number 2510-001 (attached as **Appendix A**). As can be seen in drawing 2510-001, both proposed vehicular access points onto Birch Lane and Honor Street incorporate visibility splays of 2.4m x 25m to the nearest kerb-lines in each direction.

2.4m x 25m is the required minimum standard of visibility splay provision advised for the 20mph speed limits on Birch Lane and Honor Street, by the guidance document 'Manual for Streets' (Table 7.1). The proposed access arrangements therefore incorporate visibility splays in line with national guidance.

## 5.2 Pedestrian

As shown below in **Figure 9**, the application site is located only 250m walking distance from Longsight district centre, as identified within the Manchester Local Plan Interactive Proposals Map.



**Figure 9: Manchester Local Plan Proposals Map**

Pedestrian access to the site will be via Dickenson Road, Birch Lane and Honor Street. Adopted footways exist around the entire site, providing safe and convenient walking routes between the application site and local shops and services. Given the site's proximity to Longsight district centre, it is well suited to encouraging short walking trips to local shops, services and amenities.

## 5.3 Bus

The site also has excellent accessibility to local bus services, being situated just 200m walking distance from 2 bus stops on Dickenson Road. As shown below in **Table 1**, buses serving Dickenson Road provide access to many areas of Manchester, including Ardwick, Cheetham Hill, Collyhurst, Harpurhey, Manchester Royal Infirmary, Old Trafford, Pendleton, Rusholme, Salford Quays, Sport City and Whalley Range.

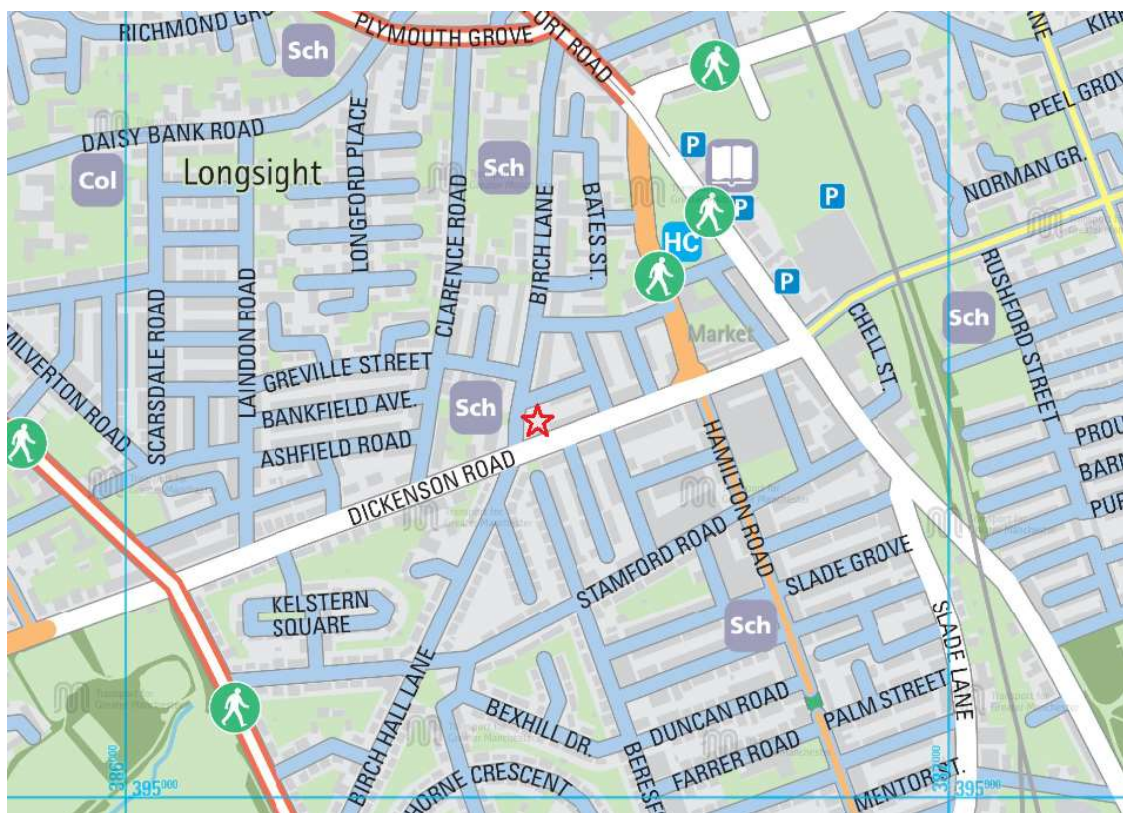
| Clarence Road<br>Stop ID: MANADPDJ |                                                             | Clarence Road<br>Stop ID: MANADPDM |                                                                    |
|------------------------------------|-------------------------------------------------------------|------------------------------------|--------------------------------------------------------------------|
| Service Number                     | Destination                                                 | Service Number                     | Destination                                                        |
| 53 Orbits                          | Blackley, Cheetham Hill, Collyhurst, Harpurhey, Sport City  | 53 Orbits                          | Manchester Royal Infirmary, Old Trafford, Salford Quays, Pendleton |
| 733                                | Ardwick, Cheetham Hill, Collyhurst, West Gorton, Sport City | 733                                | Rusholme, Whalley Range                                            |
| -                                  | -                                                           | -                                  | -                                                                  |
| Buses per hour (Daytime)           | 2<br>(1 every 30 minutes)                                   | -                                  | 2<br>(1 every 30 minutes)                                          |
| Buses per hour (Evenings)          | 2<br>(1 every 30 minutes)                                   | -                                  | 2<br>(1 every 30 minutes)                                          |

**Table 1: Bus Service Frequency within 200m Walking Distance of the Site**

Buses serving Dickenson Road are regular, with 2 services per hour in each direction during peak and off-peak periods. Bus travel will therefore be a realistic travel option for future residents and visitors to the proposed development.

#### 5.4 Cycle

An extract from the Transport for Greater Manchester (TfGM) cycle map is shown below in **Figure 10**.



**Figure 10: TfGM Cycle Map Extract**

As detailed within the cycle map, with the exception of Dickenson Road, the proposed application site is located within a zone of 20mph streets, considered to be generally suitable for cycling. Further to

the east, Hamilton Road is also identified as a suggested on-road route that is *'signposted but with no facilities'*. While to the west and north, Anson Road, Plymouth Grove and Stockport Road are classified as *'on road routes – with other cycling facilities'*.

Cycling will therefore be a realistic travel option for residents and visitors to the proposed development.

## 5.5 Rail

The site is also situated approximately 1.8km walking distance from Levenshulme rail station and 2km from Belle Vue station. Levenshulme station provides up to 6 services per hour to local and regional destinations including Blackpool North, Buxton, Crewe, Hazel Grove, Manchester Piccadilly and Stoke on Trent. Whilst Belle Vue station provides up to 3 services per hour to local and regional destinations including Manchester Piccadilly, New Mills Central and Sheffield.

Rail use is also a potential travel option for future residents and visitors to the proposed development.

## **6. PARKING**

### 6.1 Local Policy

The 'Manchester Core Strategy 2012 to 2027 - Appendix B Parking Standards' does not define car parking standards for C3 residential use. However, policy H1 of the Core Strategy states: *'Proposals for new residential development should take account of the need to:*

- *Make provision for parking cars and bicycles (in line with policy T2);*
- *Prioritise sites which are in close proximity to centres or high frequency public transport routes.*

Policy T2 also states: *'...all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B... The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.'*

### 6.2 Car Parking

The proposed development seeks to provide 11 car parking spaces to serve 309 Dickenson Road and the 2no. new 5-bedroom residential dwellings. 309 Dickenson Road is to be used as residential use class C3(b) i.e., not more than six residents living together as a single household where care is provided for residents.

