

Technical Note

Date: 12 March 2021

Project: Swinbourne Grove

Title: Transport Assessment Note

1. Introduction

Background

- 1.1 SK has been appointed to examine the transport implications of a change of use application at 2 Swinbourne Grove. The application seeks permission to change the use of the building from office use (business centre) to create six apartments.
- 1.2 The proposal site was part of a previous planning application consented in 2019 which permitted the change of use of the Nat West banking hall, refurbishment of the business centre (the current proposal site) and the construction of a new block of 13 apartments (ref: 123981/FO/2019). The application was varied in 2020 to change the proposed car park layout and accommodate a sub-station (ref: 125929/JO/2020).
- 1.3 The scale of the proposal is beneath that which triggers the requirement for the submission of a formal Transport Assessment or Statement, notwithstanding this Note has been prepared to set out the transport aspects of the proposal and allow an understanding of the impact, when compared to the extant use of the site.
- 1.4 The Note has been prepared in line with the following guidance:
 - Ministry of Housing, Communities & Local Government (2019), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Manchester City Council (2019) Draft Zero Carbon Framework 2020-2038
 - Manchester City Council (2012), Core Strategy
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Development Proposal

- 1.5 The proposal will allow the conversion of the existing business centre to building to provide six apartments. Four apartments will be one-bed and two will be two-bed. The proposed layout is attached as Appendix A. The development will provide accommodation for young professionals and key workers.
- 1.6 Access to the building will be retained from its existing location on Swinbourne Grove.
- 1.7 Six lockers will be provided in front of the building to accommodate cycles. The bin store area is also located to the front of the building.
- 1.8 Service activity will continue to be gained from kerbside on Swinbourne Grove, in line with the extant arrangements for the building and that associated with surrounding residential properties.
- 1.9 A Travel Plan Statement is to be adopted at the new build block to the south of the proposal site. This Statement will be extended to cover the residents in the site.
- 1.10 In line with the current site arrangements, there is no parking provided within the redline. Disabled parking is provided on the wider site and will be shared with the new build residential block. This will equate to a disabled parking provision of 5%.
- 1.11 A parking assessment has been undertaken for the development and this is set out in Section 5.

2. Existing Situation

Site Location

- 2.1 The site location is shown on Figure 2.1. The site is sustainably located in Withington local centre with good access to surrounding local centre uses and the surrounding community.
- 2.2 The site is bounded to the north by the former Nat West banking hall, to the east by Swinbourne Grove, to the south by the new residential block and to the west by Withington Methodist Church and the rest of the local centre beyond.



Figure 2.1: Site Location

Current Site Use

- 2.3 The permitted use of the site is business centre (office). The site has a floor area of 330sqm. Access to the building is provided from the entrance on Swinbourne Grove. The site does not provide any dedicated parking. Service activity, including refuse collection, occurs from kerbside on Swinbourne Grove.
- 2.4 The TRICS database has been used to establish the traffic flows associated with the extant use of the site. The TRICS forecast has been undertaken in line with latest TRICS guidance¹, including advice on the regional site selection. The TRICS output is attached as Appendix B, with a summary provided in Table 2.1.

¹ TRICS (2019), A Comparison of Vehicular Trip Rate Variation by TRICS Regions & Location Types

	Trip Rate (per 100sqm)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	1.16	0.164	1.324	4	1	5
PM Peak Hour	0.238	1.13	1.368	1	4	5

Table 2.1: Extant Site Traffic Flows

- 2.5 The TRICS data has been used to establish the parking demand associated with the extant use of the site. The parking accumulation shows a maximum demand for an office use in this location of nine spaces.

Consented Site Use

- 2.6 The proposal site was part of a previous planning application consented in 2019 which permitted the change of use of the Nat West banking hall, refurbishment of the business centre (the current proposal site) and the construction of a new block of 13 apartments (ref: 123981/FO/2019). The application was varied in 2020 to change the proposed car park layout and accommodate a sub-station (ref: 125929/JO/2020). The consented layout is shown in Appendix C.
- 2.7 The consented scheme provides nine parking spaces, including one disabled space and three Electric Vehicle (EV) charging spaces. The parking spaces are for residential uses on site only.
- 2.8 Vehicle access to the site is provided from the modified access, to the south of the proposal site. Service access, including refuse collection, is gained from kerbside.
- 2.9 Planning condition 8 of the consented scheme requires the following to be provided by the development:
- Resurfacing the pavement on Swinbourne Grove
 - Dropped kerbs and tactile paving at the new vehicular access
 - Introduction of time limited waiting bays on Swinbourne Grove
- 2.10 Planning Condition 23 requires the submission of a Travel Plan Statement within six months of occupation, based on the Statement submitted with the planning application. The Travel Plan Statement includes measures that will assist residents to live sustainable and active lives, without a reliance on car ownership. The measures to be adopted include:
- The appointment of a Travel Plan Co-ordinator
 - Provision of Travel Packs for each household
 - Discounted membership to the Enterprise Car Club already located in Withington

Local Highway Network

- 2.11 Wilmslow Road fronts the site to the north. It serves a high street function near to the site and benefits from wide footways on either carriageway edge. Immediately outside the former Nat West banking hall, a bus stop lay-by and loading bay are provided. Waiting restrictions are in place along Wilmslow Road through the local centre in the form of double yellow lines and marked bays. The marked bays, including the one in front of the former Nat West banking hall, are restricted to loading only between 7am and 7pm (Monday – Saturday). Public parking is provided for the local centre to the west of Wilmslow Road, in an area off Gledhill Street.
- 2.12 Swinbourne Grove sits on the site's eastern boundary. Swinbourne Grove is one-way southbound and subject to a 20mph speed restriction, providing access to residential properties along its length. Parking is restricted along the eastern carriageway edge by double yellow lines. Parking is uncontrolled on the western carriageway edge. The applicant is required to provide time limited parking bays on Swinbourne Grove as part of the previous consent for the wider site.
- 2.13 There is no vehicular access to the proposal site.