In terms of car parking, it is expected that 309 Dickenson Road and the proposed 2no. 5-bedroom residential dwellings will need to accommodate car parking demand from a range of people including residents, families, carers and health visitors.

The proposed site layout plan therefore reflects car parking provision made on the following basis:

- 309 Dickenson Road (9 bed dwelling accommodating up to 6 persons) = 4 spaces.
- Proposed dwelling No.1 (5 bed dwelling) = 3 spaces.
- Proposed dwelling No.2 (5 bed dwelling) = 3 spaces; and
- Additional disabled car parking space = 1 space.

As noted previously, the site is also in close proximity to the Birch Lane / Birch Hall Lane / Dickenson Road signal junction, and this severely limits opportunities for on-street car parking. The level of car parking proposed (11 spaces) is expected to be adequate to serve the proposed development and 309 Dickenson Road, without requiring use of any on-street car parking.

### 6.3 Swept Path Analysis – Large Car

Drawing 2510-002 is attached as **Appendix B**. This demonstrates how a large car (measuring 5.07m length x 1.87m width) can safely access and egress each of the proposed car parking spaces, via the existing and proposed access points onto Birch Lane and Honor Street.

### 6.4 Cycle Parking

The ‘Manchester Core Strategy 2012 to 2027 - Appendix B Parking Standards’ does not define cycle parking standards for C3 residential use. However, as shown on the proposed site plan, a secure gated cycle parking area (capable of accommodate the parking of 10 bicycles) is included within the application boundary to the side of 309 Dickenson Road.

This level of secure cycle parking provision should ensure that cycling remains a realistic travel option for residents and visitors to the proposed development.

## **7. TRAFFIC GENERATION**

The application site historically accommodated one residential dwelling which was demolished many years ago. The site has since remained vacant and has not generated any vehicular traffic.

The proposed development comprises 2no. 5-bedroom residential dwellings alongside 309 Dickenson Road. It is proposed that should planning permission be granted for the proposed two dwellings, that 309 Dickenson Road will be used for C3(b) purposes; providing care to up to six people living together as one household.

A small volume of additional traffic (<20 vehicle trips per day) can be expected from residential use at the 2no. 5-bedroom dwellings and 309 Dickenson Road. This relatively low level of traffic should be easily accommodated on the local highway network and would not be expected to create any traffic capacity, congestion or highway safety issues.

## **8. SERVICING**

As shown on the proposed site layout plan, the waste bin store areas can be accessed via the internal pedestrian access paths leading out onto Honor Street. Refuse bins can then be collected from Honor Street by the Council’s waste collection team.

## 9. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the highways and transportation issues associated with the construction of 2no. 5-bedroom residential dwellings (use class C3) at land by 309 Dickenson Road, Manchester, M13 0NR, and has noted that:

- The application site previously accommodated one residential dwelling house accessed from Birch Lane (now since demolished).
- 309 Dickenson Road is an established 9-bedroom dwelling in residential use. It is proposed that should planning permission be granted for the proposed two dwellings, that 309 Dickenson Road will be used for C3(b) purposes; providing care to up to six people living together as one household.
- The application site is situated in an accessible urban location approximately 250m walking distance from Longsight district centre. It has good levels of public transport accessibility and is within 200m walking distance of frequent bus services on Dickenson Road.
- The proposals seek to remove the existing hazardous driveway access at 309 Dickenson Road and to re-use the existing vehicular access onto Birch Lane and create a new vehicular access onto Honor Street. Both vehicular access points incorporate visibility splays of 2.4m x 25m in both directions, in accordance with 'Manual for Streets' guidance.
- The proposed development seeks to provide 11 car parking spaces for 309 Dickenson Road and the 2no. 5-bedroom dwellings. The level of car parking proposed is expected to be adequate to serve the proposed development and 309 Dickenson Road, without requiring use of any on-street car parking.
- A secure cycle parking area (sufficient to accommodate the parking of 10 bicycles) is also to be provided for residents and visitors to the proposed development.

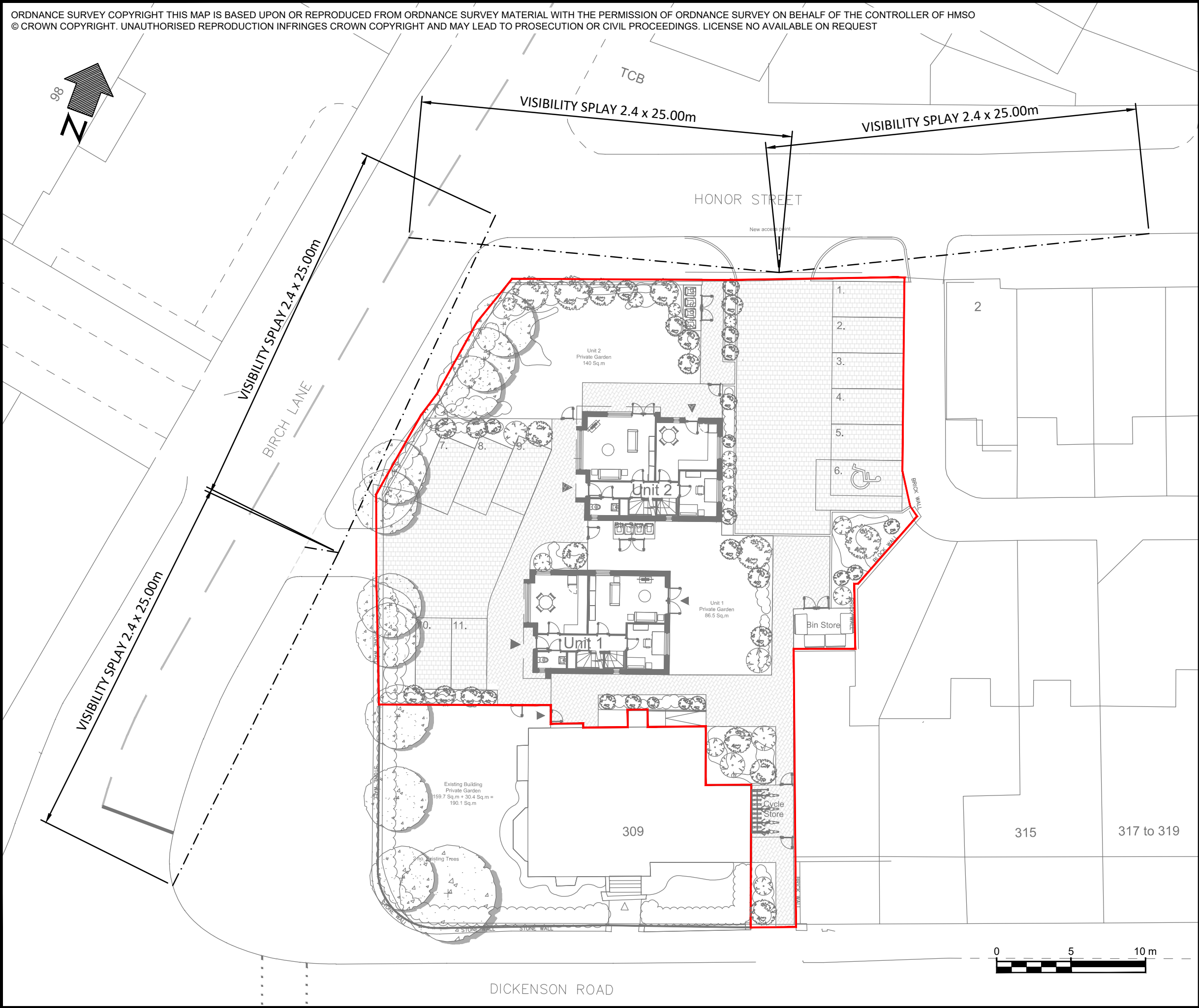
In conclusion, it is considered the proposed development is acceptable in respect of transport and highways matters and can therefore be recommended for planning approval.