Road Safety

- 2.14 The TfGM accident database has been reviewed to establish collision patterns outside the site for the most recent five year period available.

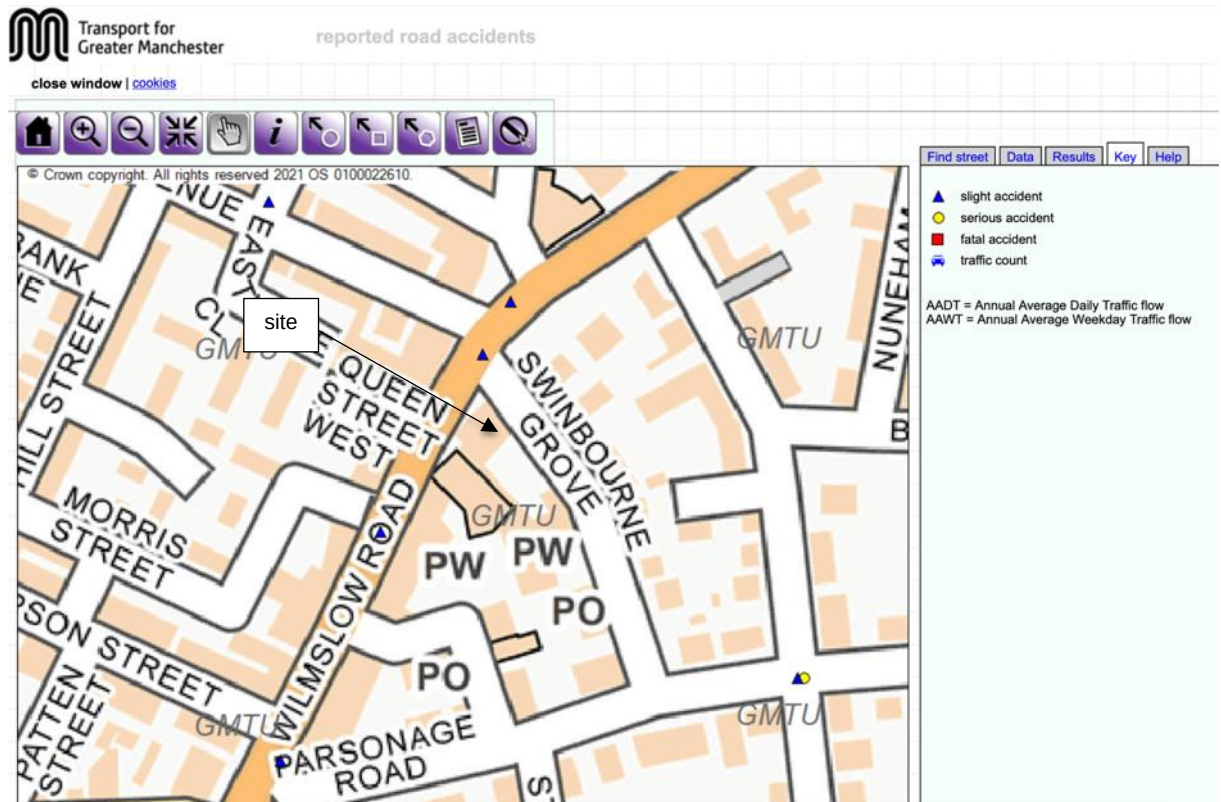


Figure 2.2: Accident Record
[source: Crashmap 2021]

- 2.15 The accident records show that there have been no accidents on Swinbourne Grove in the vicinity of the site during the five year period assessed.
- 2.16 There has been a single accident at the Wilmslow Road / Swinbourne Grove junction. The accident occurred in 2018 and was classified as slight.
- 2.17 There has been a single accident at the junction of Wilmslow Road / Davenport Avenue. The accident occurred in 2017 and was classified as slight.
- 2.18 The accident records do not show any accident clusters or hotspots.

3. Accessibility

Walking

- 3.1 Swinbourne Grove is a 20mph residential street with footways on either carriageway edge. At the junction of Swinbourne Grove/Wilmslow Road dropped kerbs and tactile paving are provided. A signalised crossing is in place to the north of the Swinbourne Grove junction, with further crossings provided at regular intervals along the Wilmslow Road corridor.
- 3.2 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. CIHT² provides further advice on suitable walking distances these are set out in Table 3.1.

² CIHT (2000), Providing for Journeys on Foot

gained to the Christie Hospital in less than a 10 minute walk, The University of Manchester's Fallowfield Campus in 16 minutes and Withington Community Hospital in a 24 minute walk. Access can also be gained to substantial areas of open/recreational space in a short walk, with Old Moat Park a 3 minute walk, Ladybarn Park a 12 minute walk, and Platts Field a 16 minute walk.

- 3.6 Figure 3.1 shows that the site benefits from an exceptional level of access to amenities and services on foot, and that it meets the criteria whereby residents can travel by active modes.

Cycling

- 3.7 Figure 3.2 shows the cycle network serving the site.