## **APPENDICES**

A - VISIBILITY SPLAYS DRAWING (2510-001)

B - SWEPT PATH ASSESSMENT DRAWING – LARGE CAR (2510-002)

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Client WORKING ON BEHALF OF

**ABBAYWAY  
COMMERCIAL LTD**

Project

DICKENSON ROAD, MANCHESTER

Drawing Title

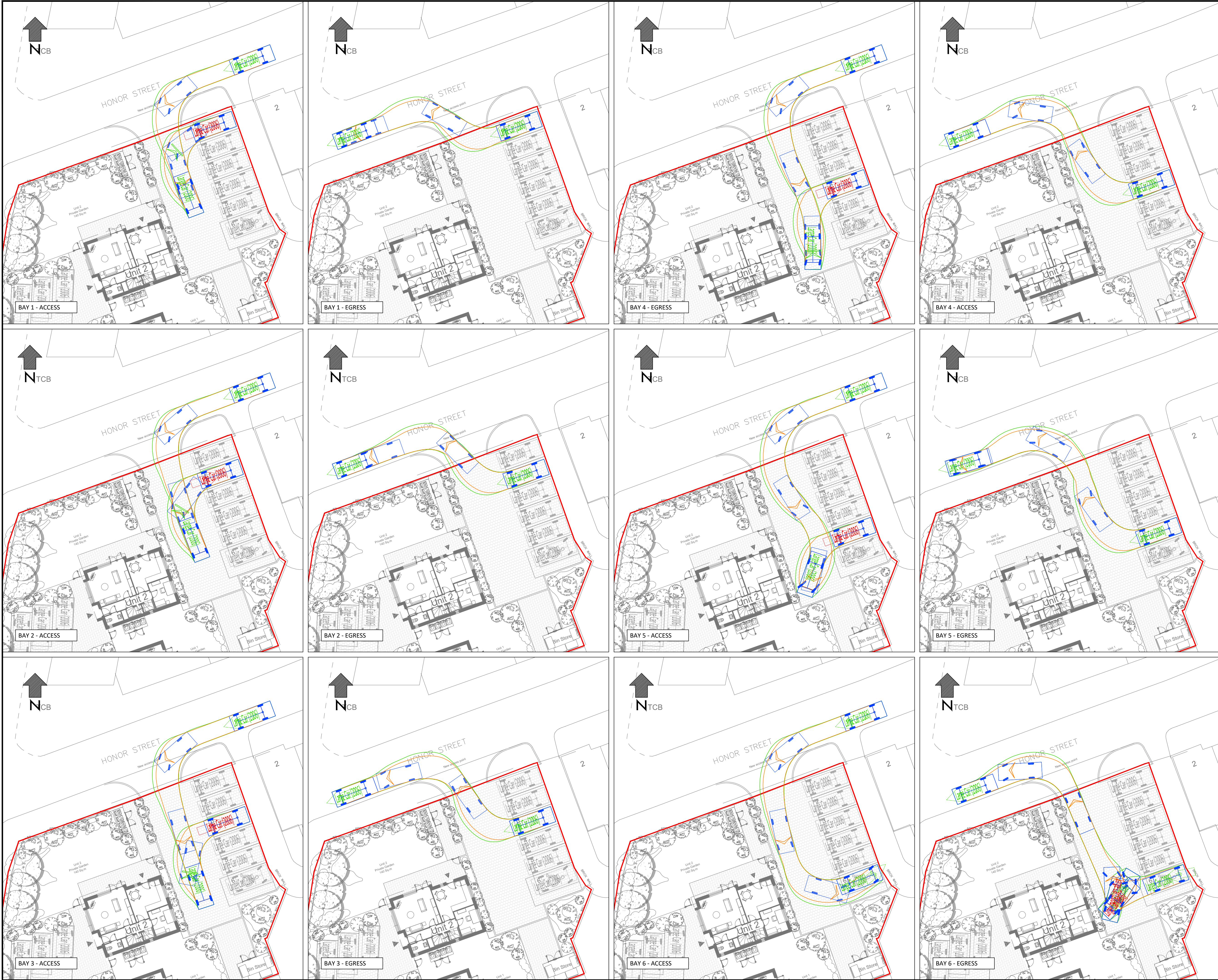
VISIBILITY SPLAYS PLAN

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| Drawn<br>AS             | Designed<br>AB | Date<br>MAR 2021 | Scale<br>1:250 | Size<br>A3 |
| Drawing No.<br>2510-001 |                |                  |                | Rev<br>A   |

PLOT DATE: 17 April 2021 21:29:30



VEHICLE DETAILS:

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

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

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Project

DICKENSON ROAD, MANCHESTER

Drawing Title

SWEPT PATH ANALYSIS USING A LARGE CAR  
[ SHEET 1 OF 2 - HONOR STREET ]