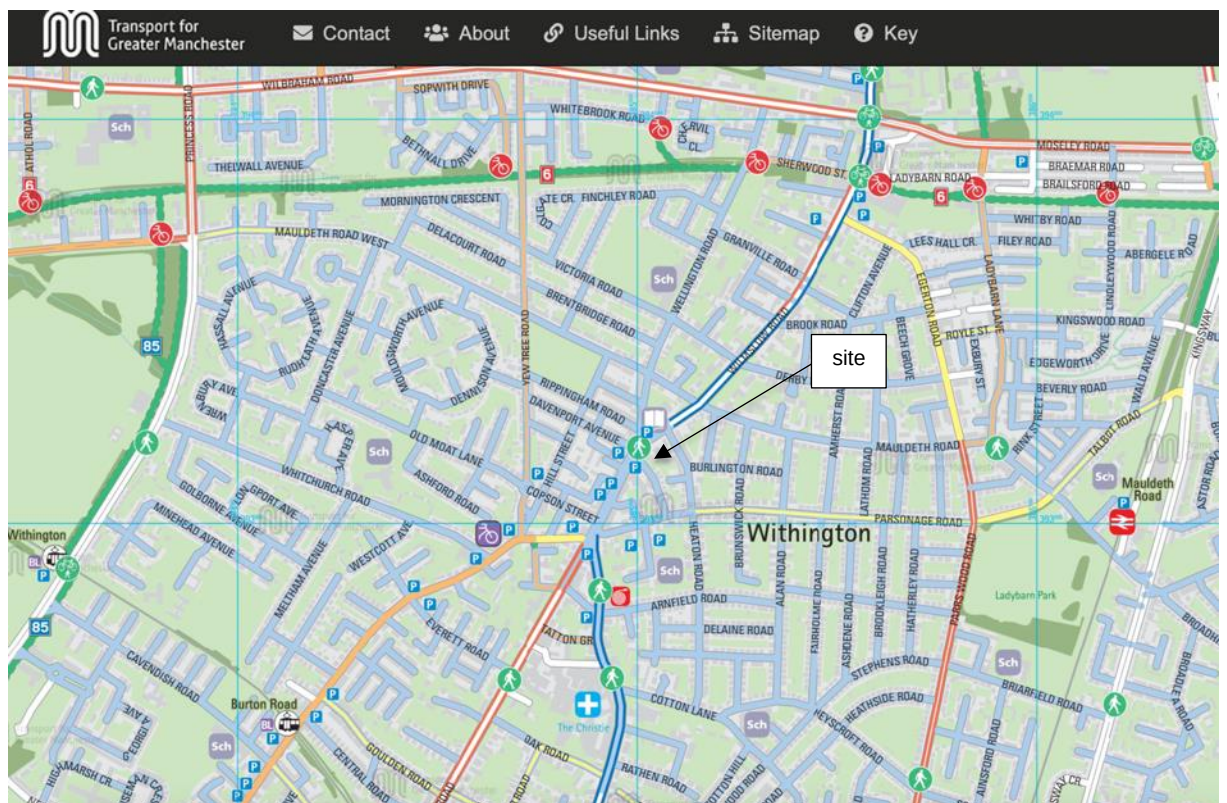


Figure 3.2: Cycle Route Network
[source: TTGM Website 2021]

- 3.8 Figure 3.2 shows that Swinbourne Grove and Wilmslow Road are defined as advisory routes on the cycle network. Both provide access to the wider network, including on-road routes with physical segregation such as Wilmslow Road (N) and Wilmslow Road (S), and routes with other cycling facilities such as Palatine Road, Yew Tree Road and Burton Road. The routes serving the site also connect to Route 6 (The Fallowfield Loop) and Route 85 of the National Cycle Network. Continuous cycle connections can also be gained to Burton Road Metrolink Station (a 4 minute cycle) and Mauldeth Road Train Station (a 6 minute cycle).
- 3.9 The site is well placed for access to the Greater Manchester Cycle Network, which provides good connections from the site to key destinations in the local area and across Manchester.

Public Transport

- 3.10 Figure 3.3 shows the public transport network serving the site.

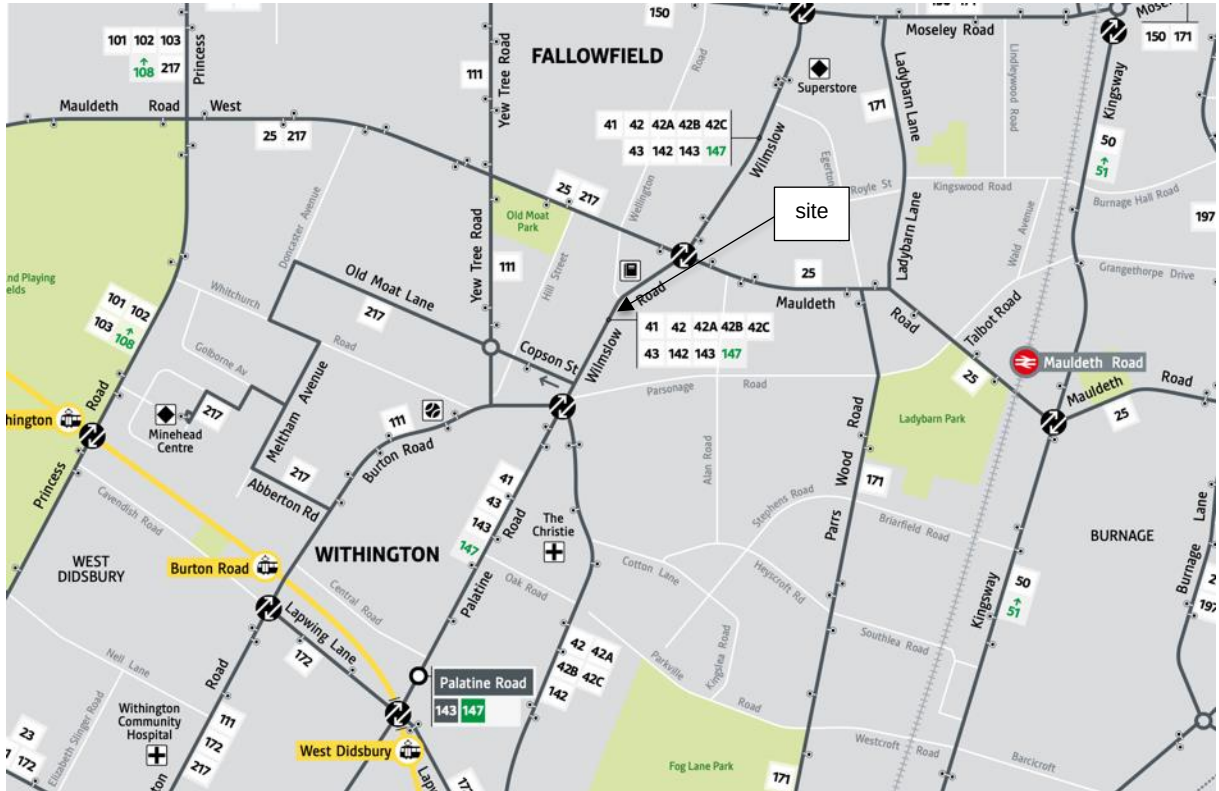


Figure 3.4: Public Transport Network
[source: TfGM Website 2021]