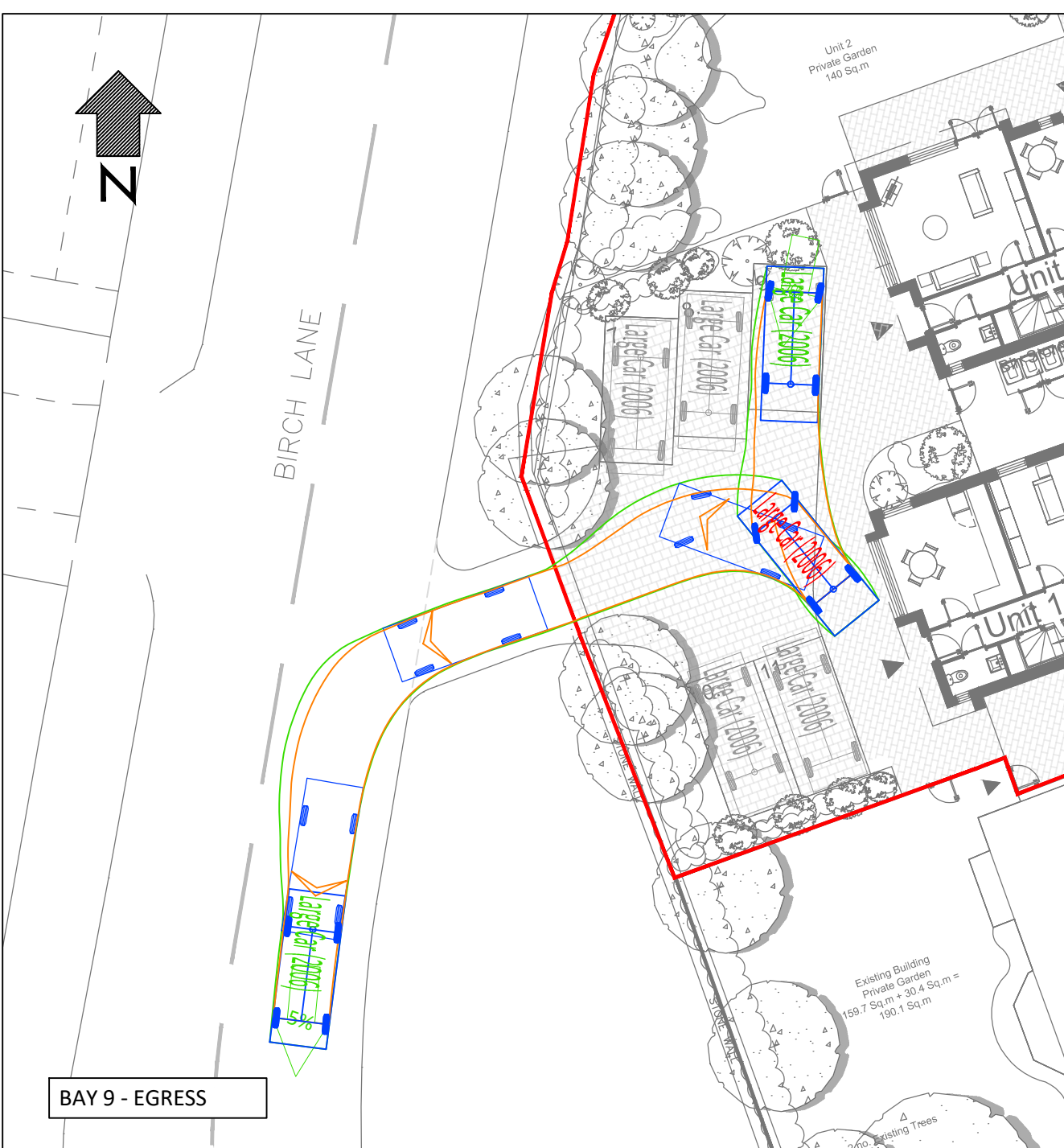
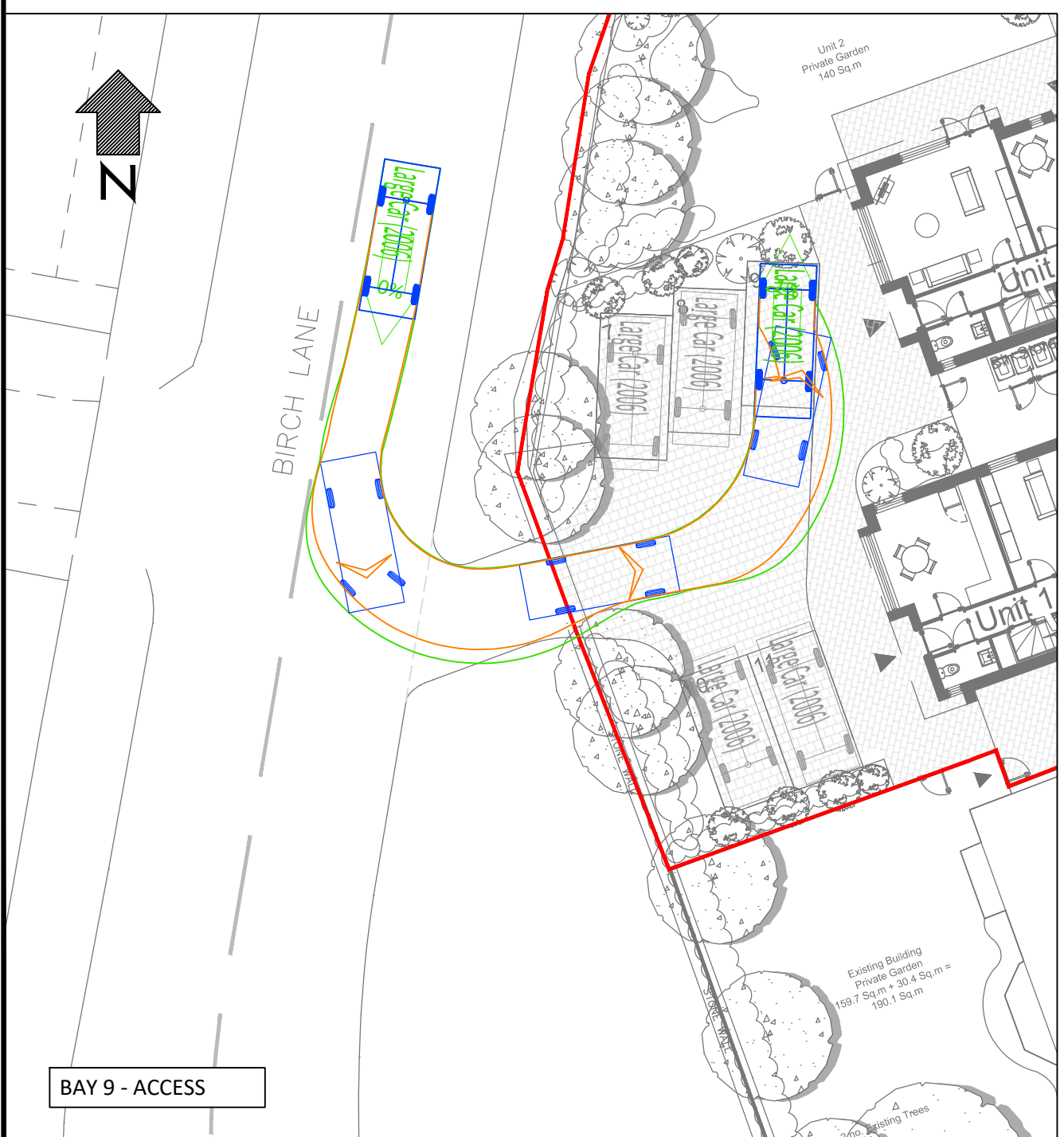
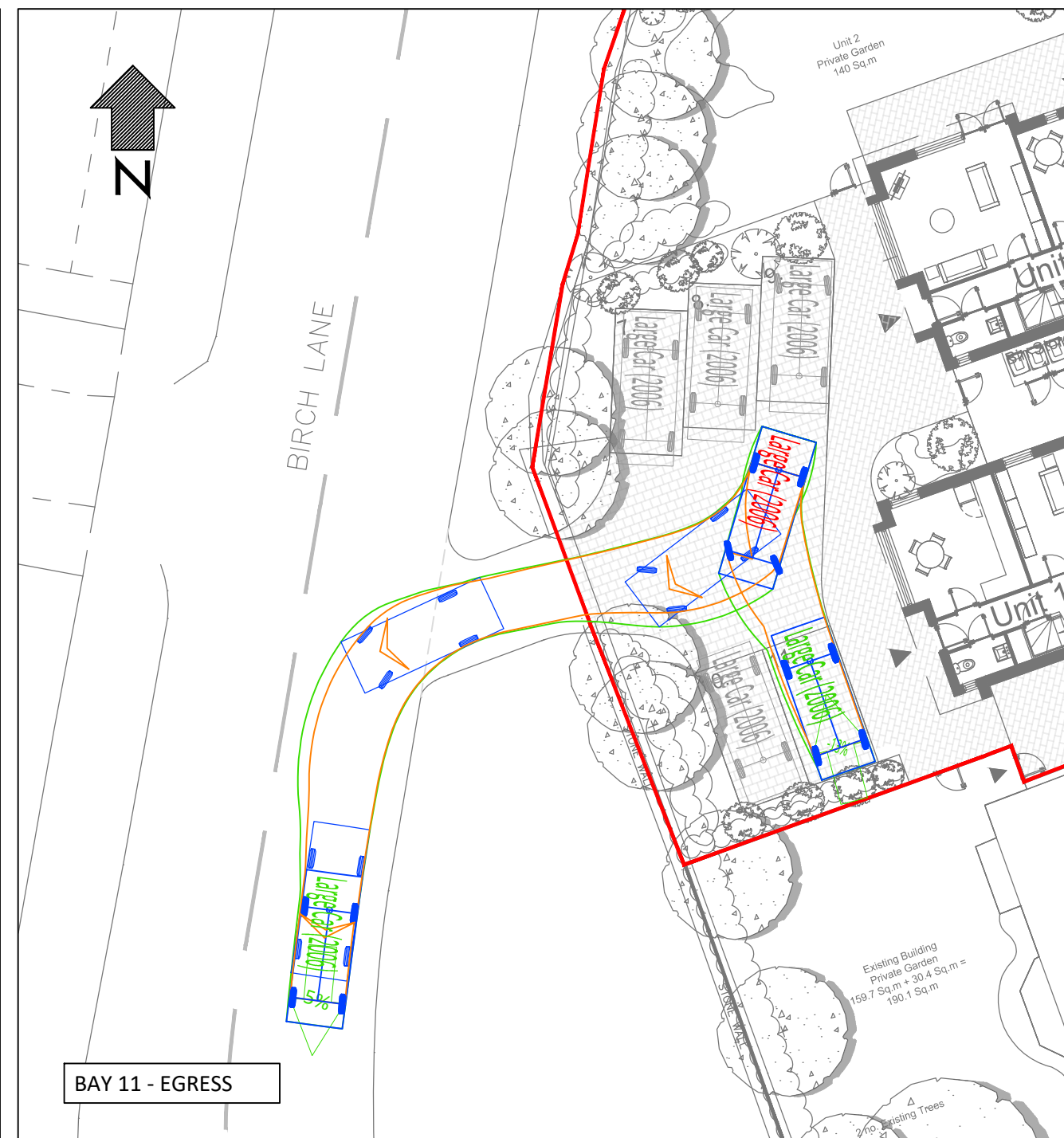
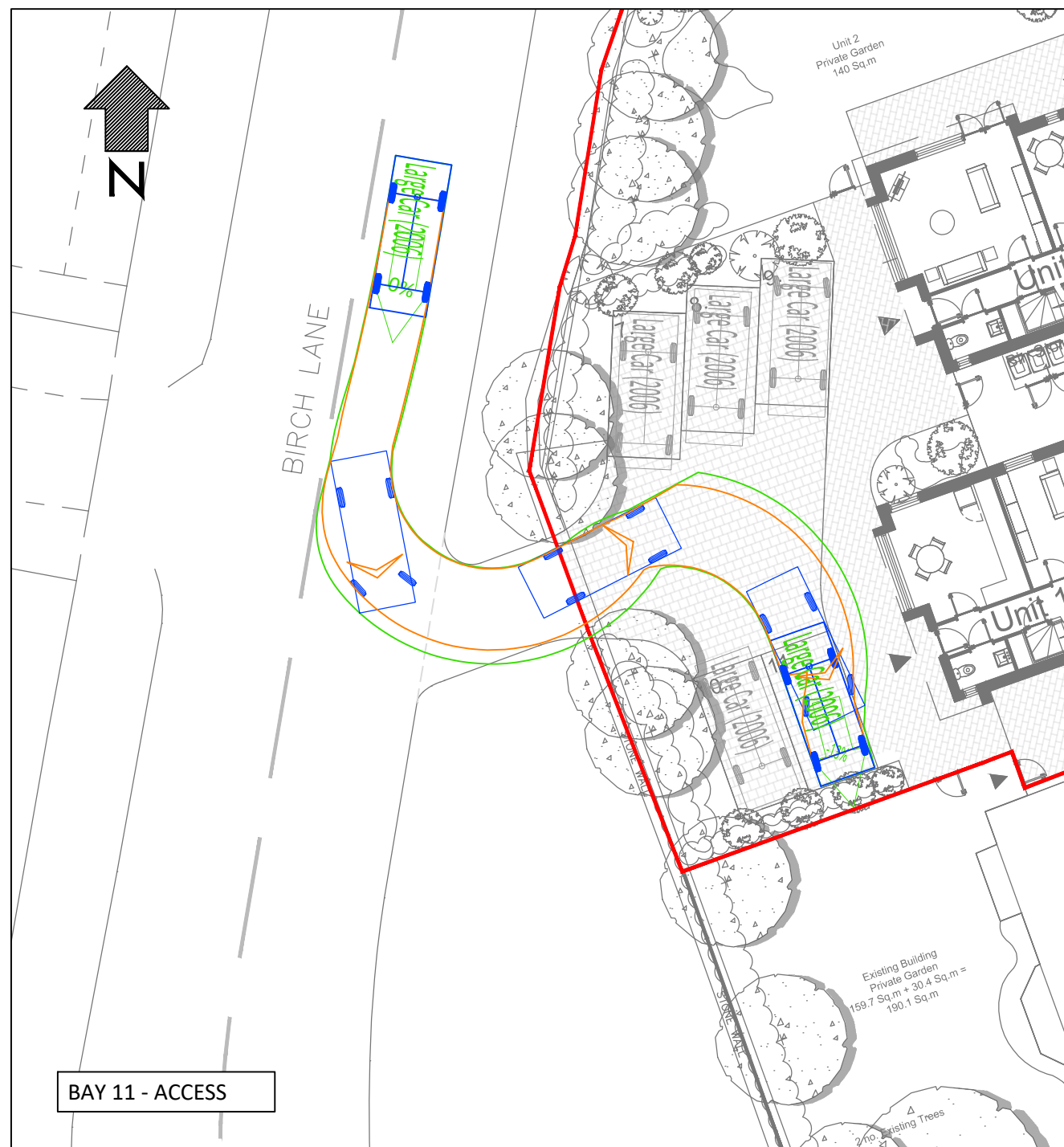
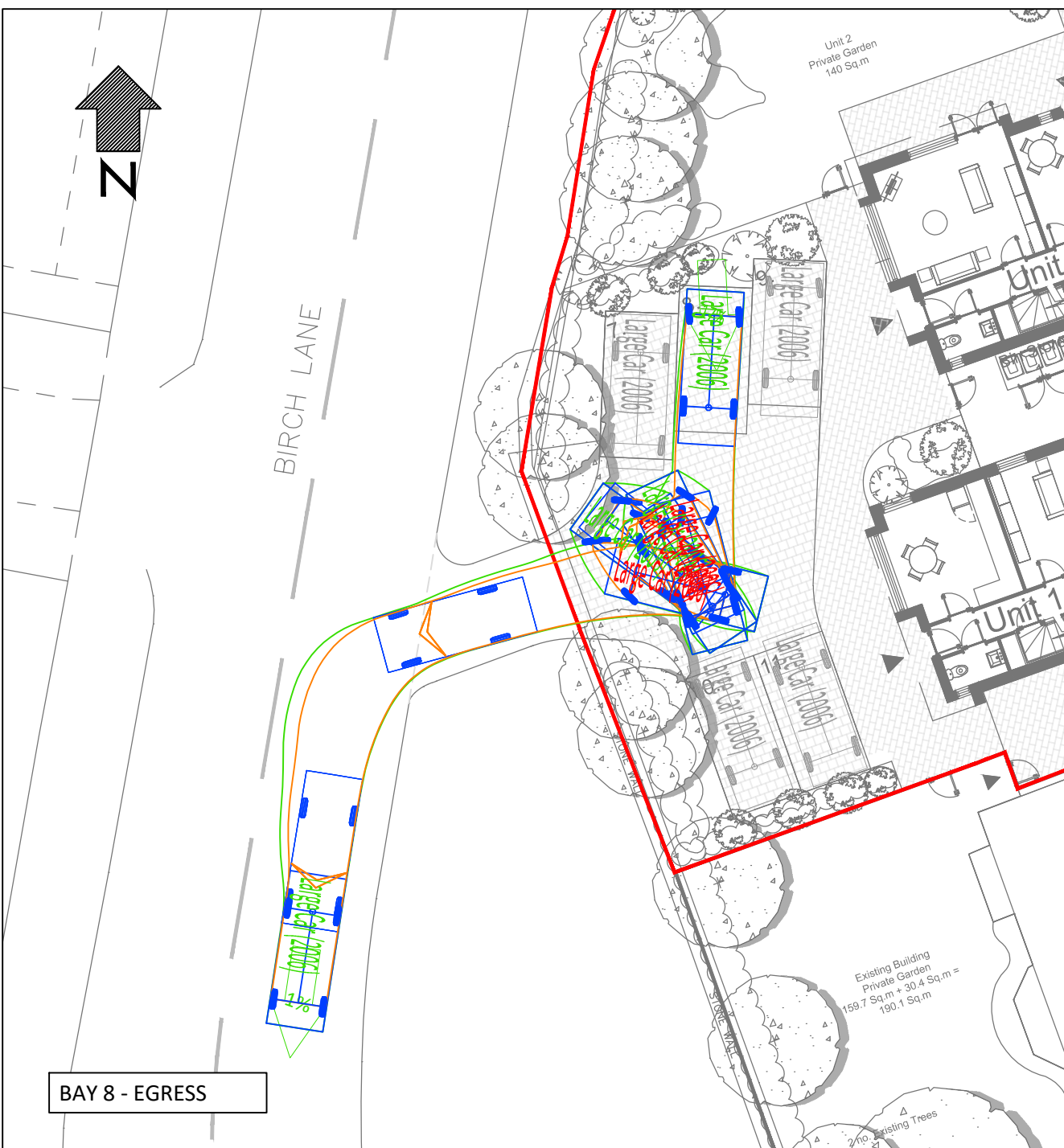