- 3.11 The nearest bus stop to the site is located directly outside the site on Wilmslow Road. Northbound bus services are located a short walk from the site outside the Library. The northbound bus stop can be accessed by using the signalised crossing on Wilmslow Road.
- 3.12 The Wilmslow Road corridor is particularly well served by buses, with 36 services per hour in each direction during the day. Frequent services are also available in the evening, through the night and at the weekend.
- 3.13 Access can also be gained to train services at Maudeth Road and tram services at Burton Road and West Didsbury. Maudeth Road train station is a 19 minute walk or a 6 minute cycle from the site, Burton Road tram stop is a 14 minute walk or 4 minute cycle from the site, and West Didsbury tram stop is a 17 minute walk or 5 minute cycle from the site.
- 3.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

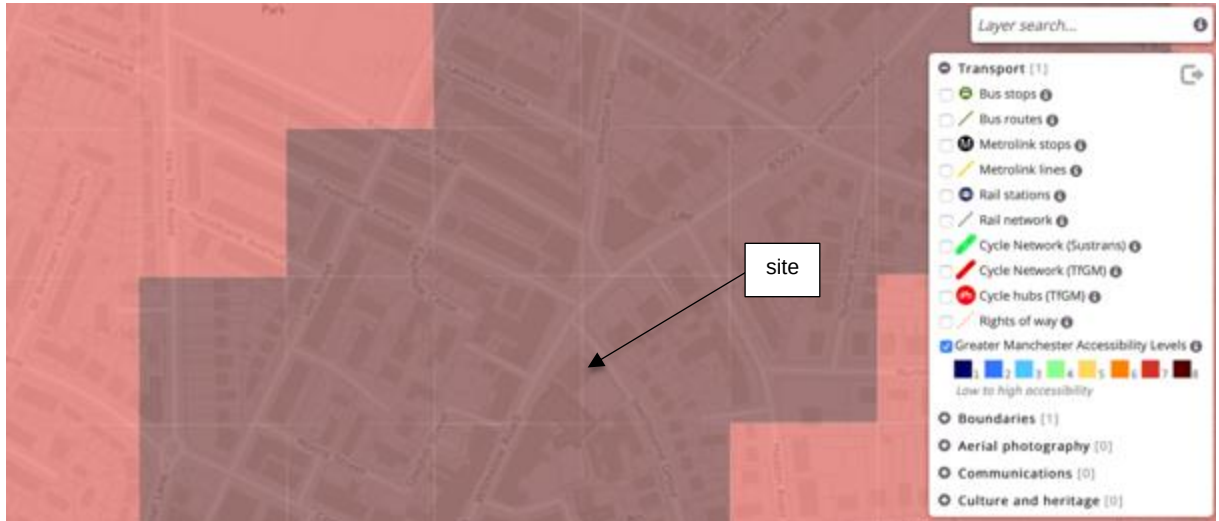


Figure 3.4: Greater Manchester Accessibility Level
[source: Mapping GM 2021]

- 3.15 Figure 3.4 shows that the site has a GMAL of 8. This is the highest level of accessibility in Greater Manchester and is the same as found in the city centre.
- 3.16 The assessment shows that the site benefits from an exceptional level of accessibility by public transport.

Casual Car Use

- 3.17 Enterprise Car Club provides a MCC supported alternative to car ownership that complements Salford's sustainable transport system to help meet casual vehicle needs of residents. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to use or even own a car.
- 3.18 Figure 3.5 shows that the nearest Car Club vehicle to the site is located a three minute walk away from the site on 494 Wilmslow Road.

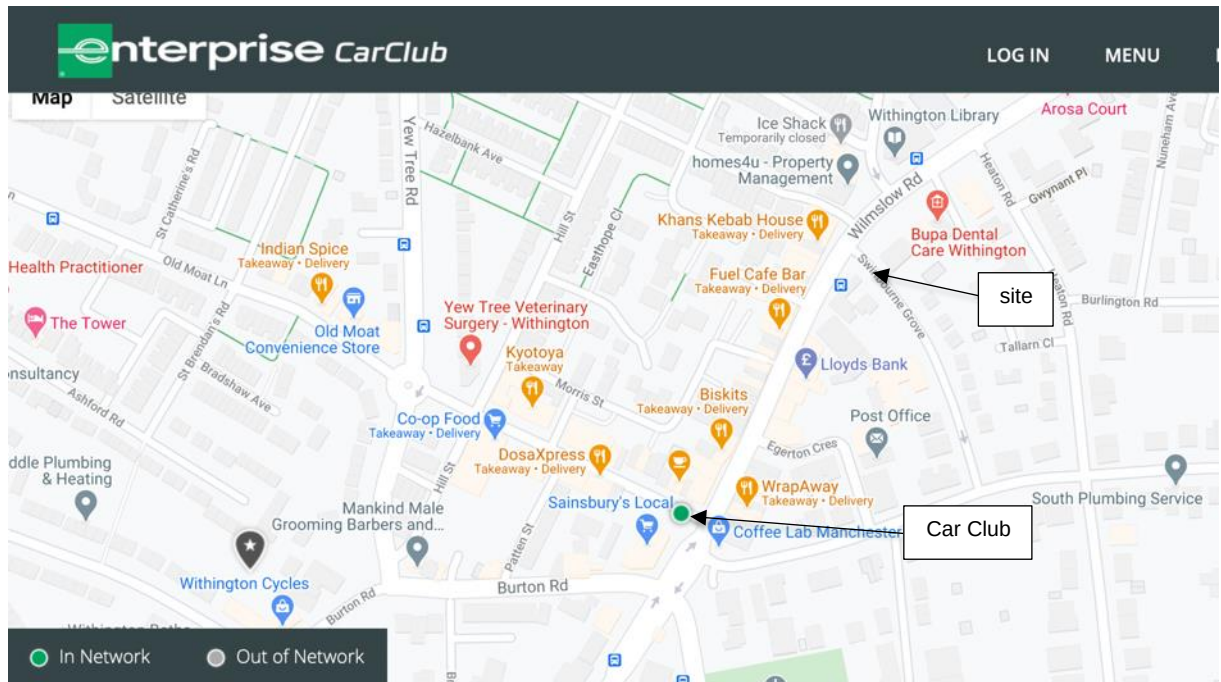


Figure 3.5: Car Club Locations
[source: Enterprise Car Club Website 2021]

Summary & Policy Compliance

- 3.19 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in developments that are located with easy access to employment, local amenities and leisure spaces. The assessment shows that the site occupies a highly sustainable location from which residents can meet their daily needs by sustainable modes, without the need to use a car.
- 3.20 The assessment also shows that the site has an exceptional level of accessibility by public transport. The site has a GMAL of 8, which is the highest level of accessibility found in Greater Manchester. Access can also be gained to Car Club vehicles for those occasions when a vehicle is required.
- 3.21 To build on the sustainable location of the site the proposal includes the following measures:
- 100% cycle parking
 - Travel Plan Statement
 - Travel Plan Co-ordinator
 - Travel Packs
 - Discounted membership to the Enterprise Car Club already located in Withington
- 3.22 Paragraph 92 of NPPF (2019) states that planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraphs 103 and 104, which support developments in sustainable locations which have a mix of uses across an area to minimise the number and length of journeys needed.
- 3.23 Local and national policy is supported by 2020 DfT⁴ vision on how a net zero transport system will be achieved, including a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. Delivering residential developments in sustainable and accessible locations, such as Withington district centre, with reduced levels of car infrastructure is key to achieving this.

⁴ DfT (2020), Decarbonising Transport: Setting the Challenge

- 3.24 The assessment shows that the site is well located to allow residents to live sustainable and active lives without needing to own, or use, a car.

4. Traffic Impact

Trip Generation

- 4.1 For consistency the trip rates used in the Transport Statement that was submitted with the planning application for the wider site have been reused in the assessment.

	Person Trip Rates			Vehicle Trip Rates		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.172	0.387	0.559	0.070	0.158	0.228
PM Peak Hour	0.419	0.28	0.699	0.171	0.114	0.284
	Total Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	1	2	3	0	1	1
PM Peak Hour	3	2	4	1	1	2

Table 4.1: Trip Generation

Residual Traffic Flows & Impact

- 4.2 Table 4.1 shows that the proposal will generate a negligible level of traffic in the peak hours. The vehicle trips include those associated with service, taxi and drop-off movements.
- 4.3 The assessment shows that the proposal will result in a reduction in traffic when compared to the extant use of the site.

Policy Compliance

- 4.4 The change of use of the site will result in a reduction in traffic flows, when compared to the extant office use.
- 4.5 Paragraph 109 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment shows that the proposed development will not have a severe impact on highway operation or road safety.

5. Parking Assessment

Background

- 5.1 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Car ownership levels
- 5.2 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits.
- 5.3 In line with current arrangements for the site, no parking is proposed. However, nine spaces are provided as part of the construction of the adjacent residential block. The assessment considers the suitability of the proposal site for car-free living and also whether there is sufficient parking available at the wider site and off-site to accommodate all future demand in the unlikely event that a resident owns a car, without causing an impact on amenity and safety issues.

- 5.4 A number of factors are considered in evaluating the suitability of sites for reduced levels of parking and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas. The method used to assess the parking requirements at the site are based on the guidance in NPPF and that used for other development assessments in Manchester. The following elements are considered:

- Resident mobility research
- Accessibility of the development
- PTAL / GMAL comparison assessment
- Existing street parking demand
- Local car ownership levels
- Cine City Inspector Report
- Net change from extant use

Mobility Patterns Research

- 5.5 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. Increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less useful and less used.
- 5.6 These trends have been largely found to be the result of factors that lie outside the transport sphere to do with socio-economic and living situations. These factors include increased urban living, changing demographics, shifts in working patterns and a rise in flexible work locations, reduced driving license ownership, changes to when people start a family, and increased take-up of mobile technology. This finding is supported by TfGM, on behalf of the ten Greater Manchester authorities, in the Transport Strategy for region⁵. The evidence that underpins this Strategy states that:
- ‘Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.’
- 5.7 It is clear that the intensification of population and activity in urban areas is having the effect of lowering per capita car ownership because as car use becomes less necessary for day-to-day journeys the convenience of owning and using also reduces.
- 5.8 Research also shows that residents are self-selectors who choose homes in urban areas to ensure ease of access to key destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia⁶ which shows that many residents who live without a car are people who either make an environmental decision not to own a car or who people who purposefully pick an accessible home location so daily travel needs can be met without needing to own and store a car. These residents tend to display pro-urban characteristics, favouring living in flats which are close to key public transport nodes and local amenities.
- 5.9 In 2019 CIHT⁷ released new guidance that further supports the evidence set out above. CIHT states that the site layouts should be designed to ‘tip the balance’ in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. The guidance supports, in the right locations, providing low or no parking at developments to embed good travel behaviour from the outset.
- 5.10 CIHT also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using reduced development parking levels.
- 5.11 A large TfL⁸ study that was undertaken to examine residential parking patterns. The study found that in nearly all cases, as the level of parking provision increases, car ownership rises. This is

⁵TfGM (2017), Greater Manchester Transport Strategy 2040

⁶Melia (2014), Car-free and Low Car Development

⁷CIHT (2019), Better planning, better transport, better places

⁸Transport for London (2012), Residential Parking Provision in New Developments

particularly the case for households living in developments with 0.5 parking spaces per unit or fewer, where residents are found to be significantly less likely to own a car. This means that residential developments with levels of car parking at 50% or less will not generate demand for parking at off-site locations, such as on street or in local car parks.