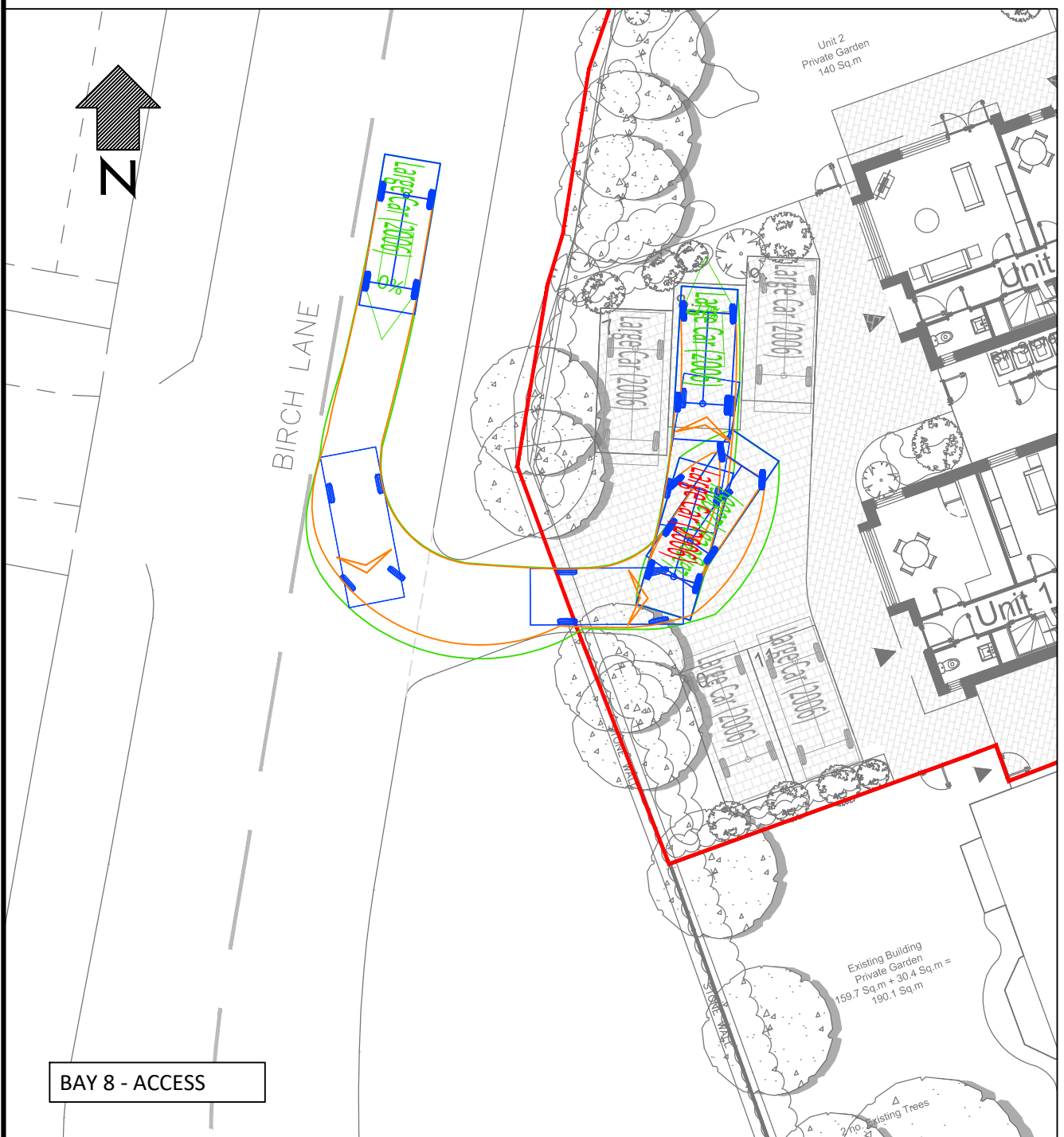
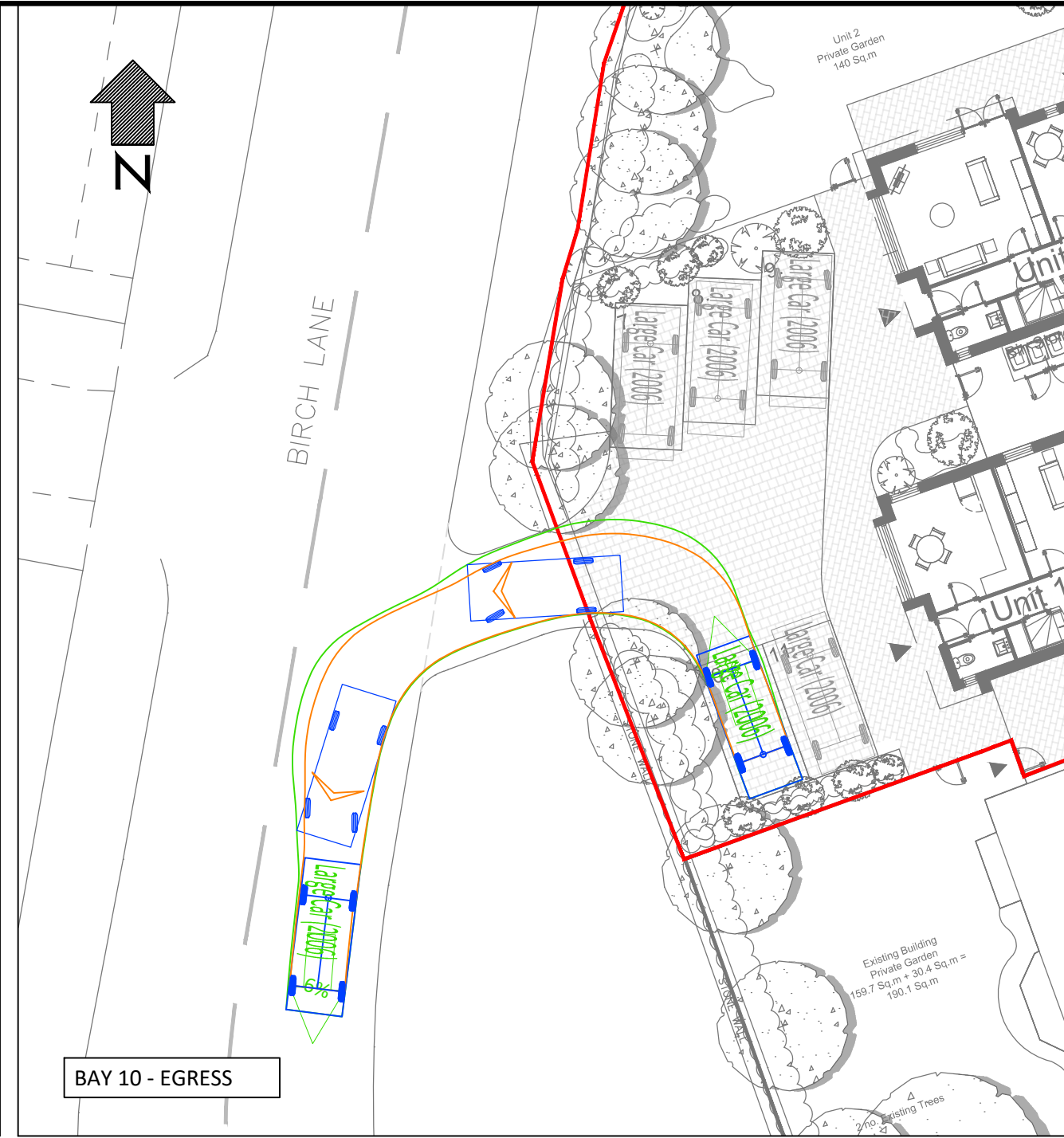
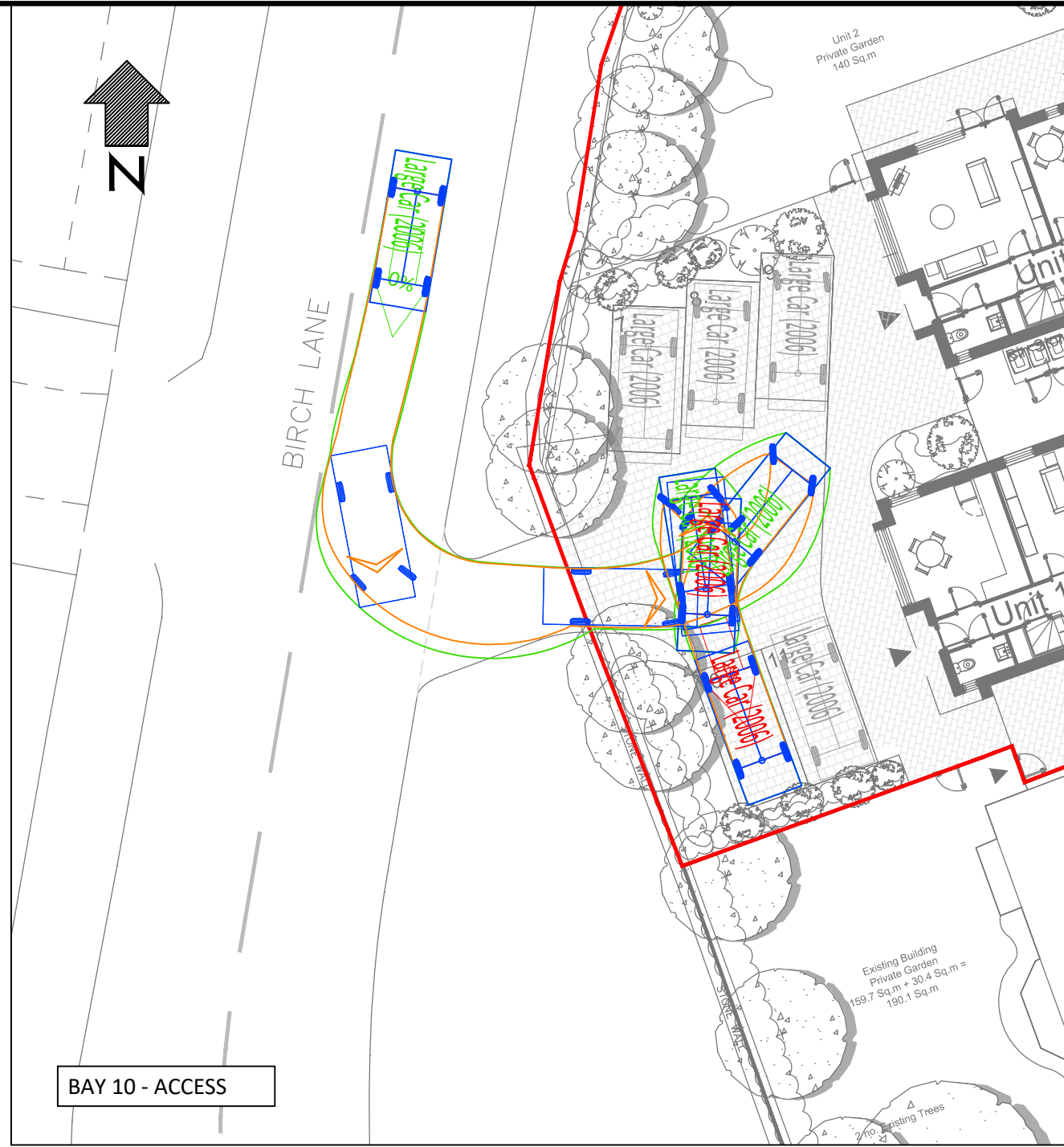
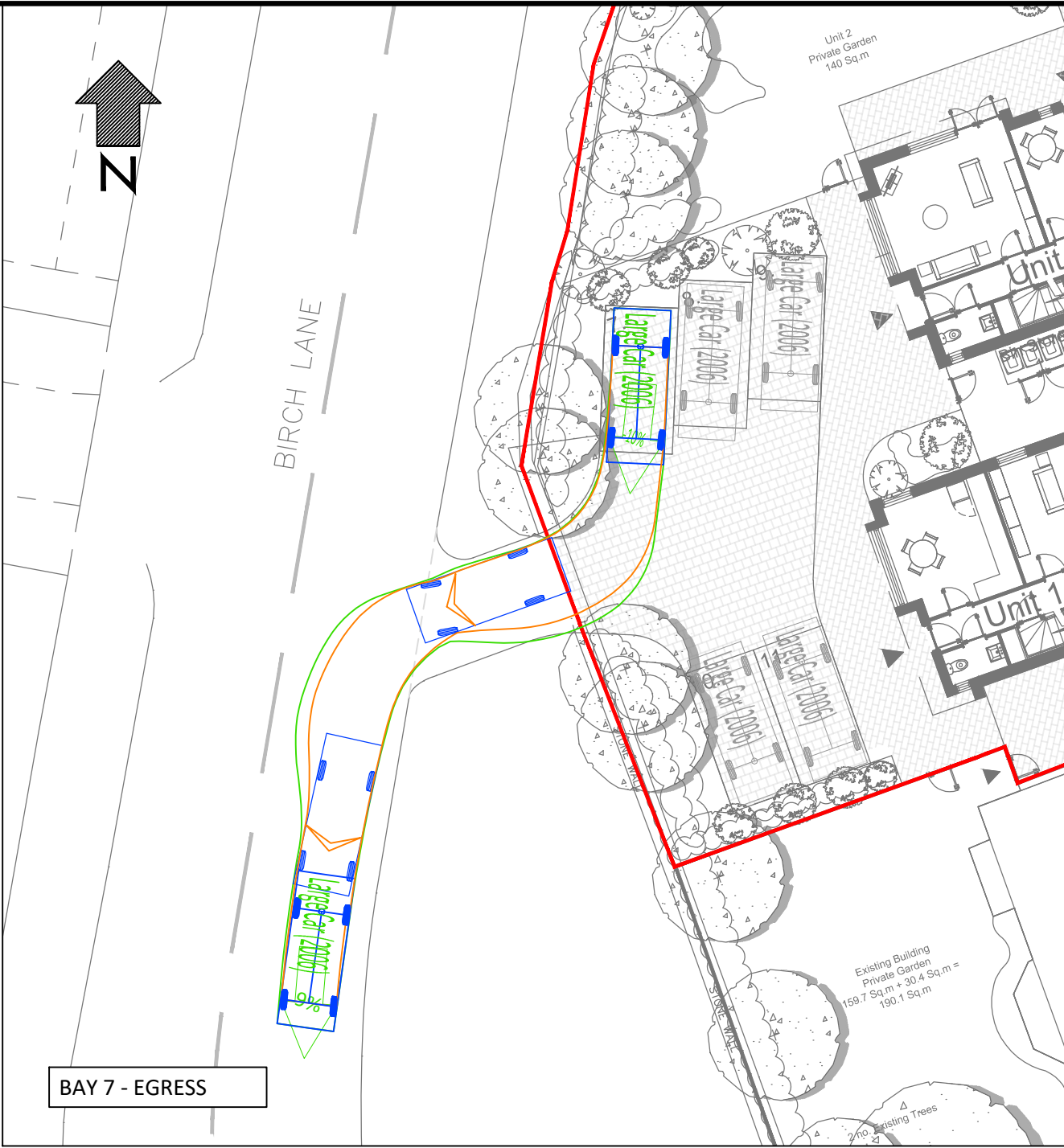