- 5.12 The evidence all shows that developments with more parking have higher levels of car ownership and produce more car travel than similar sized developments with less parking. Proving that, as would be expected, residential on-site parking levels and car ownership are intrinsically linked. The evidence means that developments in the correct locations can truly encourage car-free living, without any need to provide parking. This is particularly the case for the proposed development which will appeal to young professionals and key workers.

Accessibility Level

- 5.13 The accessibility of the site has been assessed in Section 3. This shows that the proposal has the following sustainability qualities:

- Location in Withington district centre
- Within appropriate journey times of key employment, leisure and retail activity destinations
- With good existing walking & cycling infrastructure connecting to key destinations
- An exceptional level of accessibility by public transport, with a GMAL of 8 (the highest in Greater Manchester)
- Close proximity to car club vehicles, with discounted membership for each household
- 100% cycle parking
- Travel Plan measures

GMAL / PTAL Comparison

- 5.14 TfGM often relies on Transport for London (TfL) research to justify policy and strategies measures in Greater Manchester. This is because there are numerous similarities between the two metropolitan areas. It is therefore appropriate to refer in this assessment to methods used by TfL to assess sites to decide whether they are suitable for car-free living.
- 5.15 The London Authorities also have the most experience of successfully delivering low-car housing across Greater London. The draft London Plan (policy T6) states that low-car housing development should be the starting point for all new development in sustainable locations.
- 5.16 London Plan Policy T6.1 states that residential developments in all areas of Greater London with a PTAL of 5 and 6 should be considered for car-free development. Table 5.1 shows that a PTAL of 5 is the same as a GMAL of 7 and a PTAL of 6 is the same as a GMAL of 8.

PTAL Rank	PTAL Index	GMAL Rank	GMAL Index
6	40.01+	8	25.0+
5	20.01 to 25.0	7	17.6 to 25.0
4	15.01 to 25.0		

Table 5.1: Comparison of GMAL / PTAL Scores

- 5.17 The proposal site has a GMAL of 8, this equates to a PTAL of 6. The site is therefore suitable for car-free living.

Existing Street Parking Demand

- 5.18 To allow an understanding of the existing parking demand on Swinbourne Grove, spot parking surveys were undertaken on an evening occasion. The survey timings are in line with the industry

accepted Lambeth Method, which require the surveys to occur for residential developments in the evening to allow peak periods for existing residential demand in an area to be established.

- 5.19 The surveys have been undertaken during the Covid period, but given the purpose is to record residential demand and as more people are currently at home, the surveys still provide a robust means of assessment.
- 5.20 Parking is currently restricted on the eastern side of Swinbourne Grove by double yellow lines. Parking is unrestricted on the western side of Swinbourne Grove. A single disabled parking bay is in place outside 18 Swinbourne Grove. H-bar markings are also in place outside property access points on the western carriageway edge.
- 5.21 At the time of the survey hoardings were in place on the site frontage that removed the use of this area of the street for parking. The surveys were still undertaken during this period as it would allow a worst-case review of residential parking demand to be established, with parking demand from outside the site displaced to street areas south of the site.
- 5.22 The capacity of the western carriageway edge is 17 cars, excluding H-bar marking locations and the area hoarded off outside the site.

Parking Type	Parking Capacity (cars)	Recorded Cars (9pm)	Recorded Cars (10pm)
Swinbourne Grove W – Unrestricted	16	8	8
Swinbourne Grove W – Disabled	1	0	1
Swinbourne Grove E – Double Yellow Lines	0	0	0
Total	17	8	9

Table 5.2: Parking Surveys

- 5.23 The surveys show that the parking areas are operating with a maximum occupancy of 52%.
- 5.24 The survey enumerator noted that there were no vehicles parked on areas where parking is restricted and also that the majority of the parking demand occurs at a point to the south of the Downing Care Home. Even with this concentration of demand at the southern end of the street, there was still capacity available outside the existing residential properties.
- 5.25 There were no vehicles recorded as being parked on the eastern carriageway edge where parking is restricted by double yellow line markings.
- 5.26 The survey shows a worst-case assessment as the street parking outside the site was out of use due to the construction on the wider site. Even with these displacement effects there was more than sufficient capacity to meet residential demand levels. Under normal circumstances there would be more space available on street.
- 5.27 The consent for the wider site includes a requirement to provide time limited parking bays outside the site on Swinbourne Grove. The parking controls will bring a material betterment to the operation of the street.
- 5.28 The accident data shows that the existing parking activity on Swinbourne Grove does not lead to road safety effects and that there have been no recorded accidents during the previous five years.
- 5.29 The surveys show that there are no parking related issues on Swinbourne Grove and the street is not operating at Lambeth Method stress levels.

Car Ownership Levels

- 5.30 The Transport Statement for the previous application shows the car ownership level for the local area taken from the 2011 Census. This historic data is replicated in Table 5.3.

Households	Proportions
No Car	53%
With Car	47%

Table 5.3: Historic Car Ownership Level
[source: SK Transport Statement 2019]

- 5.31 CIHT 2019 guidance advises caution when using historic data to forecast future traffic and parking patterns. This is because recent research shows that car ownership patterns are continuing to change, particularly in central urban locations such as the site.
- 5.32 Notwithstanding the above, 2011 Census data does provide a good starting point from which to assess the ability for residents to live in an area without owning a car. Using the historic data as a worst-case assessment it can be concluded that at least three of the households at the proposal site will not own a car.
- 5.33 The wider site provides nine residential parking spaces. The total residential uses (including the change of use proposal) on the wider site will be 19 apartments. The Census data in Table 5.3 indicates that at least 10 households on the site will not own a car. The consented scheme provides nine parking spaces (including a disabled parking space), which is more than sufficient to meet the demand for the residential uses at the site. Based on the evidence presented in this Note it can reasonably be expected that a much larger proportion of residents at the site will not own a car.
- 5.34 In terms of disabled parking, the wider site provides a single space for the residential uses. This equates to 5% provision. This is in line with the disabled parking requirements at other residential developments across the city which are usually 1% or 2%. Under MCC policy, disabled drivers are also permitted to park in parking bays on street without charge and for unlimited duration when displaying a valid Blue Badge.

Cine City Development

- 5.35 In 2016 a Planning Inspector⁹ found in favour of the applicant of the Cine City development located three minutes from the proposal site at 494 Wilmslow Road. The Cine City development includes 25 apartments and no car parking. One of the issues considered at the Appeal was the car-free nature of the proposal.
- 5.36 The Inspector made two findings that are pertinent to the proposal site. The first relates to the accessibility of the area, with regard to which the Inspector concluded that it would be a:

‘... reasonable assumption that a high percentage of future residents of the flats and staff employed by the A1/A2 use would walk, cycle or use the bus services to access work/home. The target market for the proposed flats is key workers and young professionals who would be likely to be attracted to such small and relatively affordable units in an accessible location. There are many employment opportunities in the area, and the site is only 500m from the Christie Hospital which is a major employer of key workers in the area.’

- 5.37 Though smaller than Cine City, the target market for the accommodation is also key workers and young professionals. Therefore, the Inspector’s findings are also applicable to the site in that the majority of movements generated by the site will be sustainable trips and that the site will appeal to people who work in employment areas nearby.
- 5.38 The Inspector further concluded that the location of the site, proximity to public transport infrastructure and the car club provision would assist in reducing the potential for Cine City to add to parking pressure in the area. In summing up the Inspector stated that:

⁹ Planning Inspectorate (2016), Appeal Decision APP / B4215 / W / 15 / 3136755

'Overall, and based on the size of the flats, the sustainable location, and the proposed mitigation measures, I consider the additional demand for parking is likely to be modest and capable of being absorbed into the surrounding streets.'

- 5.39 The above finding is pertinent to the proposal site, which is located in the same area and includes the same mitigation measures. The proposal is substantially smaller than Cine City and it can therefore be concluded that any additional demand would be considerably less.
- 5.40 The Cine City scheme provides an important precedent for a car-free residential development in Withington and the planning application should be considered in this context.

489 Wilmslow Road Development

- 5.41 It is also notable that MCC supported a residential development of seven apartments and ground floor commercial space, with no site parking at the corner of Wilmslow Road and Parsonage Road (ref: 109580/FO/2015/S1).
- 5.42 The development is the same scale as the proposed development in respect of size, location and cycle parking provision.
- 5.43 The Wilmslow Road scheme provides an important precedent for a car-free residential development in Withington and the planning application should be considered in this context.

Comparison with Current Use

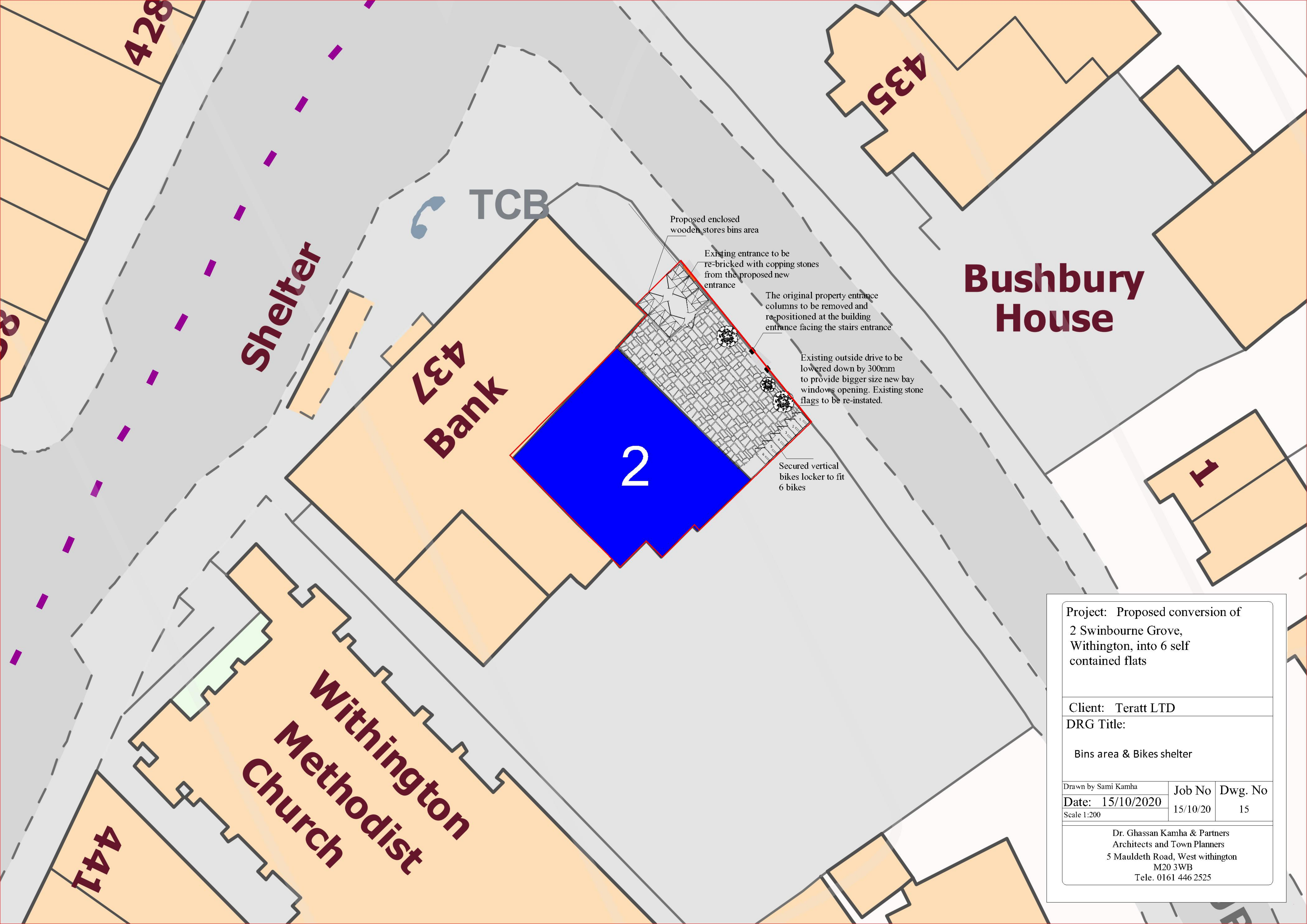
- 5.44 The site is currently occupied by an office that is not served by any site parking. The TRICS data in Section 2 shows that the office use could generate parking demand on to local streets, with a maximum demand for nine spaces. The worst-case assessment shows the potential development demand for three spaces, a substantial reduction when compared to the extant site use. Based on this, the change of use will result in a net benefit to the surrounding area.