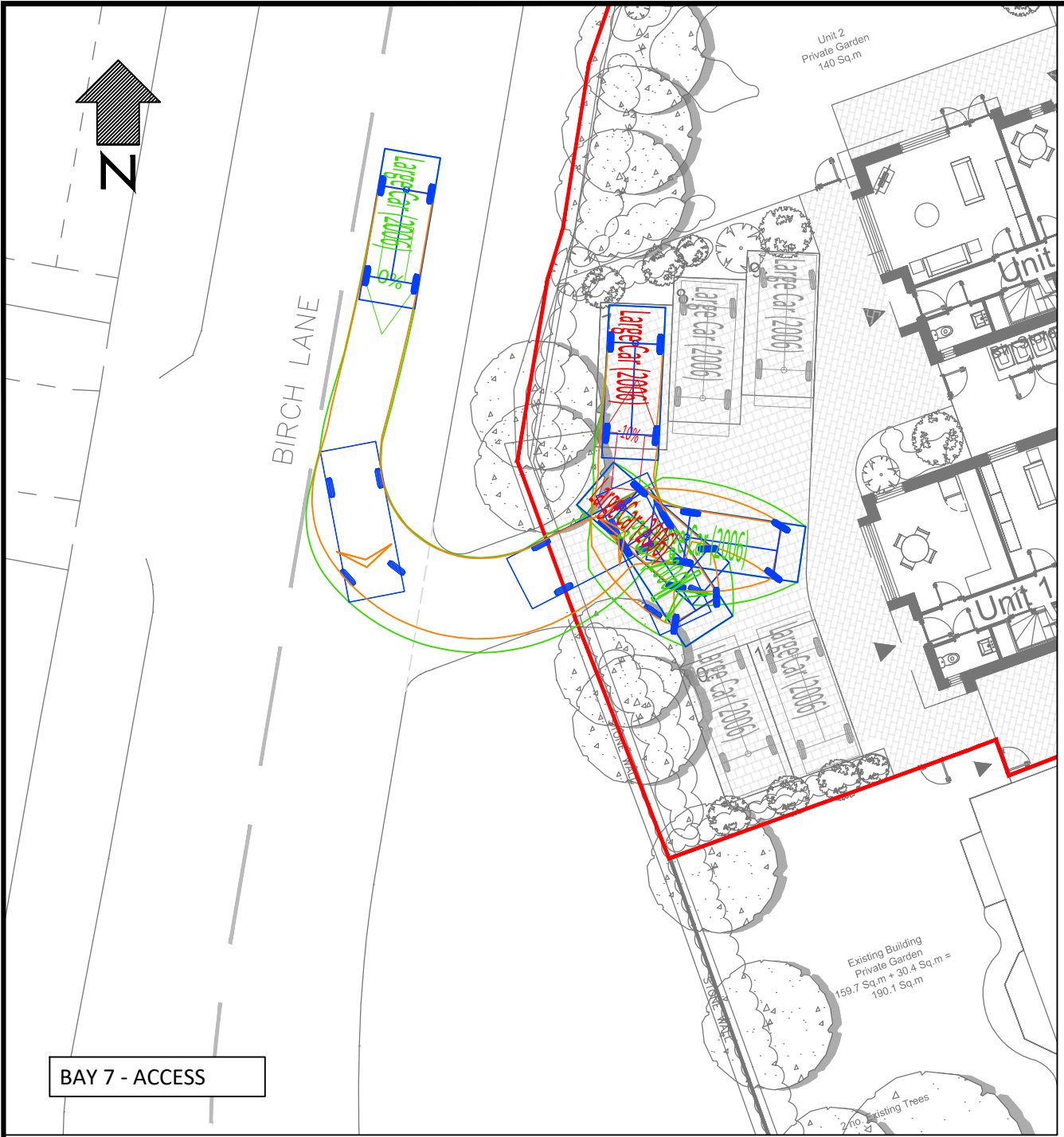
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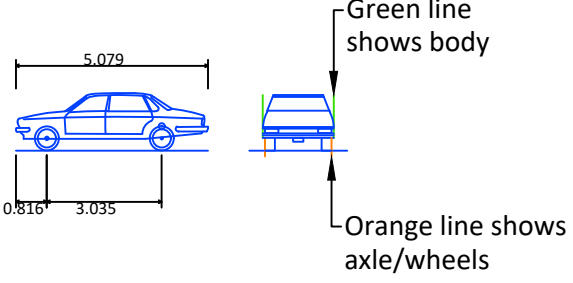
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PLOT DATE: 18 April 2021 16:13:49



VEHICLE DETAILS:



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 |

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

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Drawing Title  
SWEPT PATH ANALYSIS USING A  
LARGE CAR  
[ SHEET 2 OF 2 - BIRCH LANE ]

Drawing Status  
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