Summary & Policy Compliance

- 5.45 The parking survey shows that the while there is demand for parking on Swinbourne Grove during key periods of residential activity, these are easily accommodated within the existing space available and that the parking areas are operating at 52% occupancy levels. Normally there would be more parking available on street outside the site, but at the time of the surveys this parking was out of use due to construction site hoardings. Despite this the surveys show that there are no parking issues on Swinbourne Grove.
- 5.46 The accident data shows that the existing parking activity on Swinbourne Grove does not lead to road safety effects and that there have been no recorded accidents during the previous five years.
- 5.47 The applicant is already required to introduce time-limited parking bays on Swinbourne Grove outside the site, which will enable the better management of street parking demand.
- 5.48 The assessment shows that the site occupies an area with an exceptional level of accessibility by all modes and in a location whereby residents can access retail, health and employment destinations without needing to use, or even own a car. The site is shown to meet established criteria for car-free living. Car club vehicles are provided in the area to meet occasional demand and the applicant will provide discounted membership to the car club as part of the Travel Plan Statement.
- 5.49 The development will appeal to young professionals and key workers. In line with the Appeal decision for the Cine City development nearby, the majority of residents will not own a car. The Cine City site provides 25 apartments and no parking, the Appeal Inspector found that any parking demand associated with this site would not represent a severe impact on the surrounding highway network in terms of operation, road safety or amenity. The Cine City site is much bigger than the proposal site, based on the Inspector's finding it can be drawn that proposal site will have negligible effects on operation, road safety and amenity levels.

- 5.50 MCC has also supported a car-free development at 489 Wilmslow Road. This development provides seven apartments and no parking. Based on this, there is precedents for the area being suitable for car-free living.
- 5.51 Historic Census data has been used to establish the worst-case parking demand associated with the proposal site. The assessment shows a maximum demand for three spaces. This can be accommodated in the parking area for the wider site, including disabled parking demand. The worst-case development parking level could also be accommodated on street without causing parking stress, road safety or residential amenity issues.
- 5.52 The proposal site's current use is a business centre (office) that has no dedicated parking area. Any office parking demand would occur on street with a maximum demand for nine parking spaces. The proposal will extinguish this parking demand and will result in a material betterment.
- 5.53 Paragraph 109 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment set out above clearly shows that the proposed development will not have a severe impact on highway operation or road safety.

Appendix A



Project: Proposed conversion of
2 Swinbourne Grove,
Withington, into 6 self
contained flats

Client: Teratt LTD

DRG Title:

Bins area & Bikes shelter

Drawn by Sami Kamha

Date: 15/10/2020

Scale 1:200

Job No

15/10/20

Dwg. No

15

Dr. Ghassan Kamha & Partners
Architects and Town Planners
5 Mauldeth Road, West withington
M20 3WB
Tele. 0161 446 2525

Appendix B

Calculation Reference: AUDIT-443201-210305-0313

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 320 to 1990 (units: sqm)
Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/09/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	6
-------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3
High Street	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
5 Very Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MG-02-A-01	MOTOR TAX OFFICE	MONAGHAN
	MARKET STREET		
	MONAGHAN		
	Town Centre		
	High Street		
	Total Gross floor area:	400 sqm	
	Survey date: WEDNESDAY	11/09/13	Survey Type: MANUAL
2	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
3	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
4	WH-02-A-02	OFFICES	WANDSWORTH
	BATTERSEA PARK ROAD		
	BATTERSEA		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1215 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
5	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
6	WY-02-A-04	INSURANCE COMPANY	WEST YORKSHIRE
	BRADFORD ROAD		
	CLECKHEATON		
	Town Centre		
	High Street		
	Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CI-02-A-03	within congestion zone

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1257	0.414	5	1257	0.080	5	1257	0.494
08:00 - 09:00	6	1121	1.160	6	1121	0.164	6	1121	1.324
09:00 - 10:00	6	1121	1.531	6	1121	0.595	6	1121	2.126
10:00 - 11:00	6	1121	1.843	6	1121	1.605	6	1121	3.448
11:00 - 12:00	6	1121	1.501	6	1121	1.397	6	1121	2.898
12:00 - 13:00	6	1121	1.412	6	1121	1.338	6	1121	2.750
13:00 - 14:00	6	1121	1.308	6	1121	1.249	6	1121	2.557
14:00 - 15:00	6	1121	1.249	6	1121	1.249	6	1121	2.498
15:00 - 16:00	6	1121	0.550	6	1121	1.011	6	1121	1.561
16:00 - 17:00	6	1121	0.580	6	1121	1.278	6	1121	1.858
17:00 - 18:00	6	1121	0.238	6	1121	1.130	6	1121	1.368
18:00 - 19:00	5	1257	0.127	5	1257	0.525	5	1257	0.652
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		11.913			11.621				23.534

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	320 - 1990 (units: sqm)
Survey date date range:	01/01/12 - 08/09/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

[illegible]

Knutsford,
WA16 6DH

scale	date	drawn	checked
1:50@A1	12/02/19	JC	PA

number	growing number
2535	002